

BALBOA RESERVOIR COMMUNITY ADVISORY COMMITTEE CITY & COUNTY OF SAN FRANCISCO

MEETING MINUTES

Online Meeting

Monday, May 18, 2020

6:00 PM

Regular Meeting

Please note: For a full transcript of the meeting, refer to the video recording of the meeting available online at <https://sfplanning.org/project/balboa-reservoir#cac-andcommunity-meetings> The timestamp for each agenda item is provided in parentheses next to the agenda item below. The audio transcript is included at the end of this document.

Committee Members Present: Michael Ahrens; Brigitte Davila; Amy O’Hair; Mark Tang; Peter Tham; Jon Winston; Maurice Rivers

Committee Members Absent: Christine Godinez; Robert Muehlbauer

City Staff/Consultants Present:

Project Team: Nora Collins, Kearstin Dischinger, Joe Kirchofer, Karen Murray, Peter Waller

Office of Economic and Workforce Development: Leigh Lutenski

San Francisco Planning Department: Sue Exline, Seung Yen Hong, Leslie Valencia

1. Call to Order and Roll Call (07:47min)

2. Opening of Meeting

Approval of April 27 Minutes (10:17min)

Motion: Approve minutes

Moved: Ahrens; Seconded: O'Hair

Ayes: Ahrens, Davila, O'Hair, Tang, Tham, Winston, Rivers; Noes: [none]; Abstain: [none]

3. Resolution Regarding the Ocean Avenue Corridor Design Project (Action Item) (12:34min)

Public comment (26:40min)

4. Upcoming Schedule and Approval Process (Discussion Item) (34:15min)

Public comment (44:29min)

5. Development Agreement Community Benefits (Discussion Item) (1:10:38min)

Public comment (1:22:14min)

6. General Public Comment (2:06:36min)

AUDIO TRANSCRIPT

you

I'll be right back

we got three minutes right hey you're the host again right okay and it says it's still recording so I think I set up a button and earlier on Lesley that this should be able to go straight to audio straight away yeah you tell me Leslie again how to do a mute everybody on entry under participants there's more there's me unmute and then there's more options and then I think it's the first one

and so it says that participants are displayed and in the following order the ones allowed to talk so it will be the CC members first and then participants with their hand raised

so I think they are will refresh the order naturally participants that raise their hand first are displayed at the top participants with those are last so I can actually not allow participants to unmute themselves as well if I think I'm not going to do that right now I think I'll just let everybody I need

themselves when they want to talk yeah you you unmuting them could also be a cue to tell them that it's their turn for public comment I think I'm gonna let them unmute themselves though rather than me unmute them yeah we'll see how that goes I think I know how to do it if I need to I can I can check that box and okay okay I think we're more or less ready hi Peter here please here you can hear me yes let's see are you still there maybe I'll let you do you want to do the do you have the best handle on the how people are gonna participate for public comment do you want to give a

little intro and we when we go yeah I am going I'm still I'm gonna open up the script would you like me to start sharing my screen I have the virtual meeting instructions I mean yeah that I could read off of that would be great oh so it looks like you have to allow me to share my screen okay

just have teams down ok can you try it now Li does it work neat my room a little bit there we go yeah that I am I'm I wanted to open the script that you created Li this step-by-step just so I could see the full

I can pull it up I'm also trying to find it apologies for not having it should have it in a email somewhere yeah okay okay and are we lives already

yeah well yes okay well welcome everybody to the May 18 bubble reservoir CBC meeting welcome and due to the Cova 19 health emergency and to protect city employees and the public we are holding this CAC meeting for bubble reservoir through this virtual medium as the public you will be able to hear and see the meeting and presentation through the zoom application or through a modern web browser on a computer or mobile device by going to the following link

tinyurl.com slash may 18 be our CAC for future reference this is also this this will likely be the same link and it's also the office hours one if you cannot find it the zoom meeting ID is nine one nine six nine six four eight five eight four and the password is one four three five five one if you do not have internet access you can access also access this meeting by dialling six six nine nine zero zero nine one two eight and then follow the verbal instructions you dial in the same meeting ID and then

the same password note that upon entry you will be automatically muted and for your privacy you may wish to join via audio if you choose to turn your camera on we recommend that you are mindful of your background please and Sue do you mind just doing the public comment just so that I'm not talking for a long time so during public comment you will raise your hand in the raise hand feature to say that you want to have comment during the public comment period and I will be kind of checking on folks to sort of make sure that you're muted when you're not speaking so if you you will probably and you will unmute yourself when you are going to speak but will try to keep everybody on mute if you're not speaking so that we're not picking up background noise and other stuff

so have you just checked when you're speaking to unmute yourself and if you're not familiar with the raise hand method right now would be a good time to just ensure that you know where it is so it is in the participants tab when you go to participants you will see yourself and at the bottom you will see the raise hand

option if you are calling in you will be pressing star nine to be able to raise your hand please wait for public comment to be announced

(07:47min)

okay I'll be ready to call the meeting to order

yes go for it thank you so I hereby call the meeting to order and I will call roll when I call your name and do an alphabetical order if you could unmute yourself and say please Michael air Prince present Bridget Darla not here Christine cadenas is still excuse for a

paternity or maternity email here here
okay Maurice rivers okay okay
mark tang I'm here okay Peter Tam
Peter 10 Emma's not here and I am John
Liston and chair atmos muted I think Oh
oh here's your that's when I saw you
okay
and step back we have little tense ki
sung-yueng Hong and Su excellent as far
as I'm out of this here anyway there's
other people as well I'm here okay
Bridget Oh Bridget you're here you're
good
thank heaven so everybody's here except
for Christine okay meeting overview we
got three agenda items the first is an
action item with a resolution regarding
the ocean Geneva Avenue corridor the
second agenda item is a presentation on
the project schedule and an approval
process and the third is a presentation
of the development agreement there are
some updates there is now a virtual
office hour accession the next one we've
had two already the next one will be
from 4:00 until 5:30 on Thursday I
believe you can go to the reservoir seac
search for that go to the website and
Planning Commission Planning Department
website and you'll see a link to that
where you can use the same zoom that
we're using now to get into eating
so the yeah you can talk about in these
any topics that the public may want to
discuss is very it's much more informal
than this meeting and you can speak out
of turn and it's actually quite nice
second update the Planning Commission
project adoption hearing is scheduled
for Thursday May 28th beginning at 1:00
p.m. the Commission materials are posted
on the CAC website and the meeting
agenda will be posted when it's

(10:17min)

published and okay next item is we approve the April 27th meeting minutes anybody want to move to approve yeah I've read them and I actually think they're very very good so I couldn't find any mistakes or errors and I move to approve as to my carrots okay second I second that that Bridget was that you Bridget no Amy Oh Amy okay okay willing to approve Michel Aronson yes down below yes a meal here yes Maurice rivers yes mark tang yes Peter dam yes and I thought yes so that is unanimous okay lis if you could is it possible for you or who's controlling this phenotype lost track is it possible to put the resolution up on the screen or is that is that available sure do we want to see if the public has any comments on the minutes yes we do thank you very much public comment on the minute on the minutes now that we've approved it seeing none give it okay you have to unmute before you is anybody waving one hand Russell Russell if you would like to speak on the minutes would you like to speak I'm not sure he's there so we'll move on okay seeing no public comment we'll move on okay next item is that we have a resolution we've never done a resolution in this CAC before it's pretty common in other CICS I've written a resolution to let's see if I can find it one moment please

12:34

John I've got it up on the screen it's okay yes so it's basically a resolution it has a bunch of where as is explaining why and it all boils down to we would like to I would like to have the city fund the Ruby design and remodeling I

guess of the Ocean Avenue between vito carlo and bart actually to Mission Street but more I'd like to concentrate on Bart at least at this point I have some notes so the ocean happened corridor project from 2015 is a plan to make Ocean Avenue safer more livable Street the project has been completed between naina and Frida Kahlo you know because it's got the blue street furniture and the new streetlights and the wider sidewalks and the bulb outs why the sidewalks that are wider at the corner just got better lighting street furniture landscaping better Street crossings it's been done between matter and frida kahlo but between Frida Kahlo and Bart is the part I'm concerned about the most right now because it's not it's a pretty much of a nightmare to walk down that Street so the completed part of the street has resulted in a better street life with less crime more foot traffic and eyes on the street and lots of economic benefits for merchants whereas there used to be nobody on the street there's a lot of people now and the whole food is anchored the neighborhood and unity Plaza has become a focal point and there are a lot more people on the street now and it's a much more pleasant place to be it's been it's been completed so there but sfmt is working on a plan to reconfigure the intersection at Frida and Ocean they'll be coming to the community in the fall to showcase what they've come up with and asked for input but the route from BART to CCSF and the reservoir is sketchy for pedestrians transit riders cyclists and it's dangerous and unpleasant because of the many injuries and even

deaths over the years the streets been designated a vision zero high injury corridor sidewalks are dark and narrow at night and bike lanes are a patchwork and they're unprotected from traffic and the traffic is fast especially going downhill towards the freeway in rush hour it can take ten minutes or more to take the K from San Jose to Frida CCSF is gonna build a big Student Center if that faces oceans and will move its retaining wall to allow more space on the north side of Ocean Avenue and in doing so they're sort of gonna begin the process over years of of turning the focus of the campus towards Ocean Avenue and not so much as not as much towards a spate of column the Ocean Avenue corridor plans to add wider sidewalks with pedestrian level with lighting street trees safer crossing protected bike lanes and all without removing any car capacity with the addition of the Balboa reservoir and all the new housing and retail on ocean and more to come we need to fix this corridor not just making not just to make it safer but also to give the neighborhood a better connection to Bart and to the neighborhoods to the east the stretch of Street needs to be used to have a better sense of place as well just it's just the ugly place it doesn't it was just a connection between nowhere and nowhere and we need to give it a sense of place by providing a street that can accommodate efficient transit safe walking and biking we can provide choice for students and neighborhood residents to travel without cars that's how we because I as a bicyclist myself I am reticent to ride a bike down Ocean Avenue streetcar tracks come and go bike

lanes freeway entrances it needs work so by making it safer for bicyclists it'll become a choice for more people and it'll also be a choice for more people who would prefer to walk or the transit so and that's how we reduce the need for parking and at the same time deal proactively with congestion it's also how we contribute to a better neighborhood character giving our streets a sense of place where people fit into the landscape rather than an inhospitable dangerous and Luisi traffic jam so that's my presentation on that short and sweet if I I guess look look to the committee for some input discussion I will since we're on zoom' I'm gonna go Nate gonna call roll for this so Michael would you like to say anything first yes I said last time that I really would support anything that helps Ocean Avenue with or without the development I had questions as somebody some other member of the CAC mentioned as to whether we even have the jurisdiction to do that I think it's marginal I read the bylaws and I read also the ordinance and I think we certainly would be listen to if we pass this resolution so that's not my problem I don't have a problem considering this my concern is I don't know enough about all of this and I don't know if these are all true I would have appreciated presentation by whoever the proponent is and a little more detail because at the end we say the Board of Supervisors fully fund and implement I mean right down this time of code of 19 with a possible 2 billion dollar loss to the city I'm not sure that we can say that unless we know the numbers so I would be

more comfortable having a better presentation I went back online even and tried to figure out what it's all about and I think the last thing I could find was 2015 or 2016 about this situation so I'm inclined to want more information before I would certainly support all of those recitals it's really not against eventually doing this but maybe at the next meeting when we get more of a presentation about all of these recitals and about what the fund is how much it costs I have no idea what fully funded implementing that's the only thing I have okay and I wanted to let you know that Jen Lowe is on and she would like to speak if possible okay related to this item or take a break from it no on this item okay go ahead Jen I hope you can hear me all right

all right good so much for holding this meeting tonight I just want to emphasize that you know supervisory certainly supports destron and street safety improvements Ocean Avenue I do want to provide clarification the Board of Supervisors does not control a lot of the budget that this would pertain to and so I would like to request that if this resolution does move forward that it would be to urge also the SF MTA board of the Board of Directors potentially the Board of Supervisors does sit as a County Transportation Authority so that's another option as well as perhaps even Bart and their board to see if they can also invest in these improvements given that the ridership is coming from Bart but I just wanted to provide that clarification that the board does not actually oversee SFM tazed budget and is very limited in what we can help support in the general

fund

okay thank you I didn't realize that we could actually have any purview over those agencies that we only advise the Board of Supervisors in the planning department but that's great hope that's a friendly amendment that can be added let's see

