

**CENTRAL WATERFRONT ADVISORY GROUP
DRAFT MINUTES**

May 18, 2016

**Port of San Francisco, Bayside Conference Room - Pier 1 The
Embarcadero at Washington Street, San Francisco**

5:30 – 7:30 p.m.

Attendees:

Central Waterfront Advisory Group Members:

Toby Levine, Mission Bay Resident
Ted Choi, City Kayak Corinne Woods, Mission
Creek Resident
Chris Wasney, SF Heritage
Kamala Subbarayan, UCSF Planning
Katherine Doumani, Dogpatch Neighborhood
Association
Katy Liddell, South Beach/Rincon/Mission Bay
Neighborhood Association
Mahesh Khatwani, Watermark Homeowners
Association
Jasper Rubin, SFSU Geography Department
Howard Wong, Heritage/SPUR
Jamie Whitaker, South Beach/Rincon/Mission Bay
Neighborhood Association

Port Staff:

Mark Paez, CWAG Coordinator
Byron Rhett, Deputy Director for Planning &
Development
Brad Benson, Manager Special Projects
David Beaupre, Senior Planner
Allan Kapoor, Planning Intern

CWAG Members absent:

Ralph Wilson, Potrero Boosters

Audience

Kelly Pretzer, Forest City
Rod Freebairn-Smith, Freebairn Smith & Co.
Janet Crane, Next Village
Brittany Hopkins, Hoodline
Michael Gerbracht, BAE Systems
Angelica Roccta, San Francisco Parks Alliance
Jackie Clomatalde, San Francisco Parks Alliance
Sam Dodge, Mayor's Office of Hope
Susan Gygi, San Francisco Planning

1. Report on Special Events at AT&T Park and Pier 70 During the Super Bowl

• February 6th Metallica Concert at AT&T Park

Brad Hansen from the S.F. Giants introduced himself and volunteered to address any comments or questions from CWAG members regarding the Metallica concert. Brad reported that there had been six neighborhood complaints on Saturday and 23 on Saturday for the later show that ended by 10:50 p.m. and that the total number of complaints was less than that received during the ACDC and Billy Joel concerts.

Corinne Woods, a neighbor of AT&T Park, commented that the sound from the concerts was not so bad but that the Playboy party on Seawall Lot 337 was not well managed. Brad responded by stating that the Giants will no longer allow live music or DJ musical acts past 11:00 p.m. on Lot A.

• February 4th Dave Matthews and February 5th Pharrell Concerts at Pier 70

Dave Peterson, Pier 70 Partners, wrote a post-event wrap report and presented to the CWAG a summary on the two Super Bowl events. There was a noise complaint hotline in place two hours prior to each event and one hour after. There were no complaints regarding noise or traffic for both events. People in the neighborhood emailed Pier 70 Partners to complement their management of the events. Their nine illuminated traffic message boards for Uber/Lyft drivers along the Third Street corridor and 280 Freeway contributed greatly to the success. Uber was a great help in providing digital messages to their drivers about the preferred travel routes and pickup/drop-off locations. Live Nation, SFMTA, and SFPD also believe the events were a success. There were 10,000 attendees on Thursday, 8,000 on Friday, and 6,000 on Saturday.

CWAG members expressed the following comments and questions which are followed by Pier 70 Partners' responses:

- The only concern I had was that the staff that was manning the local access only streets did not have any authority. It was the right idea, but didn't work out correctly.

Response: It was more in place to serve as a deterrent.

- Do you have any issues with attendees wandering around the buildings and entering areas where they are not allowed?

Response: We have in the past, but not at this particular event. Due to the large number of VIPs and celebrities attending these events, the whole perimeter of the property was made secure by the U.S. Department of Homeland Security and retired SWAT.

2. Announcement and Introductions

Mark Paez announced that the meeting will include a celebration of the expansion of the CWAG body to now represent South Beach as well as to celebrate the leases being signed for Pier 70's Buildings 101 and 104.

Bo Barnes, Bay Access & Kayaks, provided information about the San Francisco Bay Water Trail. The trail is managed by the Association of Bay Area Governments (ABAG) and the California Coastal Conservancy. Bo stated that there are four new proposed additions to the trail, three of which are in San Francisco.

Kathrine Doumani announced that there is a 66-family Potrero Kids Preschool on Illinois at 19th Street and that the preschool sits on City-owned land in a privately owned building, but the adjacent curb on the corner of 19th and Illinois Street is owned by the Port. The school wants to have a safe location for drop-offs and pickups. This has been difficult to achieve because of the truck route, bike lane, and the lack of a stop sign at 19th Street. After negotiation with the City and the Port, the curb has been painted white for drop-offs and loading. The fee to have the curb repainted through the Port's white curb policy is significantly higher than the City's fee.

