

**BALBOA RESERVOIR COMMUNITY ADVISORY COMMITTEE
CITY & COUNTY OF SAN FRANCISCO**

MEETING MINUTES

**Virtual Meeting
Monday, June 15, 2020
5:00 PM
Regular Meeting**

Please note: Meeting minutes are only intended to serve as a summary of the meeting. For a full transcript of the meeting, refer to the video recording of the meeting available online at <https://sfplanning.org/project/balboa-reservoir-and-community-advisory-committee-cac#meetings> The audio transcript is included at the end of this document.

Documents received during this meeting are in a document titled *Public Comments and Emails* available via the following link:
<https://sfplanning.org/project/balboa-reservoir-and-community-advisory-committee-cac#meetings>

Committee Members Present:

Michael Ahrens; Robert Muehlbauer; Amy O’Hair; Maurice Rivers; Mark Tang; Peter Tham; Jon Winston

Committee Members Absent:

Brigitte Davila; Christine Godinez

City Staff/Consultants Present:

Office of Economic and Workforce Development: Leigh Lutenski
San Francisco Planning Department: Sue Exline, Seung Yen Hong
SFMTA: Carli Paine, Michael Rhodes, Mark Dreger

1. Call to Order and Roll Call

2. Opening of Meeting

Approval of May Minutes

- Motion: Continue approval of minutes to the next meeting
- Moved: Ahrens; Seconded: O’Hair
- Ayes: Ahrens, Meuhlbauer, O’Hair, Tang, Tham, Winston; Noes: [none]; Abstain: [none]

3. Resolution Regarding the Ocean Ave Corridor Design Project. (Action Item)

A. CAC Discussion

- Jon Winston: Worked with Amy to revise the resolution
- Michael Ahrens: Proposed edits are
 - Change “future” project to proposed project
 - Strike “as a result of loss of parking”
 - Change “fully” fund to fund
- Amy O’Hair: Agree with Michael’s edits and correct two typos:
 - Frida Kahlo Way
 - “three” large high schools
- Peter Tham: Agree with Michael’s edits
- Mark Tang: Agree with all of the edits. Remove a redundant “the” from the first whereas clause.

B. Public Comment

None

C. Motion

- Approve with modifications
- Moved: Ahrens; Seconded: O’Hair
- Ayes: Ahrens, Meuhlbauer, O’Hair, Tang, Tham, Winston; Noes: [none]; Abstain: [none]

4. Transportation Investments and Upcoming Schedule. (Discussion Item) (Presented by Leigh Lutenski, OEWD)

UPCOMING SCHEDULE

- SFMTA Board–June 16 @ 1 p.m.
- SFPUC Commission–June 23 @ 1 p.m.
- Board of Supervisors–anticipated late summer
 - Land Use & Transportation Committee
 - Budget & Finance Committee
- Other Hearings & Meetings:
 - BRCAC–ongoing meetings
 - City College Trustees–anticipated June

KEY PROJECT DOCUMENTS & REGULATIONS

Development Agreement (DA)

- Contract between developer & City that grants development rights and requires provision of community benefits

- Describes commitments to housing affordability, open space obligations, transportation demand management, childcare, etc.

Special Use District (SUD)

- New Planning Code section
- Describes overarching land use and design controls as well as approval processes
- Explicitly refers to DSG for detailed controls

Design Standards and Guidelines (DSG)

- Standards and guidelines related to physical design and land use
- Supplements SUD

Master Infrastructure Plan (MIP)

- Describes site infrastructure (e.g. water, sewer, electricity, streets, sidewalks, etc.)
- Ensures infrastructure is coordinated and consistent with overall master plan

APPROVAL ACTIONS

- SFMTA Board
 - Consent to Transportation Components of Development Agreement
 - Adoption of CEQA Findings
- SFPUC Commission
 - Approval & Recommendation to Board of Supervisors:
 - Purchase and Sale Agreement
 - Open Space License for Retained Fee Area
 - Amended Access & Easement Agreement with City College
 - Consent to Development Agreement
 - Adoption of CEQA Findings
- Board of Supervisors
 - Approval of:
 - Special Use District
 - General Plan Amendment
 - Development Agreement
 - SFPUC Real Estate Items