Bridget double a-- did you have anything you wanted to add are you are you dungeon thank you yes thank you Jen by the way is a supervisor years eight so she's speaking from supervisor use office

Bridget I I agree with what Jen low just said and I also wanted to say that I think this is aspirational so regardless of what happens with Cove in nineteen I think this is what we have to put forward so people know what we want I would only add one thing and hopefully this will be friendly to your resolution also and that's to work with City College to develop it you mentioned City College twice in here and but you don't talk about working with City College okay

City College has already bought into the idea of opening up that area and taking down the retaining wall so I think it makes sense and I also was going to mention you know Caltrans is key part of this and I don't know who is responsible for the bridge is anybody from planning no I thought it was SF MTA that hideous dangerous bridge yeah it's included in the plan to remove that bridge and make it a safe crossing yeah but as I recall it was a different entity that had control of that bridge and maybe a system from planning my understanding it's it's under Public Works jurisdiction oh but we if if there's we

probably can work with them if if
there's need for it yeah
there's there's other city agencies
approval then that will work with us
that thing really needs to be something
needs to be done with the students still
need to get across or people need to get
across some way safely but that is not a
very safe bridge no it's dark and dirty
only anything else so that's it I would
just ask that you work in concert with
City College and that to the language of
the resolution
okay Amy owner yes I support it in
spirit but I would appreciate it or
would have appreciated it if you had
actually submitted it to the other CAC
members as something that we would weigh
in on there's a lot of confusion to my
mind to some of the clauses I don't know
what the Geneva Harney bus rapid transit
line is and their other just you know
language problems with it and I I just
think it's just not ready it was I'd
like you to talk to us yes the members
of the CAC Rec I said yeah and okay and
that would be outside of the meeting
because one on one yeah you know one on
one you have a right to do that that
doesn't violate the brown such it okay
would you like this isn't any I don't
want to cut you off of that okay Maurice
reres
I have nothing to add on this at the
moment okay mark tang yes so seeing as I
work at the air district that provides
funding for SF CTA I'm gonna Epstein
from this resolution okay Peter Tam I
can back this I think you know the
numbers have to be presented
well to to everyone on the CAC but we've
talked about this numerous times I've
had several presentations from SF MPA at

the Ocean Avenue Association I'm a little bit more familiar with with what we're trying to achieve with the division zero especially at the intersection of ocean Frida Kahlo and Geneva if you want to emphasize that you know with with while working with cease CCSF to do implement this at the same time focus a lot of it on better lighting better traffic controls and better better Lane I guess Lane designations in that area okay thank you

all right I just want to respond I'm happy with incorporating all of these friendly amendments to him to include the CTA adsf MTA barge work with San Francisco City College and I haven't known about the Caltrans bridge but that's not doesn't really enter into it and it's not on this level and I wanted to respond to Michael I think you know this is as as rigid said this is an aspiration you know these these resolutions from CICS they're not legislation so we don't really have to identify where the money is gonna come from we just aspiring to get that money somewhere and have it and have it used for the for this project to have it implemented so it's really basically just a the CAC coming together with one voice and saying we need to fix Ocean Avenue and we wanted funded and we want to work to work before the project is done so anyway I guess I should ask for a second I put this up on the table on honest for a second anybody wants to do second second off I'll second it okay this is that comment and that's to public comment and then my point of order question now is should this be tabled until next meeting or

should we vote on it today the opinions on that I would prefer that you table it and get it into shape before putting it forward for approval from the CAC members okay point taken let's get some public comment though

(26:40min)

gonna call on the first person it's a phone number I'm gonna unmute you four one five three three four that personal hadn't speak somebody's speaking well my name is said that she met it I find that taking downs of walls should be the last request because there are other items which are more important less expensive before you are tackling the wall have agile article survey done pertaining to a soil study you will get a mudslide color and that will be very costly so put that on the back burner but is very important is the traffic exiting the 280 freeway in to Ocean Avenue and they come with full force from the freeway and you cannot cross on the sidewalk without endangering your life there should be a traffic light of some kind and also you should we should spend a lot of money on second on the opening of the bad entrance there's a streetcar and bad entrance are and some unbelievable stairs and a lot of waste of space both items should be redone and we favorably even an escalator going down to the platform thank you

Thank You Heather next we have Chris Hanson and just to remind everybody you have two minutes for public comment and John I will be timing you thank you I'm not certain on the phone or on the computer I guess I'm on the phone so thank you for authoring a resolution please continue to do this you are our voice and the and you have the ability

to create resolutions to officially state a position that the community may not have stated elsewhere it would be good that you all as a group become informed to the level of experts on the resolutions that you create and as far as jurisdiction I'd like to share an example of the RET of a resolution that happened that the Board of Supervisors unanimously passed during the state takeover a City College the supervisors didn't have jurisdiction over the state process or the accreditation process but because the resolution existed it was able to be added to many of the discussions that followed and it did have weight and resolutions you create can be used in a similar way to help progress items through some of what a long long processes so thank you and I would like to know more about this resolution and the topic but I it looks like a very worthy thing to keep moving forward

thank you again

next speaker is Jennifer H hi this is Jennifer so this resolution is really great it's going in the right direction I would request that it must be approved and funded that these projects must be approved and funded prior to beginning the Balboa Reservoir project construction and the reason is the success of the Balboa Reservoir project and City College are dependent on these fixes and we've been asking for this for more than five years or five years and these ideas have been around for a lot longer than that and no one has done anything so I have no faith that it will happen unless we use it as leverage thank you we have that may have been me I just ask that the committee take this

opportunity to use your use your leverage use your opportunity to do the best thing that you can do to improve the community connect this new development part make this corridor is the best that you can do the best that it can be if this is your this is the the opportunity that we have here and and don't waste make this make this resolution pitch perfect spend that time but please please execute on this and that was Mike F yes okay thank you and now we have a phone number seven one seven five nine eight six I think you're on the air can you are you there are you able to speak give it a minute I see I see that phone number on my screen yeah and I I muted it seven one seven five nine eight six well wasn't that Chris Hansen I thought she commented already oh maybe it was okay okay well let's go to the next speaker you know for the they come back and that is the those are all the speakers John oh did we get feel yet yeah okay all right okay so we will schedule that to be I will bring this individual a to each member and we will discuss it further and resubmit this next week a next meeting and we'll get a quick vote on it just let me comment John I'm ready to support this now with your comments and Jim lows and Bridget's and Jennifer's comments so let's hope we can get a resolution that we're all happy with because I think this is for the betterment of the community with or without the development thank you okay good I think I'll I would like to even though we could probably pass it tonight I think we should wait and and Amy and I can work on it a little bit I know that

I did notice a few typos after it was posted and I was afraid to correct them because it had already been posted so thinking we can work on it a little bit you know tighten it up with it and I can include the friendly amendments that we

(34:15min)

picked up tonight okay next on the agenda the upcoming schedule and approval process you just find that on my script here well you're doing that I just want to make a quick announcement about the the chat versus the public comment so the public comment will be as we've been doing it now with great folks raising their hand and doing that that will be the official public comment just to note the difference between the if people type into the chat box it is this an it is reporter

here but it is the official public comment is the verbal pop comment that you're hearing so does everybody knows how to raise your hand you go to the participants tab at the bottom you click there and raise your hand and then you'll be called on when public comment begins okay so we have a discussion item on the approval schedule the upcoming schedule and approval process item number four is there a member of the staff that was I think Peter was it who's gonna speak no John hey it's Lee I'm gonna sleep this item okay okay thank you I just wanted to start with a graphic that everyone should be familiar with we have shown this a number of times throughout our process I'll be doing a brief few slides tonight about the big box all the way to the right side of the screen with the arrow as you can see we are nearing the end of our overall project timeline to approve the project we are approaching a IR

certification and a series of project approval hearings this milestone will be the divide between the project being approved and then being able to move into the implementation and construction phase so let's see this slide shows that upcoming schedule of city approval hearings I will on the next couple of slides go into the key actions that each of these bodies will be taking but this is just a broad overview of the schedule itself as has already been announced we have a Planning Commission hearing on May 28th the primary item the top of this slide is a IR certification the response to comments from the draft dir has been published it's on the planning departments web site and has been distributed to folks upon request the certification of the e IR is the first action that must be taken in order for the Planning Commission and the other city bodies to take subsequent action on the project itself so that will be considered first by the Planning Commission and then in the same hearing there will be other actions later in June we will be attending the SFM ta board and the SFPUC commission and then in late summer the schedule is has to be determined as we move through the process but anticipated late summer we will be heading to the board of supervisors the project will likely be heard in two of their committees land use and transportation and budget and finance we plan to continue our BR CAC meetings throughout this process and we've done an informational with the City College trustees Facilities Committee and so we will likely be attending the City College trustees committees or full

trustees throughout the process as well the key project documents and regulations that these approvals will entitle we have gone over this slide before and you've a deep dive into a number of these documents later on tonight we will talk specifically about the development agreement so we have the development agreement which is the contract between the developer and the city that grants the development rights to the development team and requires the provision of community benefits the special use district is the new planning code section that specifically pertains to the overarching land use and design controls for the site and it refers to the design standards and guidelines document which this committee has spent quite a lot of time looking at and this is the very specific standards and guidelines related to the physical design and the land use for the project within the development agreement is the master infrastructure plan this is a more technical document that outlines the conceptual approach to all of the critical site infrastructure as you could imagine as the site is currently a surface parking lot in order to serve a new residential community there will need to be installation of brand-new water sewer electricity streets and all the utilities that are required for residential use so the master infrastructure plan is a collaboration of all of the city's infrastructure departments to ensure that the site is being laid out correctly and that the site can be served by all of the services that it will mean so a summary of the approval actions that each of these bodies will be taking the Planning

Commission number one will certify the final if they will adopt sequa findings and general plan findings they will approve the design standards and guidelines document and they will recommend to the board of supervisors general plan amendments the special use district and the development agreement all three of those items are ordinances and the Board of Supervisors has the responsibility for considering legislation like ordinances so the Planning Commission will be referring them and recommending them to the board the SF MTA board will consent to the DA obviously transportation is a critical piece and a number of the items within the development agreement are under the purview of the SF MTA so they will consent to particularly those portions the transportation plan the TDM and they will also adopt sequa findings that pertain to those actions the SFPUC Commission has a slightly different set of actions as the current owner of the property they will be approving and recommending to the Board of Supervisors which will have ultimate authority to approve the purchase and sale agreement which is the real estate contract that will convey the property to the development team an open space license for the retained fee area as everyone's aware the the SFPUC open space on the southern portion of the site will not be sold it will be retained in ownership by the SFMTA and that is due to the high-capacity water transmission lines that exist underneath it will allow the sspc full access and ability to maintain those critical pieces of infrastructure they will be granting the development team a license

to be able to improve that space as the open space that you have seen in the DSG and elsewhere and operate it as an open space part of the project the SFPUC will also be considering an amended access and easement agreement with City College that pertains to the Lis Avenue and North Road access ways to ensure that the master plan and the GNU Street system as designed and shown in the DSG is able to be effectuated the SFPUC Commission will also consent to the DA mostly pertaining to the master infrastructure plan so that would be SFPUC's role as our city's major utility provider so we can send into the utility portions of that document and also adopting sequa findings and then finally the Board of Supervisors will be the final authority to approve the legislation the special use district the general plan amendment the development agreement and also will be approving by resolution the SFPUC items listed above so that's the conclusion of the upcoming schedule I want to also just mention before we go to public comment all of these bodies have their own public comment periods and all of these bodies will be posting agendas in advance as well as we will be posting all of the materials in advance and so as was mentioned by John at the beginning of the meeting the Planning Commission documents are already posted both to the Planning Commission page on the planning departments website but also we have posted them on the CAC website and the agenda will be posted when it is published by the Commission secretary so we you can expect the same to occur for the subsequent commissions and boards thank you I'll turn it over to you John