David Beaupre responded for the Port and stated that the initial white zone installation had been allowed at a discounted rate but that the license had expired. David continued by stating that the Port was working with the school to resolve the issue. CWAG members expressed support for finding a way to resolve the matter so the school can be allowed to use the curb for an affordable fee.

3. 20th Street Historic Buildings Rehabilitation Project at Pier 70

- **Proposed Tenancies for Buildings 101 and 104**

James Madsen, Orton Development, announced the first two subleases at Pier 70. He reported that Restoration Hardware had signed a lease for Building 101 and Tea Collection for Building 104. Orton Development will be back at future CWAG meetings to present schematic designs for the rehabilitation of the historic buildings and future tenant lease signings.

Leigh Rawdon, CEO and co-founder of Tea Collective, presented an overview of her company. The Tea Company is a woman-owned children's clothing business which originated on Illinois Street and has a strong connection with the Dogpatch Neighborhood. Leigh and co-founder Emily Meyer started the company in 2002 at a small office in the American Can Building on Illinois Street. Company space looked out onto Pier 70 and the staff has always admired the historic shipyard. The company is growing and the space at Building 104 would fit their company's expansion needs. More information about Tea Collection can be accessed at: <http://www.teacollection.com/>.

CWAG members expressed the following comments and questions which are followed by Orton Development and Port staff responses:

- How much of the Tea Company in Building 104 will be accessible to the public?

Response: James Madsen stated that there is more public access than was originally anticipated through State Lands. There will be public access in a showroom and lobby.

Samina Saude, Restoration Hardware gallery development team member, presented an overview of the company. Restoration Hardware (RH) plans to open a gallery at Building 101 which was never open to the public in the past. The National Park Service has told

Restoration Hardware that their projects are examples of what they want other projects to emulate. Samina and her team have designed the rehabilitation of historic buildings. The Company is based in Corte Madera, CA and sells luxury home furnishings across the country. In 2012, RH decided to focus on creating standalone stores and galleries in addition to their retail spaces in shopping malls. Since then, RH has built an expensive portfolio of rehabilitated historic buildings across the country with Gillam & Kroeger Architects for the design of their rehabilitation projects including Building 101. More information at their company website: <https://www.restorationhardware.com/>.

CWAG members expressed the following comments and questions which are followed by Orton Development and Port staff responses:

- How will RH deal with the ADA access to the front door of Building 101?

Response: James Madsen stated that there would be a ramp at the main entrance that would have a shallow enough grade in order to eliminate the need for a handrail. The ADA ramp should have a low visual profile on the Illinois Street side.

- What is Orton doing to address the heavy rain and leaking roofs?

Response: James Madsen stated that they have invested a lot of money in temporary water tightness, even though they will be obsolete once the roofs are repaired. Generally, the buildings have held up well. There are leaks to various degrees in different buildings, but we have taken care of the major problems. The roof work will be complete before next winter.

- In the graphic renderings of Building 101, the building has an off-white color and includes street trees. Is this likely to be an issue with the need to be consistent with the Secretary of the Interior's Rehabilitation Standards?

Response: Samina stated that the color may be due to the graphic being a night rendering which highlights the reflectivity of the color. It's our intention for the building to be white or light grey in color. All of our designs will be approved by the State Historic Preservation Office (SHPO) and the National Park Service (NPS).

- Would RH retain the first floor executive office and the historic elevator in Building 101?

Response: James Madsen stated that the executive office is a character defining feature of the resource and important to SHPO/NPS and will be preserved. The historic elevator is not code compliant and cannot accommodate a stretcher, and will be replaced with a new larger elevator in the same location.

- Based on the photographs provided of completed RH projects, it seems that exterior up-lights are an important part of the design palette. Will Building 101 incorporate the same style of exterior lighting to help highlight historic features? Hopefully all buildings in Pier 70 will have similar lighting.
- Will the 20th Street upgrades be done to coincide with the opening?

Response: James Madsen stated that the public realm upgrades of Building 101 would be completed by the Port in coordination with the tenants' occupancy of the building. The approach will focus on repair and upgrades to what's the existing improvement to make sure it's usable, safe, and attractive.

