



SAN FRANCISCO PLANNING DEPARTMENT

Public Sites Portfolio October 7, 2014 Community Meeting Summary

A community meeting for the Public Sites Portfolio project took place on Tuesday, **October 7, 2014** at Lick Wilmerding High School. Approximately 15-20 participants attended including a representative from Supervisor Avalos' office.

Participants: 1) heard an overview of the Public Sites Portfolio, including the criteria for selecting sites; and 2) engaged in small group discussions about the components of the project to give their feedback on the following:

- the priority areas (housing, transportation and neighborhood sustainability and resiliency) for selecting sites
- the draft principles that will guide each selected site's development
- other priority public benefits
- ideas for strategies and tools for achieving the public benefits
- ways to measure success; and
- potential sites to consider

A second meeting with identical content will take place on Tuesday, October 21 at 6 PM at the Bayanihan Center on 1010 Mission Street San Francisco, so that other interested members of the public who missed the first meeting can have a chance to learn about the project.

Comments and questions attendees raised are summarized below:

General comments (on portfolio criteria, principles and general approach)

- The 3 priority areas are interconnected – affordable housing is public infrastructure in that it creates and leverages improvements in transportation infrastructure as well as green infrastructure.
- Clarify the difference between site selection criteria vs. guiding principles.
- The principles should be flexible, adapted to each neighborhood.
- The principles should include more community input (i.e. senior needs) and more district-based conversations.
- Are there examples of projects like these that have already happened or can showcase what it is envisioned on a public site? What sites does the City have in mind? Working on an actual public site as an example would be helpful.
- There is a tremendous amount of existing building and facility stock being underutilized (auditoriums, athletic fields, overflow parking for events, etc.).
- Bring the school district (SFUSD) to the table. They own a lot of property with empty or underused parking lots or courtyards that can be looked at for joint uses that benefit the community.

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- Participants expressed concerns about how this would affect current residents and whether it could lead to relocation of existing residents.
- Engage and educate the (local) community prior to project initiation so that community needs and priorities are reflected. They should also be involved in site selection and development planning.
- Have participants at (these) meetings suggest who else to loop into the process.

Sites Suggested for Consideration

- The FSK Annex/1350 43rd Ave site is a key site for the Sunset community.
- Balboa Reservoir is an ideal site for the three portfolio criteria.
- Cameron Beach Yard was mentioned as a potential portfolio candidate given:
 - Transit-oriented development (TOD) potential with proximity to Balboa BART station.
 - Potential to enhance public benefits already existing at community center next door to the site.
- Create housing over / on existing school sites.

Housing

Affordability

- It is important to define affordable - what does affordable housing “for all income levels” mean? It is more helpful to talk about the need for low- to moderate- income housing.
- There is not enough affordable housing in the City; how does affordability actually happen, especially rental housing which is much needed?
- Ideally there should be a variety/mix of incomes within an affordable housing development instead of all low-income level (to not over-concentrate any one income level).
- Workforce housing is important.
- Implement price control/affordability limits for housing developments. Developing any single site with no affordable housing means that site is lost. How do you enforce moderate income without deed restrictions?
- The idea that the market will support pockets of affordable housing or “naturally affordable housing” is troublesome, would need to be deed restricted housing.

Characteristics, good design and neighborhood context in housing developments

- Prioritize putting affordable housing at sites near transit. Affordable housing residents are most likely to use transit, so affordable housing is the best kind of transit-oriented development (TOD) and will have the greatest impact on getting cars off the road).
- Housing should be located in non-isolated places that allow residents to easily engage in local community and take advantage of community institutions (schools, social services, shops) and if the services are not there require and provide them as much as possible on the ground floor of developments.
- Good architecture can also help create community and limit isolation.
- Put new projects in distressed locations to eliminate blight, catalyze investment.
- There should be a neighborhood specific planning process for each site.
- Family-size units are important.
- Proximity of new development to open space is a high priority.
- Keep height limits as-is.
- Scale, density, and heights should be consistent with the local context.
- Ensure consistency with character of neighborhood.
- Developments should showcase quality development and good design.

Transportation

Capacity

- There are some locations that are well-served by transit but the line is too congested for more riders to board. Use this process as an opportunity to improve transit (identify gaps and make links) as it is insufficient now, more must be added.
- There is a great need for increased buses to meet public transportation demand.
- Plan for the fact that transit tends to lag behind development.
- Look at other ways to fund the increased demands on the transportation network as a result of new development.

Other Transportation Infrastructure Improvements & Strategies

- Some participants are in favor of developments providing free Muni passes.
- Pedestrian safety improvements are a key need.
- Some would like to see impact fees to be able to pay for maintenance, not just capital improvements, as a lot of neighborhood-level issues involve maintenance
- Adequate on- and off-street parking balanced with new development. Retain parking at a 1-to-1 ratio (do not reduce or eliminate) where there are limited transportation options and frequency.

- Access and egress from Muni or crowded buses is a hazard, Excelsior is especially crowded.
- Use these developments as an opportunity to fix old infrastructure.
- New residential units can mean more traffic and transit access challenges, make sure this is addressed.
- Bikes don't work as transit for all populations (i.e. seniors); consider all transportation modes/needs.
- Incorporate smarter infrastructure design and implementation, such as, the undergrounding of wires.

Neighborhood Resiliency and Sustainability

- What is resiliency and sustainability (it is unclear)? Clarify definition and specifically include neighborhood-level needs and priorities.
- Look into preserving the supply of water during an emergency (earthquake) or drought.
- Integrate swales (for storm water management, with native plants) in new developments.
- Incorporate more green energy and solar.
- Economic development (as resiliency):
 - Retail spaces, with jobs for local residents.
 - Space for nonprofits, social services being displaced from elsewhere in the city.
 - Relocation opportunities for neighborhood businesses currently in substandard or insecure spaces.
- Better access to community amenities (retail, transit, commercial, restaurants, parks, playgrounds).
- SFPUC has already identified sites for runoff, storm water, renewable energy (Balboa Reservoir is a good candidate site for all green infrastructure).
- Look to connect neighborhoods by improving unused freeway right of ways.
- New developments should consider nearby "community" destinations to improve connectivity and safety (e.g., Alemany Farmer's Market).

Other Important Public Benefits (that public sites can provide)

- Economic development – What are the businesses that people want to keep in the neighborhood (as a priority for the ground floor space of new developments) as well

as encourage new, locally-owned enterprises on the ground floor such as grocery stores, hardware stores and banks.

- Space for displaced nonprofits and social service providers near transit is a needed public benefit.
- Incorporate and create usable open-space in new development, especially where considering added density.
 - Consider dog runs as a specific form of open space/public benefit since it is a city reality (no space for them and people own them).
- New development is an opportunity to create new community spaces for meeting.
- Do not harm most vulnerable residents / look at equity considerations.
- Are there neighborhood amenities for new residents? New developments could incorporate new amenities.
- City should not give away valuable assets without appropriate improvements and clear benefits.
- PDR (Production, Distribution and Repair) uses should remain PDR.