(44:29min)

okay let's quickly go through when that quickly is as long as it takes us go through the roll call of the trainee recumbents Michael Aaron's yes I'd like to committee members to know and the public to know that today I gave to Lee a memorandum regarding the development agreement that memorandum includes comments on the development agreement and also it has some comments on the schedule it just discussed I'll treat this is more informational I have no problem with what we've discussed but I will reserve comments on the schedule for my next more important discussion on the draft development agreement but I will tell you that the gist of my comment will be when I on the schedule when it comes to the development agreement that this development agreement is not ready to be approved there is no Memorandum of Understanding between the city and City College and two years ago it was stated by Ken rich that he would treat this with the utmost priority and this just hasn't happened and a lot of the numbers as I said in the emails that I sent or the comment I made at the last meeting the numbers are just wrong and they're taken out of context and thank you for finally publishing the TDM but rather than go over it now I'll reserve my comments to later but I think these all of these meetings the Planning Commission everything else you have scheduled should not proceed until we have the MOU which covers not only parking but other matters between City College and between City College and the city of San Francisco and that's consistent with basically the comments of President Yi two years ago and by the

way there is one error in my memo I said at that meeting where president he made that comment

two years ago within the Supervisory I said it was in 19 or part of 2019 it was March 15 2018 so I always promise to later John okay thank you Michael Bridget Avila are you meeting luckily we're in agreement here so I think that I was gonna say the same thing I don't think that the draft da is in any shape yet but we'll we'll see where we go from here but we do need a Memorandum of Understanding a City College has issued several resolutions regarding what we believe we need for the for the Balboa Reservoir and that has been discussed very loosely and I see even on here it's it's still the words are very loose so I would like to tighten that up since we are going to be the the neighbor right across the way and we do need to cooperate so how about some cooperation thank you I have no comment though I support certainly in principle of the memory I'm a memorandum of understanding that Mike mentioned I was unaware that this is a unfulfilled

Maurice well I completely agree with what Michael was saying and I know the Board of Supervisors is voting to extend the CAC until July 2021 and on that note if it happens and I'm pretty sure it will I think we as a CAC to take our position seriously as far as holding the developer to all the guidelines and make sure that they don't overextend themselves or try to ignore what's already been put down because we're the mouthpieces of district 7 and district 11 residents and business owners and they're counting on us to get this right we only have one shot so

we've got to take this seriously we've got to get the parking issue down and only then and only then can we move ahead with this okay thank you Maurice mark tang

yeah I think for me I'm just a little buried in a lot of the procedural stuff that's happening here so it's difficult for me at least I'm on the website to find links to some of these documents and then also if some of these other commissions and boards that are going to be looking at this project if we could get updates on some of the board documents that they'll be seeing too as CICS we can kind of get an understanding of the whole entire picture and provide public comment at those avenues but other than that I don't know have any other comments okay thank you Mark and Peter Tim I'll echo what Marie said we are the voice of of all of the districts surrounding this project right here and it's important at least from you know the business owner standpoint on Ocean Avenue as well that this project is done right because if it hurts all the local businesses on those navigate would end up hurting the neighborhood as okay okay my turn I agree with everything everyone has said I think that we're basically just looking at the schedule of how it's going to work but as far as the MOU is concerned it's I watched the last Board of Trustees meeting after the fact a few days later and I was you know it's just been really hard to communicate both the you know the on their side and on our site to get an MoU finished Charmaine Curtis the woman who is the liaison be from City and the project went away for a few months and now she's back there's a the

the Chancellor was fired Mike Jameson
the Vice Chancellor I believe he was is
not there anymore so it's really hard to
make connections and get this but I
really do agree that we need to get an
MoU nailed down and and there's some
discussion about the the TDM City
Colleges of the fair and here's TDM
about various numbers regarding parking
how much parking is needed by City
College we need to work on that figure
it out exactly what it is that's needed
and which which parking is going to be
built or not built on City College land
and and if the the pake is really going
to be built and when that is going to
happen and how much with how much
parking they're going to need oh that
has to be figured out in it we do need a
an actual formal agreement and I think
that that's something that has to happen
in the next few months so public comment
it's open it up for public comment I
have my hand up John oh I'm sorry
Bridget yeah so I just wanted to add
something else a few people said they
couldn't find the documents online
I've been looking here too and I was
looking for the e IR because I thought
Li said that it was on here Li she
posted it about two hours ago
oh I'm looking and I don't see it been
asking for a couple weeks and it is
online now on the CAC website anybody
who's on the line that wants to look at
it Li posted in about three hours or
four hours ago I'm just gonna jump in
and I want to clarify where everything
is so that Bridget's oh I see Bridget
your question about the e IR that is has
been published a couple weeks ago yeah
it's on can be viewed here yep exactly
it doesn't say e ir it's not that's

linked in yeah okay

yeah all of the documents are linked to from that main page of the CAC website if there are and then a new tab has been added called plan adoption and that is where you can find all of those four key documents that I went over in the presentation that are put forth as part of the Planning Commission packet so all of the documents are up there on the website I'm also very happy to send the CAC an email with specific links you know if you wanted to just forward that I can't attach the actual documents because they're just usually far too large in size okay is that does that answer your question

yeah I found it's just I guess the organization I couldn't find it with this structure here because I thought it would be with the DA ordinance and the SU D ordinance but I found it over here where it says can be viewed here yeah always start with the bellboy reservoir CAC website usually you can find everything including that well I couldn't that's why I raised the question oh okay

all right do we have any public comments on this item

yes we have Chris Hanson hi thank you under the process that the SFPUC process approvals the does the official declaration of surplus property is that a part of the purchase and sale agreement portion of the SFPUC z' approval process as far as I know as we've asked throughout this this period this these last few years there's that actual process had not been completed and I would like to just check that there does need to be a full airing of all the issues regarding City College

these need to happen in public to answer John the stakeholder committee the these committee has consistently met through most through the entire time that that the CAC has been operating and most of those stakeholder members have been consistent throughout that time in fact I think Steven brown may actually be attending this meeting and he's the committee chair and I suggest perhaps you reach out to him and one more thing the developer agreement as presented has a lot of blank pages there should not be anything approved any documents approved that contain blank areas that have been not completely fleshed out in print they just shouldn't be approved okay thank you thank you

next I think it's Steve Martin Pinto can you hear me we hear yeah okay um I just want to say really quickly how crucial it is we get this parking and traffic situation nailed down I know it seems tedious to a lot of people but if you want to get people on board this project you really got to give the neighbors and the city college students a good sense of security that it'll be handled to the best of everybody's benefit and you know as we all know that this is going to create some traffic which is unavoidable but we got to do our best to manage it the right way and have a solution that everyone can feel good about it's all I got

Thank You Steven we have Theodore Theodore Randolph all right so I'm Theodore Randolph resident of the Excelsior and I think a Memorandum of Understanding and trying to prioritize traffic improvements they are important but they are not crucial especially if like the a bias here is to have no

action and preserve the parking and and we got into this state by ad-hoc reckless adoption of cars and driving so so I think another ad hoc process is not necessarily bad if the incentives are aligned correctly and in this case the the intent the developers are intending to say have for the long term this is mostly rental housing so I think their incentives are aligned towards making the traffic work better so so the improvements are so a memoranda of understanding that would be good to have but if for reasons the city city college and involved are not able to make one I don't think it's absolutely necessary right thank you that's it for public comment okay that's it got a text message that someone has reached out to mr. Brown over at the facilities so I guess there will be a meeting soon so John maybe before you go to this AC one more time I can respond to a couple please do I came first just a simple answer there was a question about whether the pass of PUC would be making surplus findings actions character almost bedtime I think the yes the ESPE you see will be making a surplus lands finding when they take the action at the Commission the other topic that has been discussed a lot is an MoU with City College that is something that we had been working on for about two years it's something that we have distributed and had been working with the prior administration on we have a final draft it represents everything that you see in the development agreement but just was unable to be moved forward given a lot of the turnover and just other matters that the college was taking up so it's

certainly something that we have all been working towards that said we have incorporated all of the terms of that into the development agreement so from our perspective we will be requiring the developer to satisfy all of those areas of collaboration with City College regardless and so I just wanted to make that comment but I'm we can move on and I can go through the DA presentation and then we can have a much more full discussion of that okay I got a message here from Harry Bernstein that he was trying to make a comment but did Harry did you raise your hand oh okay we can hear you but why don't you go ahead and make your comment I'm sorry you got passed over okay a little louder though if you can do that yes a couple things so on the one issue is that you know there's a repositioning of North Street or Drive and the way it's shown on if you look at the 415 page PDF I think it's on there's several diagrams for instance page 174 and 191 it shows where it crosses the reservoir site and then goes into City College just north of where the steam building would be and connects just across from cloud circle so I don't know exactly the distance there the only Chris Hansen mentioned that she heard one comment about why this was done and that comment was that look nice there's got to be more to it that the Board of Trustees has said they do not want a road and processing property and the PGCE Facilities Committee again you should talk to Stephen Brown several times has outright rejected that so I don't know why that keeps coming up problems you can't just change the you know the traffic the

parking has to be resolved I'm just wondering how will there be a time okay thank you very your time is up but maybe um is it possible to get Joker shopper to answer that question idiot yeah like um yeah I mean there's there's a couple there so the North Drive question there's a lot of history there I mean we we sat down with the college's FMP design team a couple years ago and at one point everybody had agreed that yes let's I'm sorry to state who you are exactly it I so i'm joker chopper with Avalon Bay with the development team yes we sat down with the old team we're happy to sit down with the with the new team or whoever else it is it you know that is the college's land we've proposed to move this street we have included both keeping it's what we call North cry of the connection between Lee a vanilla three Holloway we've included both both scenarios both keeping it where it is and moving it slightly to the south in all of the approval documents we think it is better moving to the south we think it improves the traffic flow on frida kahlo we think it makes a much safer pedestrian crossing of course so there are a lot of like real reasons it's not just because it looks nice that said it's the college's land and we are I mean obviously deferring to the college if the college and the master plan team at the college agrees which I at one point they did we're happy to move forward that way if not and and everyone decides to keep it where it is we're happy to move forward with that configuration and you know other than the timing that at some point we're gonna need a decision it's you know it's

it's frankly up to the college to determine and give us some guidance on how that orientation should work okay thank you Joe

we're diverging a little bit from the actual topic but it's good that these that are all being here so maybe we'll just go through thank you Joe my blue hand on this no I didn't but I'm gonna call roll for comments right now we have one more public comment Johnny oh let's do that sorry we're struggling with the how to raise a hand so yeah just to remind folks it's not we're not looking at all the videos so don't raise your hand in the video but there's a button to push to it's a raise hand feature here and if you see Bridget's screen you see a little blue hand up in the corner so that's kind of what it should look like for you when you raise your hand so I think Tomas Ito would like to speak I can't what I have on my screen is yes that's correct we can hear you Tom go ahead okay regarding understanding recent meeting that we that we attended which you don't even remember what it was I think it was maybe some facilities meeting it was clear the Charmaine spoken and she is the only one who apparently knows what's in the memorandum understanding none of the trustees understanding and they you know so she if she's been off for a year and then she said well I'm the one who's been you know dealing with the with the city and developers and you've just said that it's uh you know it's all complete it's in draft form it has a sign however the trustees haven't even seen it they don't even know what's in it and as far as we're concerned this is very very wrong because the trustee should have

been directing Charmaine what did what they wanted in in that memorandum and they should have been informed all along and for so how can you be saying well we have incorporated the memorandum understanding into the development agreement when the trustees don't even know what's in it

so the first step first that they they should be that that draft Memorandum of Understanding should be presented to the Board of Trustees immediately and they should be given the opportunity as the holders of the trust of the city trustees to to comment on that and to to have input into that before you know you can't just have one woman representing you know everybody in the and and the people who are officially voted into by the population haven't even seen what's in it so let me state be taken care of first