Transportation: What We've Heard

- Community Concerns
 - Increased traffic congestion at key Ocean Ave intersections
 - Ped safety to Balboa BART (Ocean and Geneva)
 - Potential traffic increase through Sunnyside
 - Spillover parking in Westwood Park and Sunnyside
 - Onsite parking loss for CCSF Students and Faculty

Transportation: Constraints and Opportunities

- Competing uses (peds, cars, transit, bikes)
- Limited right of way
- Neighborhood is not a grid
- Caltrans jurisdiction of ramps + limited right of way on freeway bridge
- City College is a major trip generator
- City College frontage on Ocean Ave limits expansion of right of way
- SFMTA investments
- Growing relationship with City College
- Acceleration of SFMTA planning in area
- SFMTA involvement in Balboa Res. site design
- CEQA transportation mitigation requirements for Balboa Reservoir Project

TRANSPORTATION PLAN DEV AGMT

- Transportation Demand Management Plan with strategies such as car share, bike parking, and realtime transit displays to reduce driving trips and increase safe biking, walking, and transit use.
- Approximately \$10 million in Transportation Sustainability Fees to contribute to the Citywide transportation system.

TRANSPORTATION PLAN DEV AGMT

- Public Parking: interim public spaces provided during construction, and up to 450 permanent public parking spaces provided in garages beneath or within the residential buildings. Pricing set at market rate with a fee structure that will not induce demand. Developer may negotiate discounted rates for priority College populations.
- The final number of public parking spaces will be determined via a parking garage analysis process that will examine then current data:
 - Parking use data during interim construction phase;
 - Inventory of parking available;
 - Information from City College regarding TDM efforts, parking usage, and travel modes;
 - SFMTA transit services existing and to be completed in the area;
 - Analysis of future garage operations, design, and pricing approach.
- SFMTA point of contact for developer and community.

TRANSPORTATION INVESTMENTS TRANSPORTATION

- Community Concerns
 - Increased traffic congestion
 - Ped safety to Balboa BART
 - Onsite parking loss
- City College
 - City College TDM Plan and coordinator
 - Widened sidewalk on north side of Ocean
- SFMTA
 - Frida Kahlo / Ocean / Geneva Intersection Safety Project
 - Muni Forward K Line Project
 - Crosswalks, daylighting and speed cushions on Judson Avenue
- SFCTA / Caltrans
 - I 280 Southbound Off Ramp Safety Improvement Project
- Developer (in Dev Agmt)

- ~\$10 million in Transportation Sustainability Fees
- CEQA transportation Mitigation Measures to reduce transit delays
- Replacement parking and TDM

A. CAC Comment

- Michael Ahrens:
 - When is the deadline for CEQA appeal?
 - Leigh Lutenski: 30 days from the 5/28 approval hearing
 - How can the CAC and the public provide comments to the BOS Land Use and Transportation Committee and The Budget and Finance Committee? When will be the hearings?
 - Leigh Lutenski: Supervisor Yee's office is working on scheduling the subcommittee hearings. They will be sometime in late July. Those meetings also have their own public noticing requirements and so there will be certainly noticing going out prior to the meeting. The public and the CAC can provide comments to the committees.
 - Can we provide comments to the full Board?
 - Leigh Lutenski: the full board does not take public comment on items that have already been heard through committees.
 - When can we see the appraisal or land value information that will be considered before the SFPUC Commission?
 - Leigh Lutenski: The SFPUC packet materials will be available this Thursday
 - Comments on the transportation plan: we should not go any further until the parking issues are resolved. We should retain the 100% affordable housing parcels and give the rest to City College
- Mark Tang:
 - How can we participate in the I-280 ramp project?
 - Carli Paine, SFMTA: This is a project run by the Transportation Authority and comments should be directed to them.
 - What's the funding and timeline of the SFMTA projects?
 - Carli Paine, SFMTA: The SFMTA has funding for the planning phase of the FOG intersection project. Outreach will be commencing later this calendar year. We have a placeholder for construction costs in our capital improvement plan. We have funding for planning and design for quick build Muni forward, and we can use our capital improvement program for quick build improvements. The safety projects along Judson street are funded and we are waiting for the SFPUC to finish their sewer work.
- Jon Winston
 - Would like to see the project TSF benefit the neighborhood.
 - Would like to hear more about the K line project
 - Michael Rhodes, SFMTA: The goals are to increase capacity, including running two car trains, and to improve liability
 - Muni bus system should be more reliable, faster and cheaper than driving and parking.
- Amy O'Hair
 - Would like to review how the project TSF will be spent
 - What's the relationship between the intersection project and the Ocean Ave Corridor project?

