

# San Francisco Bay Conservation and Development Commission

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**TO:** Design Review Board Members

**FROM:** Lawrence J. Goldzband, Executive Director (415/352-3653; [larry.goldzband@bcdc.ca.gov](mailto:larry.goldzband@bcdc.ca.gov))  
Andrea Gaffney, Bay Design Analyst (415/352-3643; [andrea.gaffney@bcdc.ca.gov](mailto:andrea.gaffney@bcdc.ca.gov))

**SUBJECT: Approved Minutes for May 8, 2017, BCDC Design Review Board Meeting**

1. **Call to Order and Safety Announcement.** Design Review Board (Board) Vice Chair Gary Strang called the meeting to order at the Bay Area Metro Center, 375 Beale Street, Yerba Buena Room, First Floor, San Francisco, California, at approximately 5:30 p.m., and asked everyone to introduce themselves.

Other Board members in attendance included Cheryl Barton, Tom Leader, Jacinta McCann, and Stefan Pellegrini. BCDC staff in attendance included Andrea Gaffney, Brad McCrea, and Jaime Michaels. Also in attendance were Maureen Gaffney (Association of Bay Area Governments (ABAG) Bay Trail), Lee Huo (ABAG Bay Trail), Joanne Park (Architectural Dimensions), and Laura Thompson (ABAG Bay Trail).

Andrea Gaffney, BCDC Bay Design Analyst, reviewed the upcoming meeting agendas:

- a. Three projects are tentatively scheduled for the July Board meeting: Terminal One in Richmond, Doolittle Drive, which is a Bay Trail extension in Oakland, and India Basin.
- b. Three projects are tentatively scheduled for the August Board meeting.
- c. Three projects are tentatively scheduled for the September Board meeting.
- d. The next Board meeting is Monday, June 5, 2017.

2. **Report of Chief of Permits.** Jaime Michaels, the BCDC Chief of Permits, presented her report:

a. The Commission reviewed the draft strategic plan for 2017 through 2020 at the May 4th Commission meeting. The final strategic plan will come out later this year.

b. The California Ocean Protection Council (OPC) presented on “Rising Seas in California: An Update on Sea Level Rise Science,” at the May 4th Commission meeting. The study includes new sea level rise projections.

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c. The OPC is planning an all-day workshop on sea level rise issues and adaptation on May 22nd in the BCDC building. A copy of the announcement was included in the meeting packet.

**3. Approval of Draft Minutes for April 17, 2017 With Public Comment Letters.** Ms. Gaffney stated Mr. Leventhal's additional comments about Agenda Item 4 of the April meeting, the first review of the Albany Beach Restoration and Public Access Project, have been shared with the applicant and attached to the minutes as a post script. Public comment letters received on the Albany Beach project were included as part of the minutes as a separate document. Additional public comment letters continue to come in and will be emailed to the Board as one document before the June meeting.

Ms. Barton referred to the third paragraph from the end of page 9 of the April minutes and asked to change "what will evolve over time. She suggested a video of the area" to "get sequential aerial views of the area."

Ms. Barton referred to the sixth paragraph on page 10 and asked to strike "in the ponds or" so it reads "throwing stones at the wildlife."

**MOTION:** Mr. Strang moved approval of the Minutes for the April 17, 2017, San Francisco Bay Conservation and Development Commission Design Review Board meeting as revised, seconded by Mr. Leader.

**VOTE:** The motion carried with a vote of 5-0-0 with Board Vice Chair Strang and Board members Barton, Leader, McCann, and Pellegrini voting approval with no abstentions.

**4. West Gateway Public Access Area at the former Oakland Army Base, City of Oakland, Alameda County (Third Review).** The Board held their third review of a proposal by the California Capital Investment Group (CCIG) and the City of Oakland to redevelop an approximately 91,476 square-foot public access area located west of Wharf 7 in the West Gateway area of the former Oakland Army Base, in the city of Oakland, Alameda County. The revised project presented at this meeting widens the sidewalk transition to the pedestrian/bicycle pathway, modifies the pedestrian/bicycle pathway along the parking area, relocates the monument sign to the parking entrance, installs a seven-foot-wide landscaped area on the west side of property next to the pathway, raises the pedestrian area around the wharf turnaround six inches above the driving surface, reduces the radius of the wharf turnaround, installs a recycled wood stage that looks out to the Bay, and removes the originally-proposed string lighting along the wharf edge.

a. **Staff Presentation.** Ms. Gaffney provided an overview of the project, accompanied by a slide presentation, and summarized the issues identified in the staff report, including whether the revised proposal addresses previous Board comments to provide an attractive, well-used public access area that encourages diverse activities, whether the access through the site provides a logical and intuitive flow for pedestrians and cyclists, whether the modified pathway allows for a safe, seamless, and continuous connection to the Burma Road sidewalk and crossing to the north, and whether the revised public access area is designed to enhance and take advantage of the views of the Bay and shoreline.

b. **Project Presentation.** Joanne Park, the Project Manager at Architectural Dimensions, the Project Designer of the CClG site, provided an overview, accompanied by a slide presentation, of the revisions made to the design in response to the Board comments made at the last review, which were included in the staff report.