okay thank you is there anybody else Jennifer you are you just making a comment on the list okay I think we're done with anybody else for public comment anybody want to raise their hand you hit the participants tab at the bottom and raise your hand there okay I'm gonna no but I do have my hand up okay this is I'm gonna go through the roll call alphabetical order and everybody will get a chance unless you want to okay

go first Bridget I'm sorry you might have something well I'm just thinking that what we used to do before was we mix it up and start you know you have to go alphabetical every time okay let's try it

okay here poor Michael he's always got to hit it first yeah so anyway I just wanted to mention two things that were

raised one is we have not made a decision about where the road should be so I'm speaking for City College here we have not made it we're not necessarily opposed but we do want to look at it in connection to where everything is located and we have not made a decision on it that's all there is it's we haven't made a decision as for Charmaine she just recently came back very recently she was not here for almost a year it was last June when she was last year so she's not making any decisions on this we do have a new team in place and and and that's something that we're just all going to have to deal with right now so we do have a new team in place and they're looking at what has been agreed to before I just want to clarify that speaking on behalf of City College thank you that's everything anybody else from the committee from the committee would like to make a comment yeah I just wanted to say that I got a text from a Westwood Park resident just now who asked for an anatomy and the neighbor wanted to know is there a formal or informal process to go through to challenge the number of units which is currently 1,100 I do not know the answer to that we will come back with an answer to that at some point okay thank you okay any other comments from the committee okay I guess at this point we will go to item five then development agreement community benefits another discussion item and I'll be turning that over to leave for discussion okay queue up my slides here **(1:10:38min)** okay I know there's gonna be a lot of questions and comment on the da it's it covers a lot of topics I put together

these slides and I admit they're fairly wordy so I won't necessarily read everything from all of them but I wanted to make sure that the content was provided and so I'll start with this this is really a summary and this is a slide we've shown in the past but this is really a summary of the key community benefits that the project is providing of the 1,100 new housing units 50% will be affordable for acres of open space collaboration with City College on educator housing and public parking a child care center and community room transportation demand management and sustainability plans and workforce requirements again the development agreement is a contract between the developer and the city that grants development rights to the development team and requires the provision of community benefits the key word I want to reinforce is requires the content on the following slides that represents what's in the DA is a requirement and a condition to the developer being able to proceed with constructing the project the key community benefits I'll describe are these five bullets below in general though also throughout the documents I just wanted to note that there is public outreach that will be required as with a supervisor or president ease legislation the brca C Wilkins new through 2021 there are also going to be required public meetings prior to the start of each development phase and required public meetings to discuss the park design and operation that's just a highlight there's more detail in terms of public outreach so affordable housing 50% of the housing or 550 units will be affordable the affordability will be

guaranteed with an affordable deed restriction for the life of the project the affordable units will be provided in for 100% affordable multifamily buildings so four of the buildings on the on the project will be affordable buildings the affordable plan includes up to 20 homeownership units for low to moderate income families of those buildings one of them with approximately 150 units is planned to be an educator building and that building will have a first preference for City College employees that includes faculty and staff the affordable units will be provided in ranges from low income to moderate so between 30% and up to 120 percent of AMI that's area median income the developer will be responsible for the pre development planning permitting construction and management of all the affordable housing units and as a reminder the affordable housing team in this master development is led by bridge housing but also includes mission Housing and Habitat for Humanity the developer will be responsible for contributing gap financing for 66 percent of the affordable units which will be 33% of the total units in the project commensurately the city will contribute financing for up to 34% of the affordable units or 17% of the total units in the pod and that's consistent with the 50% overall goal the developer will also provide targeted marketing for affordable units to seniors early child care educators and to neighborhood residents this is a layout so that you can kind of picture what it will look like the affordable buildings will be e F a and B the educator building is

planned to be building F and the detail on this slide shows more about what the AM is are intended to be and how many units in each building the affordable housing program exhibit to the development agreement goes into the details about how this program is going to be built out and the terms under which the city will be contributing that funding an open space network will be constructed of approximately four acres including all of the open spaces you've reviewed as part of the design standards and guidelines document Reservoir Park gate with landscape the Paseos dog park areas within those and the SFPUC open space the developer or a future homeowners association will be responsible for funding maintenance and operation of these open spaces they will be publicly accessible and will operate per city regulations there will be new public rights-of-way that will be constructed those will be dedicated to the city along with the underlying utilities so that they will become public rights-of-way like every other road in the city a community room will be provided and will be available for public use will be approximately 1,000 square feet and it is required to be in a building facing reservoir park it's currently planned for building e you can see that on the diagram and as I mentioned prior the particularly Reservoir Park but all of the open spaces still subject to being fully designed and those will be that design will be done in concert with the public transportation we've previously discussed the transportation demand management plan that plan is attached to

the development agreement and again is a requirement that the developer implement that plan as they build their project the developer will be paying approximately ten million dollars in transportation sustainability fees to the SF MTA that contributes to the citywide transit system and I'm just gonna skip over public parking for a second and highlight the very last bullet point on this slide the SF MTA as part of this development agreement will be designating a single point of contact for the developer and the community so that there's somebody specific that will be responsible for updates or hearing public comment talking about what's happening in the area and specifically in the project public parking I understand that this is a topic that we will likely want to discuss during Q&A so I wanted to describe what is in the transportation exhibit of the development agreement interim public spaces will be provided during construction and up to 450 permanent public parking spaces will be provided in garages beneath or within the residential buildings pricing will be set at market rate with a fee structure that will not induce demand the developer may negotiate discounted rates for priority city college populations the final number of public parking spaces will be determined to be a parking garage analysis process that will examine then current data we have heard from many of you regarding the assumption of 220 spaces that we've provided in Prior presentations which is based on the current set of data and now see as we have today that amount is not codified in the DEA the instead the

approvals allow for up to 450 public parking spaces again with the final number to be determined via a process with the NSF MTA that will occur at the time of construction that process will look at things like parking use data during the interim construction phase the inventory of parking available in the area information from City College recording their TDM efforts their parking usage their travel modes SF MTA transit services that exist and also that will be completed in the area and a full analysis of the developers proposed garage operations design and pricing approach our goal is to accurately serve the need for public spaces that are displaced from the lower reservoir by the project and this process will ensure that we have current data and current usage to be able to accurately represent that number I also just want to add that any removal of parking on the city colleges upper reservoir would be planned for by the college child care we have construction of a space for approximately 100 children the operator must be a nonprofit organization and through President Lee's leadership we have a requirement that 50% of the seats are reserved for children of low income families subject to availability of operating subsidies the program will serve a broad range of age groups including infants and toddlers and will be open to the general public currently that child care is planned to be in building B Workforce Development finally the developer must require project sponsors contractors consultants to undertake workforce development activities in construction of the

project these policies that are
stood on this slide all aim to improve
local residents training job employment
moving up in the workforce and also
making sure that local businesses are
employed and used in the project so that
concludes my presentation I again I'm
happy to toggle back to specific slides
and also happy to talk more specifically
about any of the topics I'll turn it
back to you John thanks
Oh John you're muted we have you have to
onion
thank you somebody else and you didn't
hear maybe I talk too much thank you so
I

(1:22:14min)

rather than do a rolecall is try and
do an informal round-robin with the or
just give and take with the community
committee members but a if for orders
sake please raise your hand and these
songs on screen and let me know Michael
even though he's first done lot in line
he's raising his hand anyway so he goes
first I don't like it you're you're mine
you're a muted I can hear you oh okay
good good well I'll try to be brief but
it's hard to be brief
this development agreement is woefully
inadequate if somebody says it has a lot
of blanks it has things that aren't
attached to it I put my comments in
writing but I think all the public have
to hear my comments because they only
met in writing today first with respect
to the parking situation the exhibits of
the development agreement talks about
parking it's obvious everybody was
working on the 220 number the tune of
220 number is fictitious
it really is I've set that forth in
Prior memos and we'll discuss it briefly
today but the development agreement says
that the developer has no obligation

whatsoever to have more than to build more than four 450 and it says that they even have a possible obligation do less it will decide it later will decide of a when I first talked to Ken rich in the city four years ago he says Mike we're gonna push this down the road but we'll get this done by the time by the time we start talking about all this and then two years ago Ken rich says it has to be done by 2018 by the end of 2018 he has to have a handle on the parking so that he can talk about this development of remember talking about it now there is no handle on the parking there is no Memorandum of Understanding as I've said before and as I've said in memorandums the 220 is a fictitious number it is a number in the TDM that's the lowest number possible assuming no building whatsoever on the city college lock city college has just received 850 million dollars

850

dollars from public money to build a pig and that's the first thing going in and that means under the lowest possible number materia not the highest the lowest you need 980 replacement spaces but that's not the start if if you decide not to fund TDM then in the most typical day and not the high day you're gonna need a lot more you're gonna need one thousand seven hundred and sixty replacement spaces but let's assume that no TDM is done then the low number is 1374 and the high number is 2300 this is under the TDM of city college just the other day there is a public meeting of the facility's master planning commission of which Bridget who's on on this committee is a member and three other trusts two or two other trustees

one was sand buyer they all agreed that this number was not right they all agreed that the absolute most number was 980 so to have a development agreement where you don't even have the developer bound to more than four hundred and fifty is fictitious and I do agree with one thing Ken rich said from the city many years ago and that is you have to have the memoranda of understanding with City College I before you can go forward with a development agreement and that hasn't happened I put oh man I put a timeline it might be attachment to show how to 20s been used so many times by the city but it is a fictitious number it was the only control to us on June 10th and yet they had the their fair report at that time they'd had another chart if they abused the right chart way back then we wouldn't have the situation today the city's the one that started all of this they should have given us the right chart they gave us chart thirteen chart the table 13 from the fair report and not 14 and 14 was the right one we could have saved a lot of time had we been told this a year ago but down at the last minute we're being given this development protection nobody and being asked to review and approve it the only thing we can say is this has to be continued we can't afford and you as a development agreement that is so one-sided in favor of the developer now other that's parking it's not all about party let's talk about other parts of it first under section 12 of the agreement and this is all in my written document but I want everybody else to know about this we talked about transferring assignment the key thing about this place is

affordable housing and yet while the city has the right to review any transfer of the property to another developer for the non affordable housing for the affordable housing the planning director has no say whatsoever and this is key to the city and we don't want the affordable housing to be built and then they have this developer who we all approve then set assigned it to somebody else

who is not responsible to carry out the duties with respect to affordable housing that has to be changed furthermore and this is all in a moment we talked about project financing and feasibility we can't understand anything about the financing it's confusing in fact there's an exhibit Oh but supposed to explain all of this but there is no exhibit oh it says to me to be inserted later we talked a long time ago about the need to make sure that this project is fiscally reasonable I made comments to the Board of Supervisors two years ago you shouldn't just push this down the road this project is probably not fiscally feasible but now is the time to look at it and there's absolutely no financial information no attachment in Exhibit o to come later well how can we approve anything if it's to come later and in this era of co19 where the city is possibly going to lose one-and-a-half to two billion dollars it's very crucial for the city to see what's going on here much less our citizens committee we we have to take a look at the financing of this project and I did a calculation and might be right it might be wrong but I think the city for the affordable housing will have to come up with forty three million

dollars let's
looking at Exhibit D and is that true
what's the numbers did they have to come
up with 43 million and what are the
contingencies I mean we got a very
general report tonight tonight I
appreciate it but I'd like to know about
the financing this project can the city
afford it okay is can the developers
afford it where's the background the
exhibit oh that's missing that we
haven't seen in addition to that there's
one other thing we're saying that next
month we're going to have a sale this
property I listened to the tape today
for the presentation two years ago in
March 15th 2018 and the city made a nice
presentation saying this is an extreme
process and a complicated process where
you have to determine the purchase price
and she and she said we have to get
appraisals and we have to negotiate this
between the city of the developer for
the purchase price of the property from
the SFPUC to the developer
well next month we're going to be
listening to this where's the appraisal
for the property
what's the purchase price of the
property going to be this is the right
purchase price is the city getting a
good deal or a bad deal as a Citizens
Advisory Committee we should be told
these things not general things like
we've been told today but detail I think
that the rest of my comments you know
what is the sales price I discuss it the
rest of my comments are in my memo but I
really think it's key that we as a
committee tell the the city the Board of
Supervisors and tell the Planning
Commission that their meeting should be
continued we're not ready to review this