- Mark Dreger, SFMTA: the FOG intersection is one subset of the overall Ocean Ave corridor project. We are prioritizing this intersection because of its poor safety record.
- Consider redesigning Frida Kahlo Way
 - Michael Rhodes, SFMTA: We would have to take a closer look at as we're getting into the design of the boarding Island.
 - The Frida Kahlo/Judson intersection's safety issue should be addressed
- Michael Ahrens: Can we get appraisal information immediately?
 - Leigh Lutenski: an independent third party has done appraisal to determine the highest and best use which has informed the transaction. In keeping with the city practice that appraisal is not disclosed while negotiations and contracts are still under consideration by various boards and committees.
- Maurice Rivers: We should not support the project until we know the public parking number.
- Peter Tham: The public parking space number should be defined to determine transportation and safety improvements.

B. Public Comment (01:14:12.030)

See audio transcript starting #573 to #705 at the end of the meeting minutes

5. General Public Comment (01:44:19.380)

See audio transcript starting #827 at the end of the meeting minutes

6. Adjournment

AUDIO TRANSCRIPT

81

00:07:19.680 --> 00:07:24.600

Seung yen Hong: Nora. If you are here. Can we restart the recording.

82

00:07:27.270 --> 00:07:28.470

Seung yen Hong: When we actually

83

00:07:30.990 --> 00:07:39.270

jon winston: Excellent, so called, let's do a roll call. It's not an alphabetical order. This time, but I'll just call them out today side Amy Oh here.

84

00:07:40.020 --> 00:07:40.320

Yeah.

85

00:07:41.670 --> 00:07:43.410

jon winston: Westwood Park Michael Aaron's

86

00:07:44.010 --> 00:07:47.310

jon winston: Here. Oh, am I resident Maurice rivers.

87

00:07:47.790 --> 00:07:50.580

jon winston: Here City College Bridget Davila

88

00:07:51.750 --> 00:07:56.550

jon winston: I believe, Bridget has a trustees meeting tonight and she was going to sort of keep an eye on the chat, but I'm not

89

00:07:57.030 --> 00:08:00.120

jon winston: Able to do that. Are you here, Bridget. Okay.

90

00:08:02.520 --> 00:08:04.440

jon winston: Peter time Ocean Avenue business owner

91

00:08:07.380 --> 00:08:09.060

jon winston: Peter, are you with us.

92

00:08:10.380 --> 00:08:10.740

jon winston: Okay.

93

00:08:12.540 --> 00:08:21.450

jon winston: So if you see Mark hang on here. All right. And Christine godinez is still out on maternity leave and i'm john Winston.

94

00:08:22.830 --> 00:08:25.560

jon winston: Okay, some quick announcements.

95

00:08:26.940 --> 00:08:38.730

jon winston: There's an SF MTA board meeting for Bobo tomorrow at 1pm the CAC web page meetings tab list the hearing and contains a link to the agenda and information about the viewing public comment.

96

00:08:39.750 --> 00:08:43.080

jon winston: We are number bubble reservoir is the number 11 on the agenda.

97

00:08:44.160 --> 00:08:52.890

jon winston: Also on Tuesday, June 23 there's an SF PC Commission hearing at 1:30pm the hearing is also went on the CIC web page.

98

00:08:55.680 --> 00:08:57.810

jon winston: Okay, so

99

00:09:00.750 --> 00:09:01.680

jon winston: We have

100

00:09:04.020 --> 00:09:08.340

jon winston: We have minutes from the last meeting, but they are audio minutes

101

00:09:09.540 --> 00:09:10.110

jon winston: So,

102

00:09:11.310 --> 00:09:14.310

jon winston: I will put that out to everybody and

103

00:09:15.720 --> 00:09:20.910

jon winston: Does anybody move to uproot was as discussed that first. Does anybody have any comments about the audio minutes

104

00:09:21.480 --> 00:09:25.440

Michael Ahrens: Well I, I do have a comment. This is my parents.