Ms. Park stated the desire to get this project underway. Ms. Gaffney asked the Board to give clear, strong direction so the design team can include it in the construction documents.

c. **Board Questions.** Following the presentation, the Board asked a series of questions:

Mr. Leader asked when the adjacent Gateway park is expected to be built. Mr. McCrea stated there is no date set as of yet. The environmental study is currently underway, but there is little funding identified for this park to date.

Mr. Pellegrini asked about the groundcover landscape palette along the walkway buffer. Ms. Park stated the palette was done by the landscape architect, but was not identified in this area.

Mr. Pellegrini stated the raised area in the turnaround seems high and asked why the height is four feet. Ms. Park agreed and stated it only needs to be one foot high to provide protection from trucks turning around.

Ms. Barton asked if the raised sidewalk has a step-up on both sides or if it is flush along the edge of the wharf. Ms. Park stated it is flush along the edge.

Ms. Barton asked what the thinking was behind the positioning of the stage. Ms. Park stated the area affords one of the best view locations.

Ms. Barton asked about the stage lighting. Ms. Park pointed out photos and designs of the lighting on the slides.

Mr. Strang asked about the wood boardwalk on the pedestrian areas. Ms. Park stated the Board's feedback was to simplify the design and to replace some of the wood with a more durable material along the pedestrian walkways.

Mr. Strang asked if there is a detailed drawing of the monument sign. Ms. Park stated there is not, but they are envisioning something out of wood similar to the East Bay Regional Parks standard signage.

d. **Public Hearing.** Lee Huo, Bay Trail Planner, ABAG Bay Trail, stated ABAG is doing a lot of work on this project and appreciates the recognition of some of the comments they put out, one of which was dealing with the durability of the materials. Wood is attractive, but from the Bay Trail perspective, in terms of funding and maintenance, having something that is more durable is more preferable in this kind of environment.

He stated ABAG also appreciates that the trail is designed to accommodate both cyclists and pedestrians.

Mr. Huo pointed to an intersection (at the Burma Road turnaround) on a slide and asked about the width of the trail. He stated designing that intersection of how the West Gateway trail connects to the future Gateway Park trail at the main part of the park is critical. Extensive thought must be put into it so that individuals feel safe and comfortable with crossing the road into the future Gateway Park.

e. **Board Discussion.** The Board members discussed the following:

Mr. Strang stated the design has greatly improved since the last review. He stated crape myrtle trees are more of a suburban median tree. He suggested a native, wind-tolerant equivalent to a crape myrtle.

Ms. Barton stated she liked that the stage can be sat upon or used as a viewing platform when not in use.

Ms. McCann agreed and stated the corner is the area that individuals gravitate to. Having the stage there in an open concept that is easy to climb upon will draw individuals to it.

Ms. McCann asked that the design team consider lowering the number of litter receptacles in the project.

Ms. McCann suggested a program that will encourage groups to learn about the industrial terminal activities. She suggested repurposing parts of the demolished spans of the Bay Bridge into something that sits in the plaza, sits along the edge, or is fashioned into picnic tables. It is right next door and part of the history of the area.

Ms. McCann suggested including small, transparent, localized windscreens next to the benches that block the wind but not the view. She also suggested considering the addition of video surveillance cameras to deter late-night activity.

Mr. Leader stated there is no gate at the entry point. He asked if the area will be open to automobile traffic 24/7. Ms. Park stated there are two security gates for the terminal, but no gates on the park access.

Mr. Pellegrini suggested that the center of the turnabout be more civically scaled and avoid the angle that is designed to keep individuals off of it. He asked for further details on the southern turnaround (at the wharf) for fire access. Reducing the size of the northern turnaround (at Burma Road) and extending the curb to the north and east could allow for a more comfortable bicycle transition at the intersection.

Ms. Park stated the northern turnaround (at Burma Road) was included in the clearance by the fire department because of the dead end of Burma Road. The turnaround has been fully engineered and signed off by the city of Oakland, and it is currently under construction.

Mr. McCrea stated the fire hydrants, manhole, and utilities have already been set so there is not much play with regard to the curb; however, staff will work with the applicant on Mr. Huo's comment about the connection and use the landscape area as a way to make a better connection across the future Gateway Park access road.