development agreement okay John maybe I can just since I know there's detailed comments I can just offer short responses I was just gonna say that Bridget seems to have fallen off her computer seems she's not getting texts from her computer seems to crash she's trying to get back on I'll just go ahead sure thank you making those comments and for your careful review of the documents I know there

so I do appreciate that I could because you provided the memo earlier today I was able to read that and so just want to point out a few things we're gonna your comment about transfers in 12.1 or section 12 the transfers to different affordable housing developers is dealt with in the affordable housing program exhibit and requires the approval and consultation of the most CD director the mayor's office of Housing and Community Development is the more appropriate city department to be vetting the qualifications of affordable housing developers your question about the financing plan exhibit oh that is not a financing plan for the whole project is simply a city template regarding the cfd mello-roos which is a special tax that the city authorizes to help fund public infrastructure it's commonly used on big development projects like this that have a lot of new infrastructure and the city controls issuing those bonds that the future residents will repay over time to help finance the infrastructure so that's just a city template that will be inserted into that exhibit to your question though the financing terms for the affordable housing are indeed in the affordable housing program and your your other comment and your memo referred to

the findings of fiscal feasibility that the board published in 2018 there will indeed be updated feasibility and economic analyses that will be published by a number of people the rollers office will do a report as well as the board's budget and legislative analyst so the feasibility will also be updated prior to the war do what to the Board of Supervisors considerations of the project later this summer

your question about does the city have the 43 million dollars yes as described in the affordable housing program we estimate that the cost of the city's 17% gap funding for a portion of the affordable housing will cost about forty three million dollars we've been very careful in working with the mayor's office of housing over the last number of years to incorporate that amount of money into their long-term budget the affordable housing bond that the city voters passed last November has been a huge success for us in terms of making sure that the city has the funding to expend on this project and as you'll see in the details of the affordable housing program Moe CD will be working directly with the affordable housing developers to be able to contribute that funding in a flexible manner to best take advantage of the city's cash flow there are other projects around the city and to ensure that the city is putting in its funding in the appropriate time and way those appropriations by the way are subject to future actions of the board as all appropriations are your final comment was about the SFPUC purchase price that is subject to an ongoing negotiation that will be published I can check with the PUC commission about their schedule

for publishing but those are privileged documents right now that are going to be published when the SFPUC Commission packet is published and everyone will be able to review those well thank you those are very helpful responses I didn't know that about exhibit oh I did not know that you're going to push down the road the fiscal feasibility and I were just comment how to push down the road it's it's actually I've already been contacted by all the staff members and the committee's that are doing those reports so they've already begun working on them it's just the way the the Board of Supervisors works they post those reports closer to the time when the Board considers those projects thank you okay anybody else from the committee want to make a comment I just want to say that Lee's addressing of Michael's questions answered a lot of my own questions and I really appreciate the clarification great I have comments John good for the slides it shows that the affordable housing units will be deeded deed restricted for the project life which is 57 years so I just want to see I thought they were supposed to be affordable for the entirety of the entire life of those units and I have a few more comments I'll just make those before you respond Lee if you don't mind and then if you could get clarification on who signs the developer agreement is that bridge mission all of them or is it with a with Avalon and then they sub I guess contract with some of the other developers I think for the transportation my comment really in terms of parking spaces is that we should be looking forward to innovating on this project this is the opportunity

to include a lot more of these newer Tecna transportation modes using mode mode shift that bike share car share ride share any kind of sharing method and I also think that's the future so I see that there's a lot of doom and gloom with parking situation but I think that there is opportunity here to be really innovative and finding some great solutions that will address some of the reduction in parking so those are my final comments there and I guess the last one is just you know for financials if you guys could just be it seems like it's kind of bubbling up as one of the concerns with the CAC and some of the community members and I think I would encourage that that would be either come back to us with a actual presentation on the financials that would be great or try to put more documents on the website so

us and the communities can review thanks thanks bark you want you want to answer some of those questions a couple simple ones who signs the DA if that is a great question from the city as you saw on the city side the planning director the mayor's office of housing director City Attorney's and all of the boards and commissions will consent so basically all of the city departments and folks responsible will sign on the city side on the developer side the developer as you know is a partnership of Avalon Bay and Bridge housing there they have formed a joint venture called reservoir community partners and they together will be the master developer the DA will be signed by reservoir community partners and it's anticipated that you know they are able to as Mike brought up the DA allows for free transference but

any transfers to different developers down the line come with the obligations and the rights that are codified in the DA that's a document that's recorded against the land and so it ensures that all of those obligations flow through noted on your comments about parking we certainly want to be adaptable in the future and your comment about the key question about affordability for the life of the project I can tell you that it has to do with the financing but Sarah if you wouldn't mind I have a call at least one colleague here from the mayor's office of housing who's in attendance because I thought we may want to have a discussion about affordable housing and they are the experts so Sarah if you want to maybe address just briefly that what the life of the project 57

means and why that is the case sure hi everyone I'm Sara Amaral I'm a senior project manager from the mayor's office of Housing and Community Development for our term or deed restrictions on all projects that the city is not owning of the underlying land we maintain a 57 year affordability restriction on all of our projects and and this is partly due to the fact that the different sources of financing that are leveraged in order to fund these affordable housing projects every 15 years and I have the opportunity to essentially refinance those funds and recapitalize or be able to offer you know rehab on the on the development if there's anything potentially that could have gone wrong structurally or new roof what-have-you and so in that and that to that extent that is why the restriction is lasting for 57 years and Moe's loans all of Moe

loans also last for the same amount of time so and that is just a standard mortgage process that is in effect when the city does not own the underlying land
thanks Sara

thank you could I ask a follow-up question or just a comment I guess what that response Thanks I would just encourage to if you can go above that I'm not sure if there's a restriction the funding but these are sold as affordable units and I want to see them remain affordable for entirety until those structures eventually rot and decay and fall apart so I'm not sure if there's a method or way to include them a DA to ensure that or a different mechanism but I would want to ensure that they are affordable so this is Sara again if I can reply to that and certainly understand that and one of the reasons why we have a deed restriction on 2:57 as the years is because that is kind of the length of the of the property of the life of the property the bylaw you're not allowed to extend it past 99 years regardless for the for the land that for the underwriting restrictions on land but so we limit it to 57 in the event that the developer the sponsor the nonprofit that's maintaining the property would have to essentially tear it down or what have you but in all instances because we have an underlying deed restriction not just our loan but we have a deed restriction and this will also you know for any property that goes through most CD for any assistance whatsoever even if it's just technical assistance we like to provide deed restrictions on the property so that if the property were to trans hands or were

to try to refinance promote CV in the city would always be at the table every time in order to be part of that negotiation and of course it's in our best interest for the residents of the city to make sure that we're going to spend that as long as possible so in the structure of what your comment or your question was about and keeping it for a long term it is as much as the long-term of the building life if that makes sense but of course we will always try to extend that as long as possible because we do have that deed restrictions so we're always at the table to negotiate thanks Sarah

and then I also want to boss allow bridge housing I think Kirsten is on the line she may also be able to add some some comments yeah sure thanks Lee this is Kirsten with bridge housing I think Brad is also on the line who might want to chime in but I just wanted to represent how we are approaching the affordable parcels and the affordable buildings that were providing as part of this project

bridges providing three of the buildings and mission housing is providing the fourth one and both organizations are long-standing community based nonprofits in the city of San Francisco Bridge was founded in 1983 in every building we've ever built we've owned and operated continuously and that is our intent and our plan here as well and we're very excited to continue to work with the city as Sarah indicated you know as the properties become eligible for major rehab efforts we would 100% commit to keeping the fort above the affordability in perpetuity for the projects and that is completely our

intent and I don't know if there are further questions on that topic but happy to talk about our portfolio a little bit more or provide that information to folks interested in this topic any more questions from the committee

you could I had a comment somebody was raising there and yes go ahead who's speaking please there's Peter down oh go ahead people I'm just like to add that you're you're you're from bridges blowing no I'm sorry okay to camp Oh Peter tam I'm sorry I just wanted to add that with the transportation piece and give you know with what's gonna happen with the parking spaces only understand that people are going to be utilizing public transportation rideshare card chair scooters and that we we keep in mind that that other infrastructure needs to grow along those alternative transportation methods we want to be able to connect not just the reservoir project with with the nearby local businesses but you know almost the entire West Side ride out of what the goal will be and we reduced reliance on vehicles to they go to zones pounder or anywhere outside of Ocean Avenue which is the most walkable commercial corridor right now yeah okay

any other comments from the committee yes this is Maurice and I just wanted to say that I think my fellow committee member Michael for calling out the absolute lunacy and both weinery of those 220 parking spaces because it's unrealistic to think that 1,100 people are just going to take public transportation or bikes or scooters that's just unrealistic and on that note I would really like to see some

either attendance from SF MTA
ClearChannel on what their plan is to
either boost the public transportation
or in general what their plan is with
this this project because it seems like
they have a lot to do with this as well
but I don't really hear anything from
them so I'd like to see some either
attendance or some writing or
what-have-you from them as well Maurice
I'm happy to provide just a
clarification thank you for that comment
the 220 spaces was a consideration for
just public parking so a public parking
garage for somebody who is maybe
visiting the area and needs to park for
a few hours the project is also going to
be providing 550 parking spaces for
residents of the project so residential
parking has been considered separately
public parking which was subject my
slide is above and beyond the
residential parking I just wanted to
clarify that for you thanks for you
thank you okay anybody else raising
their hand okay I will go next since its
last regarding parking it's true the 220
parking spots were based on the
underserved demand baseline of 220
parking spots was based on just the
addition of the Balboa Reservoir and
with the paint coming becoming more of a
reality we do want to go to table 14 on
the in the TDM document that number does
go up to 980 but that's not the lowest
number it actually if you apply
additional TDM additional transportation
demand measures that number can go down
to 415 what do I mean by additional
transportation demand measures they're
included in the TDM the fare and peers
TDM that was presented to the board too
the Board of Trustees last March and

that would include fast passes for full-time students bike share car share market rates for parking and a whole number of bike storage and different things that are available to in the in the TDM toolbox that would bring the shortfall down to four hundred and fifteen spaces in 2026 with a 25% increase in enrollment and I bring this up because at the last meeting of the the Board of Trustees this came up as a question and and it's also been raised here trustee Thea Selby said at that meeting that that City College has to lead the way in environmental sustainability and so what we really you know it's at one point the developers were talking about helping to build a big parking lot behind the pake and what happened is you know it obviously was too expensive our parking Sun indoor parking spot cost fifty to seventy thousand dollars so they didn't want to spend the money it was hot wasn't realistic a cheaper way to deal with it is to do these transportation demand management the additional measures even even though it might sound expensive to give everybody a fast pass is still cheaper than building a garage um that's also pay attention to the fact that if we build a parking lot with 980 spots in it you're gonna have that many cars driving in and out of that garage every day in fact you'll probably have more than that each parking spot will probably hold more than once one car so that contributes to the congestion on the street and and the pedestrian safety problems that will result and it would slow down uni as well so it's something that we we really have to work with City College on and and to be honest

communication with City College has been spotty at best you know as I said earlier you know Chancellor Roach is gone James sod has gone charmaine Kurtis has just got back which is great and it would be really incumbent to and really important right now on all of us to get this MOU together with the city college and down this parking problem because I think it's something and also let's not forget my resolution from earlier in the meeting including usable bike lanes and usable sidewalks and better transit connections on Ocean Avenue will definitely help in terms of managing command of transportation so I'm glad to see that Charmaine is back and I'm glad that uh MOU is being negotiated and it can and I really think it's - it's not too late to get it to on the table and to make it happen but I think 450 spaces is actually if you look at the numbers in chart in table 14 of the TDM with these extra measures that would work and one of the thing is a lot of people say well what is this TDM thing is a bunch of mumbo-jumbo does it how do we know it's gonna work and I only I said that it you know this these are tried-and-true things that have been used in the past and you only have to look at the Santa Monica Community College down in LA the city of cars to realize that it actually does work down there they have a very similar TDM down there and it's got teeth they have to meet their goals and as a result they have very little parking in LA City of cars and everybody menaces to have access to the school at the same time so it does work NH and it can work here too so with that I'll open up to public