105

00:09:26.190 --> 00:09:26.400

Michael Ahrens: I mean,

106

00:09:27.300 --> 00:09:33.780

jon winston: Let me just say that before you start the minutes. We're not transcribed to when we were using Microsoft Teams.

107

00:09:34.350 --> 00:09:49.500

jon winston: We were able to automatically transcribed them into into text, and I guess, uh, we're just figuring out how to do that on the using zoom. So that's why they're not transcribed at this point. And it's hard to do manually big job. So with that said, go ahead.

108

00:09:50.310 --> 00:09:54.720

Michael Ahrens: Yeah, I was just going to compliment whoever did the minutes of last last meetings that was very good.

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00:09:55.290 --> 00:09:58.830

Michael Ahrens: And they've improved over the last two to three years immensely.

110

00:09:59.190 --> 00:10:15.630

Michael Ahrens: But obviously 88 pages and minutes are not a summary of the meeting. So I would suggest that we continue approval of the minutes until the next meeting, whenever that happens of the CAC because anybody who wants to see a summary of minutes doesn't want to read Ada pages of

111

00:10:16.950 --> 00:10:18.120

Michael Ahrens: You know the audio.

112

00:10:19.170 --> 00:10:23.400

jon winston: Or the had to listen to the okay there's also video is that emotion, then

113

00:10:24.000 --> 00:10:24.720

jon winston: That's emotion.

114

00:10:25.020 --> 00:10:26.820

Michael Ahrens: Okay, to continue equivalent minutes

115

00:10:27.210 --> 00:10:28.080

Amy O'Hair: I second thought.

116

00:10:28.410 --> 00:10:31.860

jon winston: Okay. We have a second. Any, any other comments on this before we look

117

00:10:32.460 --> 00:10:44.520

Mark Tang: I have a comment. I'm just wondering, is this is a summary actually can be performed of the Minutes or is this, it is like this audio transcription. That's the Minutes.

118

00:10:44.820 --> 00:10:45.630

Mark Tang: I'm trying to get

119

00:10:45.660 --> 00:10:45.990

jon winston: Well, I

120

00:10:46.320 --> 00:10:47.310

jon winston: Believe we will get an

121

00:10:48.690 --> 00:10:51.240

jon winston: Automatic transcription from zoom eventually

122

00:10:51.720 --> 00:10:53.640

Sue Exline: Yes, maybe I can help john

123

00:10:53.850 --> 00:10:54.720

jon winston: Go ahead, um,

124

00:10:55.410 --> 00:10:59.700

Sue Exline: So, you know, we've been I appreciate everybody's patience as we work through kind of different

125

00:11:00.480 --> 00:11:19.410

Sue Exline: Online, you know, virtual forums here and with teams, we were able to provide the transcript and that was automatic. And we're I think optimistic that we'll be able to do that tonight as well. That was not a feature we were able to figure out in time for the last meeting.

126

00:11:20.430 --> 00:11:32.610

Sue Exline: I do appreciate the you know the length of those mittens. We do put them next to each item so you can, you know, kind of go to the video section or

127

00:11:33.180 --> 00:11:35.880

Sue Exline: With the agenda, you can kind of click on it and see it.

128

00:11:36.330 --> 00:11:49.740

Sue Exline: And it is we are down in staff right now in terms of the ability to have, you know, an additional staff member which we had in the past. If you recall, attend the meetings to, kind of, you know, because it's it's a

129

00:11:50.370 --> 00:12:03.750

Sue Exline: Lengthy task to go back and have staff kind of go through and summarize that and kind of figure that out. And we are, we do not have a staff capability to do that right now. And so we are we are hoping that the

130

00:12:05.010 --> 00:12:11.130

Sue Exline: Literal the transcription, you know, would provide you with the you know exactly what happened in the meeting.

131

00:12:12.300 --> 00:12:13.410

jon winston: Okay. Well, thank you.

132

00:12:14.160 --> 00:12:22.290

Michael Ahrens: I again have the same question that would it be, word for word, or would it be a summary because the summary is what minutes are

133

00:12:23.100 --> 00:12:34.320

Michael Ahrens: Is there anybody that can do it. I know you down and staff and I appreciate that. And this is a time of stress for all of us. But is there somebody that can do a very brief summary of what was said doesn't have to be long.