Mr. Pellegrini asked if the bicycle access can be striped or painted on the northwest side of the turnabout (at Burma Road) to direct cyclists to the location where they can mount onto the path to decrease the perceived sense of pavement available for vehicles to make the turn on a daily basis. He stated the concern that, although important, the turnaround is being designed for emergency vehicle response, which will not see daily use.

Mr. Strang asked if Mr. Pellegrini was suggesting something in the middle, such as a paint solution.

Mr. Pellegrini agreed that that could be another option. Most vehicles entering into the parking area will not use the full radius of the turnabout to access the parking lot. He stated the need for something that would help segregate bicycle and vehicle traffic, even if it is just paint, or denote to cyclists that they would have possession most of the time unless there is a fire truck present.

Mr. McCrea pointed to a location on the slide (at the northwest edge of the Burma Road turnaround) and asked if filling in that edge with paint is a way to limit vehicular movement there.

Mr. Strang suggested painting something to occupy the center to signal to vehicles that something different is happening in that section of the asphalt area.

Mr. Pellegrini suggested putting the monument sign in the middle of that area the same way that the flagpole is in the middle of the other area. It will make a more visible location for the park entry than in other locations along the edge. There is a difference between emergency access, which is necessary but not happening on a daily basis, and the individuals who would be using this area on a daily basis and what they are being directed to do as they enter the park.

Mr. Strang agreed with Ms. McCann's suggestion to decrease the number of trash receptacles, and suggested that the trash receptacles not be placed directly next to the benches. He asked who is responsible for maintaining the trash containers.

Ms. McCann suggested having only a couple of more significant trash collection points with choices for the type of trash.

f. **Applicant Response.** Ms. Park responded positively to the Board's suggestions and stated the design team will take the Board's comments into consideration.

g. **Board Summary and Conclusions.** The Board made the following summary and conclusions:

- (1) Reduce the number of trash receptacles
- (2) Clarify the planting at the fence line along the west edge
- (3) Specify the stage lights

- (4) The fact that the lights were moved away from the pedestrian area is good
- (5) Provide detail for the monument sign similar to the Parks Department
- (6) Consider replacing the crape myrtle trees with Ceanothus 'Ray Hartman'
- (7) The stage location at the corner is good
- (8) Consider opportunities to learn about the terminal and the future park and programs to learn about the port industry
- (9) Add bridge steel pieces in the roundabout and along the edge and repurpose scrap steel
- (10) Industrial and other workers will come to the project to eat their lunches
- (11) Localized wind screens next to the benches
- (12) Have an in-depth conversation with the city of Oakland about maintenance and management for "late-night auto ballet" and other maintenance and programming issues
- (13) Consider adding a video surveillance camera as a deterrent for late-night activity
- (14) The flag pole base is too tall; revise the edge so that it is not sloped
- (16) Address the striping at the Burma Road turnaround to facilitate bicycle circulation

Mr. Strang stated the Board does not need to see this project again.

**5. Briefing on the Latest Planning and Guidance for the Bay Trail.** Laura Thompson, Bay Trail Project Manager, provided an overview, accompanied by a slide presentation, of the vision, purpose, local support, and funding for the San Francisco Bay Trail program. Ms. Thompson stated over 350 miles out of 500 total miles of trail have been completed to date. Ms. Thompson provided an update on the Migrations: Bay Trail Public Art project, which was presented at the July 2016 Board meeting.

Maureen Gaffney, Bay Trail Planner, provided an overview, accompanied by a slide presentation, of the roles of the Bay Trail staff and the BCDC, and the outreach for the Bay Trail project. She shared the story of the Bay Trail design and implementation at the Larkspur Ferry Terminal.

Lee Huo, Bay Trail Planner, provided an overview, accompanied by a slide presentation, of the purpose, design principles, and objectives of the Bay Trail Design Guidelines and Toolkit, which were recently released. He reviewed Bay Trail design considerations, such as universal access, lighting, signage, connectivity, and sea level rise.

a. **Board Questions and Discussion.** Mr. Strang asked about the challenges for completing the remaining 150 miles of Bay Trail. Ms. Thompson stated integrating public access into wetland restoration projects, right-of-way, and funding are the largest challenges. The Bay Trail cost averages at \$1 million per mile of trail.

Ms. McCann stated autonomous vehicles may impact the Bay Trail; conflict areas and land issues may resolve when some areas are no longer needed for parking.

6. **Adjournment.** There being no further business, Mr. Strang adjourned the meeting at approximately 7:15 p.m.

Respectfully submitted,

ANDREA GAFFNEY  
Bay Design Analyst

Approved, with no corrections at the  
Design Review Board Meeting of June 5, 2017.