comment if this everybody's still here we have 54 people so also I want to clarify again because I know that transportation and this process I want to make sure everyone understands this so we absolutely are trying to be responsive to the then-current need and demand and usage for this public parking as you said it is and Peter Tam also mentioned it is all contingent on is SF MTA improving transit nearby what is happening at the college what is the observed Amman what is the analysis what a student enrollment at the college look like of those things and including how effective is the developers TDM if they have begun to install that how effective is city college TDM all of those things will have an upward or downward effect on how much public parking may actually be necessary which is why it's imprudent to set a number right now and so that's why we've developed this process to make sure we're taking advantage of all of those conditions and and using that to create a systematic approach for what the right amount is the other thing I just want to reiterate is certainly we will be addressing the loss of parking from the lower reservoir in our project that has been a commitment from day one as Mike so carefully laid out in his memo the college obviously has an ambitious plan through their facilities master plan to develop a number of large buildings on the upper reservoir and elsewhere on the main campus they will themselves I'm sure have a robust discussion about how to mitigate or replace the loss of any parking spaces on their own property and again we will be happy to continue collaborating with

them on that
our focus is very much in terms of
developing the lower reservoir and and
Lee this is Joker topper from Evelyn
Bayard or John can I can i chime in too
it just you know there's a lot of there
were a lot of comments there on parking
and I just I'm looking at the you know
there's 56 participants on right now and
you know this has been going on for a
long time we've been talking about this
I mean you know parking and replacement
parking was a primary piece of our our
RFP you know proposal it's been a
primary topic on a lot of the CAC
meetings for years and so I want to just
sort of back up because there are you
know there are a lot of real concerns
and you know there have been a lot of
real concerns about this throughout
there's also a lot of incorrect
information being thrown out so I just
want to back up a little bit I don't
have I have a couple of things to pull
up but I don't you know we can put
together another presentation and come
back a little
or more formally but you know what has
been the task all along you know as Li
just said our commitment has been to
replace the spaces that are being used
in a lower reservoir
you know it's been our task all along to
figure out okay how many of those are
being used it's you know there but I
hope we can all agree I think there's
very clear evidence that very rarely if
ever are all thousand of those spaces
filled with you know even in the first
couple weeks of school it's you know 75%
full 80 percent pull as what the data is
shown you know we have done a lot of
studies the college has done a lot of

their own studies we've we've heard a lot of input on prior studies on you know the Nelson Nygaard studies from from I guess it was the mid 2010 you know that they were at the wrong times the wrong part of the school calendar and so we did we did extensive testing you know all in the middle of the week days all during normal instructors and you know instruction days is not the week finals not the week before finals and all that data you know all that we've made that all that data public we can make it public again it all actually went into the college's TDM plan which is why we've been citing that you know the college's own study you know it is it's frankly it's a great resource because it looks at holistically the entire college how how parking may change over time given a bunch of different factors and I think it has been a good a good guideposts for for all of us in this process to figure out what that you know what that right number is just just to talk a little bit about what we planted to and I don't know if I'm allowed to share a screen but I'm just going to try to do it and see if it works

not sure about that all right I think I think we you have to give me the controls I'm going to step away I'll be able to hear you but I'm stepping away from it okay thanks John

so if folks could see this so a key part of our plan has been to do some sort of public garage on our site now we had in in previous iterations you know folks that have been in this process for a long time will remember that you know we had another partner that was that was coming to these

meetings of Pacific Union development
who's done public/private partner
partnership parking garages at other
college campuses we had hoped to gain
into a lot of sort of other creative
ideas for how this could be done frankly
had a lot of conversations with with the
college's old facilities master plan
team about okay could we do a big shared
garage up on the upper reservoir and
combine the lower reservoir displays
spaces and the upper reservoir display
spaces
and put something together that would be
bigger and you know worked really hard
for that win-win and frankly I'm not
sure house doesn't say that it just
fizzled and you know we couldn't get the
attention of the people at the college
that I'd been designated to make that
decision
are we still willing to work on that
absolutely
you know Charmaine frankly was one of
the people that was involved in it if
she can pick it back up we're happy to
pick it back up but what you know we
can't wait for that to happen you know I
think we've been pretty clearly
instructed by the city that we need this
housing and so we we shouldn't as a city
be waiting for that to happen we need to
produce this housing and so what we've
done in the time being is to fall back
on on sort of our baseline plan for how
to determine the right number and fall
back on factors that we can control and
so what I'm showing on the screen here
is a page from it's maybe the draft ESG
I don't know if I have a perfectly final
version so forgive me if it's a little
bit off but I don't if you could see my
cursor this is site plan what we've

identified is that there are two locations where public parking will be provided on the site building a and this would be either underneath or within building a and then underneath or within building G now those buildings were chosen because they're in Phase two and what this allows us to do and I'll slip to this to this view could poke see my screen yes I think so what's your the the orangish boxes here are are the Phase two sites so what this screen looks like is basically phase 1 is under construction and then after the phase 1 buildings are completed this is this is what the site will look like and during this time these orange areas we've said all along are going to be used for public parking and port frankly what that means is for City College parking and this you know we've we've got another diagram I don't have it right in front of me but this is at least 400 cars I think it's 450 if we if we if we tighten it up you know this provides a little bit of a laboratory and this is what we say when we're gonna study the future parking this isn't a way to kick the can down the road this is a way to say look parking is a really critical resource it's a very expensive resource and we don't want to use all of the funds that that we have that could be going to other public benefits or to affordable housing to create spaces that aren't going to be used and so these lots are going to be operated as public parking it will be you know they will function just like this the lower reservoir does now we city college overflow parking and we'll know exactly how many people are parking there you know everyday because

we'll keep the data and so what was in our our draft MoU with the city which we had hoped to get farther on was this concept that will operate this property will operate this parking lot will gather the data and we'll know exactly how many people are using this this parking lot in this resource and so those terms have have been put into the DA and it's it's been you know the the process Lee is describing is you know we'll have all this data we'll know exactly how many cars are there and then we can size those garages in building G and building a to the right size for what's needed you know if we build 400 spaces and we only need 100 it's a waste not just of you know for the developers but for all of the other subsidy that's going in to this project could be better spent so that's our that's our plan you know like I said we we had hoped to come to a more creative solution with the city or with with the college frankly and while that's still on the table we you know it's gonna need to happen and we're gonna need to know exactly how who over there we're gonna we're going to on it you know we're happy to come I reached out to Stephen Brown we're happy to come and meet with the Facilities Committee but it is going to be something that's a complicated complicated project and and not something that we can we can provide on our own and that's why you know what's in the DA is is what we know we can achieve on our own you know joke I ask you one question about what you just said I want to point out one other thing and then yeah I I also want to point out just the discrepancy in some of the numbers we're using the 220 number

because it is the best estimate of the loss of spaces that are being used on a lower reservoir you know that that report you Mike you cited some extremely large you know 2,000 space numbers and you know that's more than what's on the lower reservoir right now that that report was intended as a planning tool for the college for the entire campus and so yeah there are there's three major parking lots on the campus there are lots of big numbers and if the college builds on all of their other parking lots sure there's gonna be a parking shortage but what we have had committed to and what we can control is to replace what's being used on the lower reservoir and so you know the table 13 versus table 14 table 14 what's the 980 spaces shows that the college is gonna take up a lot of its own parking by building other buildings and I I hope that happens we're all excited for the bond to pass but that's not a responsibility that we can take on and you know I I'm heartened by John's comments I I noticed that too that you know if we can just figure out TDM we actually can get there with the 450 and it would work great but again based on where we're at we need to fall back on on what we can control

one question John what you said is this parking solely for city college or is it also a public parking for people that are visiting the merchants that they're visiting people is it parking public parking for all or public parking just for City College it would be public parking for all we don't have a way to certify whether people are students of the college so we're gonna open up as public we're we're open we actually

would be happy to to work with the college to create a student parking program

you know or the faculty parking program we know that's been something that's been talked about again that was you know frankly I'm not sure if it's in the draft MOU but we were planning to have it end up there but without a way for us you know that's not something that we can do going our own we would need the college to be issuing some sort of a pass to their students so we could verify that they're there you know they are markers one last question this will be public parking at market rate it says your developer greater correct market rate market rate and and so what we've said in Prior meetings is you know that's not like a downtown market rate what we think market rate would be out here would be something like eight to ten dollars a day the you know we would be open to negotiating a special rate for the college and again that's something that that we just need college participation on because we can't do it on our own

well I think we're all in agreement show that those discussions should progress and I like your beard Thank You Harry Bernstein sent me a private message and was complimenting and if I'm if I can get a compliment from Harry I'm great are there any other comments it looks like we still have not got Bridget d'Avola back so that's sad because she's the representative from the board of the Board of Trustees but I really think that the board needs to watch this presentation this is all gonna be online and I will send an email to Bridget to alert her colleagues of the Board of

Trustees to watch this and see if they have any other comments that they can bring forward but I think there's a lot of Claire a lot of a lot of the questions that they had at their meeting last week I've been clarified today so I really appreciate all your yeah we have yep we are gonna do have a comment yes I designed there's a robust discussion on chat and it's I don't know if that gets saved or not but if you want to have it on the record you should get on the public comment yeah it'll will be posted alongside but yeah will do so um Thomasina there's a few people ahead of you so we'll call on you

(2:06:36min)

Thank You minutes two minutes start with Rita Evans

and Joe let me put up the public comments slide yeah there you go sorry about that okay Rita can you hear me I may be having okay no you can't okay good

can you possibly show the transportation community benefits slide um one thing I wanted to note about the TDM as it's being presented here is it's almost all planning and analysis it doesn't seem to involve much implementation operational improvements or maintenance and the plans and analysis really are not of much benefit to the community while the implementation and maintenance are essential if we're going to realize any benefits from the project and what we need is a commitment for more infrequent more frequent and more reliable transit service not an analysis of service and we need an affordable parking rate for the students at City College not a plan we need regular traffic signal maintenance for that sophisticated

coordinated traffic signal system on
Frida Kahlo and Ocean Avenue
we need safety improvements for
pedestrians on Ocean Avenue
we need a repurposing of the street
print space on Frida Kahlo's so that we
can have a transit only lane and better
bicycle lanes we need a commitment for a
developer funded shuttle to run between
the project site and the Balboa Park
station and somehow that last benefit
the shuttle seems to keep disappearing
no matter how often the public keeps
saying that it's really important and a
community benefit we definitely won't
want to see thank you Thank You Rita
next is Chris Hansen
are you muted Kristen hi there you are
Thanks in regard to building a parking
structure on City Colleges upper lot the
reason that that was dropped one of the
reasons is that Reardon high school did
not want a large parking structure right
up against their building that was part
of the reason the other part was that
survey of voters did not want to pay to
build parking in educational school
bonds the the fifth and then I'm gonna
jump around here because there was so
much the sunset of the affordable
housing 50 years now you said that's if
it's a privately owned property what
about if it remains a publicly owned
property does that mean it will stay is
able to stay affordable in its entirety
and I'd like to say also the BART
shuttle has been completely dropped from
this developer agreement despite the
fact that fear and Pierce which Joe
praised the moment ago Nate names a BART
shuttle as one of the five main TDM
strategies for city college and one of
the ways that was investigated was

running a barque shuttle straight up Ocean Avenue which isn't going to help but having a borrowed shuttle run to the south of campus would be the only thing that ticked commuters away from the bottleneck of Ocean Avenue in the transportation plan of the DA exhibit J Big B little B in regards to replacement parking it says during the initial site wide grading phase of construction of the project no publicly available parking spaces will be provided doesn't that mean that as the project breaks ground all of that project parking will go away in contradiction to what was said that my time yesterday okay I got about eight more things okay thanks okay thank you thank you Chris