134

00:12:35.460 --> 00:12:42.450

Sue Exline: So for the last meeting. It would have to be somebody going back and going through all of the tapes, I agree that it wouldn't have to be long, but they would have to

135

00:12:43.230 --> 00:12:50.790

Sue Exline: They'd have to understand the content and they would have to kind of be able to digest that down. Right, so they would have to, you know,

136

00:12:51.240 --> 00:13:04.170

Sue Exline: It would either have to be one of us who kind of understand the content of the meeting or, you know, not so we've had admin staff do it in the past, attend and help us you know with this task, and we do not have that staffing ability so

137

00:13:05.280 --> 00:13:12.060

Sue Exline: If at all possible, you know, we can attempt to do it. Going forward, but if there is a willingness to

138

00:13:13.200 --> 00:13:21.210

Sue Exline: If there was a need for something in the last meeting that you're kind of wanting to understand or unclear about

139

00:13:22.770 --> 00:13:23.760

Sue Exline: If that would help.

140

00:13:25.350 --> 00:13:26.070

Sue Exline: Is there a specific

141

00:13:26.550 --> 00:13:27.510

Sue Exline: You were looking for

142

00:13:28.140 --> 00:13:32.610

Michael Ahrens: But my motion. I think that's been said that is simply to defer the matter to the next meeting.

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00:13:32.970 --> 00:13:45.540

Michael Ahrens: And I appreciate all the hardships that everybody has today. So let's see what we can do to now the next meeting. If it has to be a summary or a long, then we'll consider that, at the next meeting. So that's my only emotion.

144

00:13:45.750 --> 00:13:47.190

Michael Ahrens: I don't mean any more than that.

145

00:13:47.760 --> 00:13:48.120

Any

146

00:13:49.440 --> 00:14:07.680

jon winston: Do we need to take public comments. I guess we do and if anybody wanted. Any comments from the public about the actually since we're deferring and I guess we don't need to do that. So, if I'm not mistaken. So vote on the Michaels motion Emile here.

147

00:14:11.130 --> 00:14:12.240

jon winston: Do you, how do you vote.

148

00:14:12.390 --> 00:14:13.080

Amy O'Hair: Yeah, hi.

149

00:14:13.590 --> 00:14:13.890

Hi.

150

00:14:15.480 --> 00:14:16.830

jon winston: Michael obvious Michael

151

00:14:16.950 --> 00:14:17.760

Michael Ahrens: How do you buy

152

00:14:18.090 --> 00:14:19.500

jon winston: Okay, Maurice rivers.

153

00:14:19.830 --> 00:14:20.310

I

154

00:14:21.540 --> 00:14:28.440

jon winston: Bridget is absent, Richard, are you here, which is absent Peter tam I mark Tang

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00:14:29.130 --> 00:14:30.330

Mark Tang: I Chris

156

00:14:30.750 --> 00:14:33.000

jon winston: And I booked as well. So let's unanimous.

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00:14:34.500 --> 00:14:35.250

jon winston: Okay.

158

00:14:38.970 --> 00:14:41.910

jon winston: Eating overview. I guess I did that already.

159

00:14:43.980 --> 00:14:53.340

jon winston: General updates. Okay, let's let's go to item three resolution regarding the Ocean Avenue corridor design project. I want to thank Amy.

160

00:14:54.210 --> 00:15:08.520

jon winston: For helping me out with this. She did a great job of of clarifying all the whereas is in this in this document. So now it's a much more professional and I really appreciate that. So this is a resolution to

161

00:15:09.810 --> 00:15:24.240

jon winston: The bellboy reservoir Community Advisory Committee, which is urging the San Francisco board of supervisors to fund the San Francisco planning department to implement the completion of the ocean and Geneva corridor design plan from Frida Kahlo way to Mission Street.

162

00:15:25.440 --> 00:15:33.690

jon winston: As you know, there's several years ago between manner and Frida Kahlo Ocean Avenue has been redesigned and fixed and

163

00:15:34.290 --> 00:15:47.340

jon winston: vastly improved, but and there still is a plan to to continue that planning to continue that renovation, all the way down to Mission Street, but it hasn't been funded. So I have a series of whereas this which I will go through one by one.