4. Break for Refreshments – The CWAG adjourned the meeting.

5. Informational Briefing on Central Waterfront and South Beach Planning Projects

David Beaupre, Senior Planner, provided a high-level overview of the various projects in the Central Waterfront and South Beach: Pier 70 (Forest City, Orton Development, Crane Cove Park, 19th Street Parking Lot) and Mission Bay (Bayfront Park, Terry Francois Boulevard improvements and cycle track, Lefty O'Doul Bridge, Mission Rock at Seawall Lot 337 and the Waterfront Land Use Plan Update)

CWAG members expressed the following comments and questions which are followed by Port staff responses:

- As you look at the Third Street Bridge and the idea of a bicycle path, are you incorporating the fact that it will be closed for a year for seismic retrofitting?

Response: David stated that the SFMTA is working with SFDPW to see how to take advantage of that closure and see if there are opportunities as a part of the retrofit to improve the accessibility for bicyclists.

- Is the Port programmed to have public recreational facilities? Unlike the private meeting rooms and pools at UCSF. There's a lack of public spaces in the Dogpatch and Mission Bay neighborhoods.

Response: The Port is not programming for public spaces, but the Planning Department, Rec & Park, OEWD, and SFMTA are looking at public recreational facilities in the southeast sector of the City. Building 49 in Crane Cove Park is intended to be a space for human-powered boating, but it has the potential to include some potential community activity space.

- Now that some of the Pier 70 tenants have been identified, what assumptions are being made about travel to and from the site and how will that impact public transit?

Response: James Madsen stated that their hope is that there will be fewer vehicle trips to and from the site. They hope that once the Central Subway is operational, that it will reduce the need for car travel. We are constantly looking at ways to discourage vehicle use and encourage use of public transit.

- What's the status of having a Pier 70 Muni T-Line turn around loop?

Response: David Beaupre stated that the Port has never envisioned a loop at Pier 70. We have analyzed the idea with SFMTA and found that it doesn't make sense to have one within Pier 70. But, there are things that Muni is looking at that would help improve service in the area.

- Has there been any progress in developing interpretive panels for the Union Iron Works Historic District?

Response: We have made progress, but are behind in having the interpretive master plan presented to the review committee. The informal committee will include representatives from the National Park Service, a former shipyard worker, and the Potrero Hill Archive. We want the consultant to respond to the committee’s feedback before developing the final plan.

- The most effective mode of transportation for Pier 70 would be shuttle busses. Muni cannot handle anything smaller than a 40-foot bus, so it makes sense for Port tenants to consider this option. The Mission Bay shuttle is very successful and could be one way to address the transportation needs of the site.

Response: David Beaupre stated that in working with Forest City, the use of shuttles is under consideration. Forest City has a transportation management plan that incorporates the use of shuttles and bike shares.

- When are the railroad tracks to be removed on Illinois Street?

Response: David stated that removal is being negotiated with Union Pacific, and the Port is working with SFMTA and SFDPW on moving this forward.

- On Illinois and 19th Street, will there be striped crosswalks?

Response: David Beaupre stated that the developers of the Potrero launch did a street work, repaved the street, and painted crosswalks where they don’t belong. But, with the 18th/19th Street turn around loop project happening, there will be all new crosswalks, signals, and sidewalks.

6. CWAG Administration

• Approval of Draft Minutes

The CWAG unanimously approved the December 9, 2015 draft minutes.

• CWAG Co-Chairs

Mark Paez presented highlights of the Port’s advisory group responsibilities:

- *Advisory Group members may request agenda items.*
- *Regular attendance of advisory group meetings is important to stay in touch with community discussions and new information. Port staff will strive to keep the membership active, and may excuse people who have become inactive or invite new members.*
- *Advisory group members provide perspectives, questions and comments about Port projects and activities that should reflect the organizations and constituents they represent.*
- *On occasion advisory group members may have questions about possible conflicts between their professional (or other) responsibilities and projects that are addressed at advisory group meetings.*

- *Port staff works with the City Attorney's office to provide information and/or follow up on questions regarding conflicts of interest. Members that are involved with projects are encouraged to disclose that involvement.*

It was the consensus of the CWAG members to appoint Toby Levine and Katy Liddell as advisory group co-chairs.

- **Advisory Group Name Change**

It was the preference of the CWAG and newly appointed South Beach members to retain "Central Waterfront Advisory Group" and not revise the name to include South Beach in the name of the advisory group.

- **CWAG Meeting Time**

The CWAG members also expressed their preference to continue meeting at Pier 1 at 5:30 p.m.

7. Adjourn