Marc tank did you have another comment or was that an old hand that was the old hands I can't bring it down I know where I can do it - just checking um Russell that's not can you are you how would you like to speak yes I would are you you're unmuted go ahead a little are you wanna speakerphone Russell you can speak I grew up in a housing project for the city I'm wondering why the city of San Francisco's ownership with the land and hire a construction management company to build out this development and make property 100 percent affordable okay thank you very much for their comment we have another speaker yeah Harry Bernstein yes to speak right into the speaker please speakerphone maybe a good a regular and someone to endorse the shuttle concept and apparently the one source of that money would be some of the 1.9 million dollars generated from the market rate parking when I was you

know you don't idly look through the development agreement cross page 28 of the PDF of reduce a little bit no development obligation it says there is no requirement under this agreement the developer initiate or complete development of the project or any phase or portion thereof

there's also no requirement that development be initiated or completed within any period of time or in any particular order subject to the requirement to complete associated community benefits etc I was astonished and maybe that's just a fail-safe in case of a cataclysm of some sort but what kind of assurance we have with all these promises of huge benefits and all the concessions that are expected plus forty seven million dollars of City money so I think the next speaker is a phone number three three four three eight nine to go ahead

I don't

that's not my number but maybe that's me because I've been trying to get through this is Laura Frye from Westwood Park and I just had a couple of comments about a few things one concern is the first couple years of the meetings they keep kept talking about 99 years 99 years being the number of years for the affordable deed or whatever word they're using and this whole thing about the affordable thing it still seems mushy to me that it's still not a guarantee that it will all stay affordable and then when the transfer is it has an approval by a person in a committee I feel like that's wishy - because sometimes people do things that you know like what our committee would have wanted them to do because I think everybody agrees we want

this to be affordable forever and it just doesn't seem like it still seems mushy and that 57-year change from 99 years within two years it's it just doesn't make sense to me another one was a community amenity that hasn't been talked about is security when Whole Foods opened it was a sieve I've worked in retail most of my life and there was a lot of thievery and I kept nagging management telling look you got to get security in there I'm sure other people are doing the same thing and finally now they have security in there all the time and you still see if these occasionally but it's it's it's it's manageable another one was I haven't seen infrastructure document but I hope that the firefighting capability is going to be developed to house this bigger development you know we live in a residential area we don't have the firefighting capability of downtown dense housing like they were going to plan on putting here and the other thing was that their parking thing schools seems strange to me to 220 hypothetical and then up to 450 which again is mushy because 220 is still up to 450 on a mathematical scale so 220 would not work for if you just have five 450 or 550 for the residents and a lot of these residents they would have more than one adult they might have three or four adults in an apartment to have a half a space for each of those units and then just 220 for all the rest of the residents all the visitors all the city college students just seems very little thank you very much I'm going to try this number again 3 3 4 3 8 9 - is that person still I don't see it here so I will go to Madeline Mueller

Madeline would you like to speak okay
am I on you're on okay I just wanted to
clear up a little bit of history about
the parking of the quote upper reservoir
when that land was traded in the early
90s to City College I was part of that
campaign it was never ever ever in the
plans to be parking the master plan
which was approved by the city that was
a tenured plan from 2004 to 2014 had the
lower reservoir as our parking that was
approved in PUC said that was true and
even if they did water we had air rights
that was parking the upper reservoir was
to have the Performing Arts Center and
another building always there was never
a parking situation then the state and
the money was there but the state ran
out of funding for it in 2008 so it's
taken that long for the funding to come
back in and do what was in the plan all
along so to say that somehow I hear this
sort of in the context oh well if City
College is just going to start building
a bunch of buildings well now that's the
parking was always temporary the
buildings were always planned they were
they were funded by two other bond
measures or at least the pact was and
now we have the stem this is not popping
down buildings and and it was a
temporary parking situation the bottom
law was always legally least ours period
now in 214 the the the master plan on
file ran out we were illegally taken
over by forces that wanted the college
to really diminish and those who the
people you talk to in those years we
were taken over from tony13 up until
2017 maybe 16 but 17 really and then we
had a pretty dysfunctional group to be
talking to so it's been an unfortunate
situation and the semantics is really

wrong from the get-go I hope people keep this in mind my last question is when you say that there's going to be a oh that's evidence the last question okay I'll say that

even Marcel um thanks for letting me make a comment I live across the street from the proposed project site right next to Whole Foods and I want to speak for all the future residents that don't get to comment in these kind of meetings I see this project as an investment in the future and that's a future that involves density and transit and it's a way to really build for the future I used to walk to Bart and take that into work and I love that I'm a San Francisco resident that doesn't own a car and you know I bike as much as possible I like to walk and I would love to see our city really support that kind of citizen because there's a lot of us here that you know don't need to have parking and really embrace the public transit view of the city this is a unique opportunity because it's right in the center of three different types of transit you have your light rail bass rail all those bus bus routes that commute and have a central hub here so this is you know for a resident like me and for the residents that could potentially live here you know

would be fully supportive that a great opportunity Thanks

thank you there's some consensus on the chat

thank you very much Martin I'm Steve there's some consensus on the chat that ahead is trying to get through has anybody seen that maybe that line that was dead might have been hit hejdå if you're out there try and call again

okay so nexus theater Randolph um all right so I didn't want to comment on the parking I think if there's if there's short a smaller number of parking spaces then that Oh resolve itself people will drive less but I had a question about the up to language about the of ownership properties why is it up to 20 affordable home ownership units like does that mean that depending on how the economy go works out that they might might shift some of those home ownership units are some of the affordable units from home ownership to rental instead so so the way that this project works like well the limitations is that the SPOC is required to seek fair market value for the land but one of the inputs to the value of the land is the affordable housing percents that the city is requiring developers to provide which is a according to the DSG is a floor of 50% so so I don't like seeing the language of at least I prefer to see your language at least I don't like to see up to when discussing affordable housing in this thing right thank you okay next is yan run hello this is the owner thing Randolph something I think is missed in a lot of public comments is that one of the missing public benefits of this project is more housing for in order for to make the city more affordable we need more housing and is something that's sort of missing in the a lot of the comments and it's something that's missing in the development agreement you know the public benefits section doesn't mention more housing why don't why don't we put that in the public benefit portion of the DA because what if the developer goes ahead and builds like roads and stuff and doesn't

even build housing that we need now that's somewhat of a facetious comment because they're not gonna build anything without building the housing which is what makes it profitable but just because it's profitable to developer it doesn't mean that we should forget that housing is the public benefit that's what the city needs more of now and and so some similar to what theater was saying earlier some of the things that we're

a certain aren't in the DEA uh we're concerned about because because they're not in the DEA but if it's aligned with the incentives of the developer then you know we don't have to worry about those as much because is in their interest to make it work out anyway anyway thank you next is wind

hi I'm wind Kaufman I'm an engineering instructor at City College and I'm just wondering about the housing that is going to be giving preferential I don't know treatment for faculty and staff at City College because I was under the impression that that was not actually a legal thing to do unless the college owns the land

so could you adjust that I guess we can address that during the follow-up comments okay thank you

make a note of that Jennifer are you there I don't see your name oh I'm new thing can you hear me okay sorry

so Madeleine talked about these possible in decades for to have the Performing Arts Education Center to have the diego rivera theater replaced and yes it was the PSC that's really ignored education which I would think would be a public utility it should be seen as a public utility

so that City College actually meets their needs for parking because it's not going to get done otherwise and I also wanted to mention that in the principles and parameters we spent many years working on we requested 65-foot height limit and so somehow there's been some height creep

the developers responded to the RFP and it's gone up to 78 feet and that is so far out of range of the environment and it's going to create potential a lot of potential issues that just doesn't belong here

and in the one planning class I've had basically you try to move the highest Heights nearer to commercial areas and as you move away into residential areas that goes down so you're doing exactly the opposite it appears to me and so this word the two issues I also wanted to ask if I could give any extra of my time to Christine because she said she had about nine different things 35 seconds okay Christine Kent Chris can you go

she said the development will add at least 550 luxury units what else did she say that those are on the chat I don't know she's on I have to give up their hand sorry lower my hand is that good yeah

Oh a dedicated pedestrian light put in right now before the construction starts at cloud circle would be very helpful because we're gonna have a lot of trucks they're gonna do grading and grading means big trucks carrying dirt and students come through there there's a bike there's a motorcycle parking right there and students cross I cross there too and that shouldn't be a part of any negotiations it should just go up and

since SF MTA is involved in all of this planning it seems to me that something that SF MTA could just get going that's a light where you push the button and when class ends and 30 people want to cross at the same time they're crossing with a B flashing yellow light okay that's my most compelling thing there's a bunch of others but thank you Jennifer okay next we have my phone number for one I'm gonna need the person hi um this is Laura from Westwood Park I I tried talking before did you guys hear me before yeah yes you already heard me yes okay thank you we're gonna go to Martin then hi um I'm Martin I would like to talk in favor of this project just in general because um we do absolutely need more housing in the fact this is fifty percent affordable housing is gonna be a huge boon for the neighborhood as well as adding more units just to the market in general reminder to the folks on the call that market rate units are what firefighters and teachers live in because they make too much money to actually be in affordable housing because of the limits from the federal government I was just gonna call regarding safe sleeping sites in parks and other city-owned spaces and a lot of the folks on the phone call we're saying you know like oh we don't want people to be able to use safe sleeping sites because um you know I don't want to see tents in my parks or in public spaces and they were all saying oh you know we need to build more housing we need to build up places for these for people who are on house to go and so now I'm in this meeting and I'm hearing like a

million excuses why we shouldn't build housing even though it's 50 percent affordable so we don't want tents and parks but we don't want housing either I mean something has to give we have to build more housing or else we're gonna see more and more on house folks and this area has absolutely nothing there so there's no threat of displacement in fact we're adding 500 or more affordable units which means a thousand or maybe a thousand five hundred people might be able to live in affordable units here in the city I mean for me it's a no brainer and I think that the parking concessions are absolutely ridiculous it's near a bunch of light rail heavy rail like Bart um we've got a project here that is just in the perfect space um and and and and I'm someone who's never owned a car um so I you know I believe it's crazy to me to see so many so many parking spaces added next to next a really good public transit and that's pretty much my comment thank you I think that's it John that's all we have if there's anybody else

Oh Thomas Eaton you were trying to talk earlier are you still here yes go ahead oh go ahead also before she starts on David Day that was trying to get through a while back David are you there when you want to raise your hand and be next after Thomasina go ahead come and see this sorry well actually I'm really saddened and astonished listening to the to the developers it's like watching to me Donald Trump because you guys don't you don't care whether you destroy City College or not City College was here first and City College serves the entire San Francisco Bay Area and it serves

everybody in San Francisco not just the people who live in nearby neighborhoods and it is the only way that people who are poor have a chance to get an education and get a trade and lift themselves out of poverty and it is a critical asset for people of color from throughout our city and might live far away and don't have the luxury of being able to take what it takes a long time to get on a public transportation that is absolutely filled to the capacity and now that we have we're supposed to be keeping social assistance how are you going to do that one right now Muni and Bart are at absolute capacity so when you know a funny thing is is that the people who are very able-bodied and young and obviously not from here because with San Franciscans are more pragmatic and I think more loving and considered everyone that we didn't we need to accommodate everyone not just the able-bodied who say oh why do people course they don't have a right to have course Hey live and let live and if you already came here with your education fine but we native San Franciscans have been paying taxes for our whole lives and city college is a service that serves everybody and so for the for the developers to come in and say well aren't art causes better than yours

hey there's plenty of other lots you can build on and the that lot to put 1,100 units is way too much density for that and to turn it into a soviet-style slum with all these high-rise concrete buildings is just wrong it is this lot has been part of City College and we need we it serves the entire City College serves the entire city and don't

be so so rude that you developers find a different lot but don't destroy City College because you know damn well you're gonna destroy City College if you built this huge too intense fire trap development on this lot and have mercy on those of us who who have a need to it better ourselves through an education Thank You Thomas see that there's only there's plenty of other Lots but there's only one City College thank you thank you for your comments I think you mentioned that David I don't see him on here showing up as Michael earlier but he wasn't unable to get through even one more a second David if you're on go ahead that was about half an hour ago so maybe he's done okay I don't see anybody else Thanks sorry David okay any follow-up discussion let's try and make it snappy with the committee any hand since I'm first alphabetical I'll just make a very short observation I'm always last alphabetically that that's okay oh you want to go last go ahead I'm just kidding I'll be last oh no go ahead please okay well I believe we're in a crisis right here because I think many of the things that Thomasina said their last comment are true we could be killing City College right here but it's really up to the responsible people at City College to tell us if we are what they think about it and we've got to have an MoU before we have a development agreement and this thing's going in ten days ten days to the Planning Commission for the first stab at approving a development agreement that doesn't have protection I think City College is going to find it need so I would urge us to tell the Planning Commission that they

should continue this for a month or so and then we should also urge City College and the city to get together and knock their heads together into a deal that's my suggestion that's that I think we ought to do as a committee we don't pass many resolutions but I think we were in a consensus that this MOU is crucial

even Ken rich said it was crucial three years ago I know there's been problems at City College in different transitions but they have people back there now that are ready to work and just a few days ago I don't know if I mention it but there is a meeting of the facilities master planning and out oversight that's not the facilities committee of staff that's the trustees yes tabatha that's three trustees that are charged with this and they said they were going to make such a request to the Planning Commission I think we should join them any more comments

no that's thank you anybody else I just wanted to thank everyone my fellow committee members as well as the general public for the fantastic commentary that we've gotten tonight and I will speak for myself and saying that at the end of the day I really want more affordable housing