164

00:15:49.320 --> 00:15:59.790

jon winston: Whereas the ocean. The Geneva corridor design plan was completed between Frida Kahlo way and mentor, Dr. In 2016 and brought many safety improvements in public amenities that had been transformed

165

00:16:00.450 --> 00:16:10.560

jon winston: The pedestrian realm for the better. And whereas the portion of ocean in Geneva quarter design plan between Frida Kahlo Avenue and Mission Street has not yet been funded, whereas

166

00:16:11.010 --> 00:16:20.670

jon winston: The picture bellboy reservoir project development is expressly designed to attract car free households, whose members will need pedestrian and bicycle access to the bellboy Park.

167

00:16:21.420 --> 00:16:30.480

jon winston: BART station and whereas transit oriented development as soon to be under constructed at the bellboy yeah per yard at Geneva and San Jose avenues.

168

00:16:31.320 --> 00:16:40.950

jon winston: And whereas the City College of San Francisco Facilities Master Plan calls for the ocean campus to reorient itself, such that the new entrance will face Ocean Avenue.

169

00:16:42.120 --> 00:16:54.840

jon winston: And whereas the Ocean Avenue Association has recommended that City College of San Francisco actively pursue its plans to make its Ocean Avenue frontage a walkable landscapes and properly lighted pedestrian area.

170

00:16:56.100 --> 00:17:03.870

jon winston: And whereas the last 10 years over the last 10 years many new housing developments that include first for retail have opened on Ocean Avenue and many more in the pipeline.

171

00:17:05.760 --> 00:17:17.970

jon winston: And whereas City College of San Francisco transportation demand management and parking plan shows from shows that 54% of students surveyed use transit walking in bicycling to get to campus.

172

00:17:19.020 --> 00:17:29.730

jon winston: And whereas more students and faculty at City College and San Francisco ocean campus will depend on a transit walking and basically and to get to campus as a result of the loss of parking do the bellboy reservoir project.

173

00:17:31.470 --> 00:17:39.810

jon winston: And whereas City College of San Francisco Facilities Master Plan calls for safe pathways and access between campus and the surrounding community.

174

00:17:42.480 --> 00:17:54.690

jon winston: Whereas there are four large high schools in the adjacent neighborhoods. A bellboy Archbishop Reardon with what we're doing with this last one being located directly on Ocean Avenue between free to call away and San Jose Avenue.

175

00:17:56.310 --> 00:18:02.880

jon winston: And whereas the bellboy area transportation demand management plan from 2017 recommends numerous

176

00:18:03.360 --> 00:18:14.070

jon winston: Physical and operational measures to better manage the transportation needs of commuters families seniors employers, employees visitors and students of all ages means and schedules in the neighborhood.

177

00:18:15.510 --> 00:18:27.090

jon winston: Whereas the current pedestrian crossings and bicycle infrastructure in the vicinity of Ocean Avenue and Frida Kahlo, we are inadequate and dangerous, resulting in severe injuries to vulnerable and users and using years

178

00:18:28.290 --> 00:18:31.500

jon winston: And whereas Ocean Avenue in Geneva avenues.

179

00:18:33.000 --> 00:18:45.030

jon winston: From Frida Kahlo way to missions three were designated part of the Vision Zero high injury network of 2017 and therefore identified as a priority for safety improvements under the city's Vision Zero policy.

180

00:18:46.890 --> 00:18:55.710

jon winston: Whereas the Balboa Park BART station has consistently been identified over the last two decades is one of the busiest stations in the system outside of the downtown area.

181

00:18:56.760 --> 00:19:07.620

jon winston: And whereas Bart's Balboa Park station modernization plan of 2018 aims to strengthen the multimodal and universal access to the station and promote a safe and comfortable customer experience.

182

00:19:09.180 --> 00:19:18.540

jon winston: And whereas the coming Geneva Harney bus rapid transit line which is designed to connect the bellboy part station with various neighborhoods to the East Bay Shore Caltrain station.

183

00:19:19.260 --> 00:19:34.470

jon winston: Will bring many more pedestrians to the area. And finally, whereas the completed portion of ocean in Geneva corridor design plan from Frida Kahlo way to mentor Dr has resulted in an improved street life for pedestrians, a reduction in crime.

