

SAN FRANCISCO HISTORIC PRESERVATION COMMISSION



Draft Meeting Minutes

Commission Chambers, Room 400
City Hall, 1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Wednesday, November 5, 2014

11:30 a.m.

ARCHITECTURAL REVIEW COMMITTEE Meeting

COMMISSIONERS PRESENT: Hyland, Pearlman, Wolfram

THE MEETING WAS CALLED TO ORDER BY COMMISSIONER WOLFRAM AT 11:34 AM

STAFF IN ATTENDANCE: Pillar LaValley, Tim Frye - Preservation Coordinator, and Jonas P. Ionin – Commission Secretary.

SPEAKER KEY:

- + indicates a speaker in support of an item;
- indicates a speaker in opposition to an item; and
- = indicates a neutral speaker or a speaker who did not indicate support or opposition.

ARCHITECTURAL REVIEW COMMITTEE

ROLL CALL:

Member:	Aaron Jon Hyland
Member:	Jonathan Pearlman
Members:	Andrew Wolfram
Ex-Officio:	Karl Hasz

1. Case No. TBD (P. LAVALLEY: (415) 575-9084)
CARLTON B. GOODLETT PLACE, MIDBLOCK CROSSWALK, **Request for Review and Comment** before the Architectural Review Committee regarding the proposal by MTA to replace the flashing crosswalk system on Carlton B. Goodlett Place in front of east side of City Hall with conventional three-color traffic signals. The project site is located within the National Historic Landmark, National Register-listed, and Article 10 designated Civic Center Historic District.

ARC RECOMMENDATIONS/COMMENTS

Existing light poles

In an effort to reduce the overall number of utility poles in the vicinity of one of the main entrances to City Hall, the ARC recommends exploring the possibility of mounting the proposed traffic signal mast arm to an existing light pole. The ARC recommends installing as few new poles as possible in this location and indicated that they felt there were different ways this might be achieved, including eliminating any redundant poles, developing a combination pole that would allow for mounting of the mast arm with traffic signal as well as street light, or incorporating the traffic signal on mast arm onto an existing light pole.

Mast Arm mounted signal

The ARC questioned the necessity of the proposed mast arm mounted signal, citing other signalized intersections in the city where no such mast arm occurs. The MTA Traffic Engineer responded that MTA believes that the proposed mast arm mounted signal is needed for this type of mid-block crosswalk. The ARC conceded that they are not specialists in this area, but did indicate that they have concerns about the size and extent of the proposed mast arm.

Since the hearing, staff has seen a smaller version of a mast arm mounted signal with a shorter projection and slimmer profile, which was recently installed at the former mid-block crosswalks along 16th Street at the intersection with Capp Street. To meet or address direction given by the ARC, staff would recommend consideration of this alternative mast arm design, as it appears to be smaller and, therefore, less of a visual intrusion within the Historic District. Further, it is a design and hardware that already exist in the MTA system.

Finish

The ARC recommends that any new traffic and pedestrian signal poles be finished to match adjacent light standards. The MTA representative indicated that the majority of light standards in the vicinity have a dark finish (blue or black) and the ARC recommended that all traffic and pedestrian signal poles be finished to match these adjacent light standards with either a painted or powder-coated finish.

The ARC also recommends that ADA pads at crosswalks within the Historic District not be the bright yellow color that is typically installed. The MTA representative indicated that this was under the purview of DPW, but that such a recommendation could be passed along between the Departments.

Traffic Signal versus Stop Signs

While they did not make any recommendation in this regard, several ARC members did state that they thought that stop signs might be more appropriate in this location than the proposed traffic signals. Commissioner Wolfram stated that he believed that with traffic signals there would still be rampant jaywalking of pedestrians who are unwilling to wait for the signal and that perhaps a stop sign, which also requires cars to stop, would be a better option. Commissioner Pearlman also stated his opinion that stop signs and rumble strips might work better in this location.

Other options

The ARC felt that MTA had adequately explored other potential traffic calming options for this crosswalk.

COMMENT LETTER: L-0037

ADJOURNMENT: 12:08 PM