I want a community that does not impose on the Westwood Park neighbors or the OMI neighbors and I want future generations of City College students to be able to continue to have an affordable education and I think at the end of the day that's what I think all of us want so thanks everyone and thank you Maurice

I guess that does it for item six before we do general public comment I

understand that amy has a small presentation are you there Amy I am here um feel a bit worn out

yes Emily yeah it's been a long night and I think perhaps I should reserve my comments for the next CIC meeting it's too late it's not fair okay yep okay that's fine with me

well well put you on the agenda next time we're probably be better to have everybody if you're prepared absolutely okay thank you okay thank you Amy all right well what that we'll go to a general public comment um you can move right into the public comment you can just move right into it right now and raise your hand and the last bunch of comments we're pretty much public comment but a general public comment but if you have something that's not related to anything that's on the agenda you can talk about that too as long as it has to do with the reservoir for City College I [Music]

don't see any hands up so just doing a there go ahead Harry go ahead okay go ahead Harry you're first and then then Jennifer and then Toma Sita

okay this one one thing was for the committee itself you know about the governor's executive order from early March its n25 20 and it calls for for each each body you know like this CAC to have a place where people can actually come and make make a a comment and observe the proceedings it's in provision 11 of that agreement it said consistent with the notice requirement each state or local body must notice at least one publicly accessible location from which members of the public shall have the right to observe an offer public comment at the

public meeting consistent with the public's right of access and public comment I'd like to know what the provisions you have made for that and I don't expect you to know it tonight but maybe you could report back on that the next one other thing you know so there was the RFP and RFQ process and you ended up with three choices and Avalon Bay was chosen and they I talked to someone else about this they said it really wouldn't matter for them or someone else but you know with this with what is being proposed it's a 89 percent is rental and you know some portion of that is affordable that will have restrictions on it but this is you know market rate I've been looking around to see if I can find what kind of information there is of people who actually live in there that's we're talking about places for people to live and I'm just amazed at the responses that people have how much they're forced out of the places that they agreed to live and then they come after a one-year lease and say well it's an algorithm that just determines how much we charge the rent and I'm just wondering I'll have to collect some of this that's going to be receiving for the city thank you thank you Harry your time was up about a minute ago sorry I didn't stop you um I think wind Kaufmann she's online here she had a question last time up and I promise to answer it at a break but I can't remember what it was no wind are you still around okay welcome to the next speaker maybe if she comes back I think Jennifer just the next speaker okay this is Jennifer I just want to lay out some of the impact of this development so those who choose

athletics at City College Reardon or Lacroix merdeen will play in an area that's being added to a regional database for high risk due to reduced air quality and the reason the area is being added to the database is the Balboa reservoir development residents nearby and the children at the nearby daycare centers will be impacted and daycare centres are required to have outdoor play areas so we can't forget the impact because the noise during destruction during construction has been identified to have significant adverse impacts even after mitigation children residents and stood

we'll find it more difficult to read concentrate memorize or figure out complex problems during the multiple periods of excessive noise now I said this before but I think it needs to be said again because nobody's talking about it because large buildings are being constructed the concrete pours will ensure construction goes beyond the hours of 7 a.m. to 8 p.m. and many sleepless nights there will be many sleepless nights in the adjacent residences construction trucks will be coming in or out of the Balboa Reservoir every 2 or 3 minutes from 9 a.m. to 4 p.m. daily

for months and that will affect access to and from City College and weirdin and all the nearby streets workers in adjoining neighborhoods will be faced with gridlock when attempting to get to work or their clients the many childcare centers in the area will become difficult to reach by parents and parent clients as well as the childcare businesses will find it easier to take their business elsewhere so an area

known for being family-friendly will no longer be so families will once again move out of San Francisco and those that don't are likely to experience higher levels of disease and cancer and these are serious concerns that we need to be thinking about thank you

I see here that I guess Christine Hansen posted that here that we wanted to know what will allow the developer to guarantee a first consideration for City College teachers for affordable teacher housing we were under the impression that this could only happen when City College owns the property is there anybody who can answer that question I'm curious about that too hi-oh

Kirsten you go ahead I promise to answer hi everyone this is bridge housing it's getting dark over here um yeah so we've worked through this structure and we're very excited to continue to work with City College on making sure all the teachers know educators know about this opportunity but as long as we have exclusive use of the property or a portion of the property for City College staff

were able to make it available to just the educator pool so that would be staff and faculty at City College and this is something that we've looked at sort of how the city or how the state's legislation works around this to make sure that it was legal and we've got some documentation that I can share offline and describe the structure in more detail but we're very excited about it and we're very excited to continue to partner with City College to find the right mix of units and affordability for the participants educator households great thank you very much any more

speakers remember oh go ahead
thank you hold on one second go ahead
okay so speaking of developers the
Balboa Park station master plan which
was passed after much public discussion
in 2009 called for a maximum of 500
units on if there were ever building on
that lands that it would be a maximum
500 units so to to ask for to put 1,100
units up to 78 feet high it's it's it's
just cruel and it's it's insensitive and
it's and it's wrong but more than
anything I want to point out that what
the city needs is more affordable
housing we don't need more market rate
housing there's tens of thousands of
units in the pipeline of market rate
housing because it is so lucrative so
we're not going to solve the affordable
housing problem by building more units
of market rate housing what we need to
have to solve the affordable housing
problem is to build more affordable
units so this project if it were to be
built which we don't think it should be
built because it would destroy City
College but any house any housing as far
as we're concerned all housing in San
Francisco should be 100% affordable at
this time that there should be a
moratorium on market rate housing
because it like I said there's tens
there's thousands of units in the
pipeline that have already been approved
market rate and so all housing that's
built from now on will say the next ten
years should be one hundred percent
affordable and that would solve the
problem of affordable of the need for
one hundred percent affordable housing
not building things that are 10 or 20
percent affordable and the rest is
market the more market rate housing you

built the more market rate people will come in and it'll gentrify the neighborhoods but that doesn't do anything to solve the problem of a need the need for affordable housing thank you

this project should be one hundred percent affordable even though it's in the first place but if it were to be built it should be 100 percent affordable got it thank you very much is Christine Hansen still raising her hand I can't quite tell it yes yes go ahead please

I promise so I just want to remind you guys this process started during the state takeover Madeline was very clear about that and so many of the means into the microphone how about that yes better okay so the board wasn't even included and right now various CCSF groups and committees are drafting resolutions to address what they feel are very important issues on that are showing up in this development but even those are going to run out of time example the Facilities Committee isn't going to even be able to meet again until after the eir is already finalized so I am afraid at this schedule a lot of City College input is just basically going to fall to the wayside even including all of us talking a lot tonight so thank you oh I'm good thank you thank you very much I'm sorry I'm looking for the next victim I mean customer I think we're done John

all right well with that I will close the meeting hey John John excuse me oh I'm sorry comments I think we ought to discuss right now our best mate date because look at what we just heard today the SFM

ta board meets on June 16 the SFPUC
Commission meets on June 23
I requested information before those
meetings financial information which I
am told is not available yet the
appraisal and everything else but the
POC is going to talk about a sale of the
property in less than a month and so I
think we have to set it for a date that
the city tells us where you can get some
meaningful information and hold a
meeting before those two because we've
been asked to advise on this product
process and boy those are two very
important meetings let's then discuss
that with staff and get that going but I
mean don't others agree that we should
meet before I mean the staff you can
discuss with staff John but this is a
meeting of public media most concerned
of the Brown Act not doing it publicly
I'm just saying that we can't set a date
right this minute other members of this
committee to have a meeting before these
important meetings I'm not talking about
a set of dates but don't other people
think we should have a meeting and get
numbers before the meeting uh before
there's two important meetings you know
let the public have input it into it
with a leather sling any comment from
anybody else
yeah can I make comment oh you're from
the public but we'll let you go anyway
go ahead I'll give you two minutes all
right yeah I just want to say that you
know as a resident of Ingleside since
the early 2000s and then Sunnyside
resident as well as a being a city
college student as an undergrad and
continuing education as a professional I
support taller structure 78 feet sounds
too short

I support fewer parking and more money for mass transit infrastructure one of the things that's really notable in all the complements is we all pretend to speak for students but if we want to speak for students we should have more students telling us what they want and I'd like to reiterate that all housing is a luxury when the supply is so low so if you want to talk about luxury housing everything is if you can't afford anything and also that you know people are talking about parking for students but owning a car is a luxury maintaining a car is a luxury and so when we're supporting parking instead of housing we're supporting people who already have an advantage and if we want to continue supporting a city college students we need to support affordable housing which means all housing and support affordable transportation systems which means pushing legislation legislation that provides more funding for public transportation ok thank you I'm glad you were able to get in there but I'm gonna close the public comment at this point and we'll get back to does anybody have any response to what Michael said about holding another meeting in the next near near future this is Mark the next Planning Commission meeting is May 28th or they have a I or certification that doesn't really leave a lot of time I mean it's basically next week so I'm not sure how that would work logistically if for able to get information the other option it's not the best but all these meetings are public so the public can attend any of these meetings and get the information just want to chime in to that we have an office hours scheduled

for Thursday which is another opportunity to participate in another public event so that will be Thursday this same link from 4:00 to 5:30 so if people have additional questions before that it is a public meeting and a chance for people to ask questions and comments no new information is presented but if there's additional comments or questions or discussion that's wanted before please please do come on Thursday mark I was commenting that it's unrealistic they haven't had a meeting in ten days I was talking about it meeting sometime before June 16 that's the next important meeting and I'll leave it up to John but I really think it'd be a huge mistake not to try to schedule a meeting before then and to get financial information from the city so that we can make meaningful recommendations okay I hear you and I will bring it up with Steph in the next next phone call be good I'll see what we can do and I should support that

- thank you thank you Mark yeah I think I did - all right I'm tired and I would like to get some dinner you still on the line for Barry through all of this it's really difficult to do this but I think the staff of the city did a fantastic job using zoom I person liked it much better than Microsoft ya know worked very well that we had at this point we still have 41 people on line and they were I think we're up to 55 so we we had a good crowd and a diverse crowd - and I would say one other thing if you have a comment you can also send it in to lead she's very good at putting it on the website for people to review Lena tensley right okay well with that I will close the meeting door gern thank you

John thank you thank you everybody thank
you
yeah thanks to everybody who helped
thanks to the staff appreciate that just
gonna stick around and watch everybody
go away
all right
okay well I guess yes that's it can't
hear what your mouth is moving but good
night that's all like that
all right good night I'm gonna end the
meeting and I think that I'll end it for
everybody
okay good night combined right yeah bye
see you I feel his hands leaving the
meeting hey sue and are you able to stop
the recording pause the recording and
download it