184

00:19:35.550 --> 00:19:43.410

jon winston: A positive economic benefit for area emergence, therefore, be it resolved that the bellboy reservoir Community Advisory Committee.

185

00:19:44.130 --> 00:20:01.170

jon winston: Also known as the RCA see one urges that the San Francisco board of supervisors to fully fund the completion of the ocean in Geneva quarter design plan and to urges the San Francisco planning department to implement the completion of the ocean and Geneva court or design plan.

186

00:20:02.670 --> 00:20:03.180

jon winston: So,

187

00:20:04.230 --> 00:20:06.270

jon winston: Comment from the committee first on that one.

188

00:20:08.610 --> 00:20:10.080

jon winston: Anybody have any comments.

189

00:20:12.780 --> 00:20:16.320

Michael Ahrens: Well, I do going alphabetically or not athletically

190

00:20:16.530 --> 00:20:16.740

Michael Ahrens: Oh,

191

00:20:17.580 --> 00:20:19.620

jon winston: I didn't call on you. I'm sorry. Yeah, go ahead. Michael

192

00:20:19.950 --> 00:20:28.620

Michael Ahrens: Yeah, I didn't know anything about this too. I read up a little bit. And there's been no real presentation to the committee but I support it.

193

00:20:29.370 --> 00:20:46.680

Michael Ahrens: I only supported with a few very minor edits on the whereas clauses. So it's not to prejudice our decisions in the future. And the third whereas clause, I would simply take out the word, whereas the future Babbo reservoir project and say, whereas the proposed.

194

00:20:47.790 --> 00:20:53.190

Michael Ahrens: Because this is without prejudice to anybody in the future. Are you doing anything with respect to the project.

195

00:20:53.790 --> 00:20:57.120

Michael Ahrens: So that's one minor change they got the word future put in proposed.

196

00:20:57.720 --> 00:21:06.630

Michael Ahrens: And then my only other comment and all of the whereas clauses which I thought were pretty well drafted is in the ninth whereas close it starts, whereas more students and faculty

197

00:21:07.020 --> 00:21:18.210

Michael Ahrens: at City College of San Francisco ocean campus will depend on transit walking and bicycling to get to the campus I'm fine with that. Whereas, but I would strike as a result of loss of parking

198

00:21:19.380 --> 00:21:28.380

Michael Ahrens: Do due to the Balboa reservoir project. There's a lot of connotations as to why they will do in this, I support, of course, all of this transit.

199

00:21:28.830 --> 00:21:41.580

Michael Ahrens: Walking bicycling, but I think we should take out the word as a result of the loss of parking due to the Babel reservoir project, then my last comment, comment is in the resolve clause.

200

00:21:42.420 --> 00:21:46.890

Michael Ahrens: Paragraph one I mentioned this at the last meeting when we started talking about it.

201

00:21:47.490 --> 00:21:52.260

Michael Ahrens: I'm not sure I could tell the Board of Supervisors what to do. But does only recommendation.

202

00:21:52.650 --> 00:22:05.070

Michael Ahrens: I would feel more comfortable, but I would vote forward with the word in there, but I would feel more comfortable if you took out the word fully funded just say fun and those are all my comments and what those changes. I'm ready to vote in favor

203

00:22:07.320 --> 00:22:11.910

jon winston: Okay, I'll go through the list of names. I'll call on you. Each Amy. Would you like to say anything.

204

00:22:12.660 --> 00:22:27.420

Amy O'Hair: Uh, yeah, I'm fine with the items that Mike just noted, and I've got two typos to change. It's three large high school is not for and Frida Kahlo Avenue not way. And beyond that, I have no comments.

205

00:22:28.440 --> 00:22:29.010

Amy O'Hair: Okay.

206

00:22:31.050 --> 00:22:32.280

jon winston: Maurice, do you have anything to say.

207

00:22:32.910 --> 00:22:42.270

Maurice Rivers: Yeah, the, um, the Geneva Harney bus rapid transit line is that a new line that's going to be added or they're just beefing up the existing Muni lines.

208

00:22:43.830 --> 00:22:46.890

jon winston: I believe it's going to be a new bus rapid transit line.

209

00:22:47.280 --> 00:22:47.760

Maurice Rivers: Okay.

210

00:22:48.150 --> 00:22:56.010

jon winston: That will be kind of along the same lines, is what's going what's continually continually going in on the van ES and I'm Gary

211

00:22:56.580 --> 00:22:57.030

Okay.

212

00:23:00.000 --> 00:23:00.960

jon winston: Okay, any

213

00:23:02.400 --> 00:23:03.600

jon winston: Worries Peter, Tim.

214

00:23:05.820 --> 00:23:11.760

Peter Tham: Have no additional comments. I think the edit that Michael Michael has suggested is agreeable.

215

00:23:12.840 --> 00:23:13.350

jon winston: Okay.

216

00:23:13.680 --> 00:23:14.550

jon winston: And Mark Tang

217

00:23:15.390 --> 00:23:28.110

Mark Tang: Yeah, I'm in the same position I'm agreeable to all the edits, just some slight typos or grammar things. The first, whereas the word appears twice right before pedestrian Rome first

218

00:23:28.140 --> 00:23:29.430

jon winston: Where is the ocean and

219

00:23:29.820 --> 00:23:35.100

Mark Tang: The last line in there transformed the pedestrian realm for the better. It was just looking

220

00:23:37.770 --> 00:23:40.320

Mark Tang: And then I think the 13th, whereas

221

00:23:42.570 --> 00:23:43.530

Mark Tang: where it talks about

222

00:23:44.760 --> 00:23:49.350

Mark Tang: The Frida Kahlo and Ocean Avenue or inadequate and dangerous resulting severe injuries.

223

00:23:53.430 --> 00:24:08.340

Mark Tang: I think that's fine. Actually, I was just gonna mention that there were some deaths that occurred on Ocean Avenue within this corridor and I'm not sure if that might help bolster some of the effective see of this resolution to include some of those death counts.

224

00:24:09.000 --> 00:24:10.980

jon winston: Would you like to change it to injuries and deaths.

225

00:24:11.310 --> 00:24:16.740

Mark Tang: Yeah, I mean, I would like to have that's there. But that's not specific to that specific intersection

226

00:24:17.370 --> 00:24:19.350

Mark Tang: So I think believe there were some tests along the

227

00:24:19.380 --> 00:24:23.970

Mark Tang: Ocean Avenue corridor, but not on that intersection. So I'm fine with leaving it out. I just want to bring up

228

00:24:24.270 --> 00:24:32.820

jon winston: Okay, because it does, it does mention that it's a it's a vision zero I entry network, but that doesn't actually mentioned that there were fatalities.

229

00:24:34.470 --> 00:24:53.160

Mark Tang: And then the last one I had was regarding the 13 1415 whereas which whereas the bubble Park Park station has consistently been identified over the last two decades is one of the business stations in the system outside of San Francisco downtown area.

230

00:24:56.280 --> 00:24:57.000

jon winston: Is that a change

231

00:24:57.420 --> 00:25:00.150

Mark Tang: Yeah, I'm recommending adding the word San Francisco just

232

00:25:00.360 --> 00:25:02.010

Mark Tang: Sparked us run through Oakland.

233

00:25:02.880 --> 00:25:03.450

Amy O'Hair: Right well

234

00:25:05.790 --> 00:25:27.690

Amy O'Hair: It's it's true of also other urban area. Other downtown areas and I like what you say is true, but we are in San Francisco. So I'm not sure we need to consider other downtown areas in terms of making this resolution that was why I particularly left that one out. What do you think john

235

00:25:28.740 --> 00:25:29.730

jon winston: I would agree with that.

236

00:25:32.700 --> 00:25:35.310

Mark Tang: Now then, I have no other comments. Okay.

237

00:25:36.120 --> 00:25:41.280

jon winston: All right, so, so you're not making any change. You're not making any changes, other than the

238

00:25:42.750 --> 00:25:44.370

jon winston: Double the was that you

239

00:25:45.210 --> 00:25:46.290

Mark Tang: Yeah, okay.

240

00:25:47.280 --> 00:25:52.830

jon winston: All right. Um, and that leaves to me. I'm fine with all the friendly amendments from all three of you.

241

00:25:53.850 --> 00:25:54.270

jon winston: And

242

00:25:55.440 --> 00:25:57.120

jon winston: Let's get some comments from the public.

243

00:25:59.820 --> 00:26:01.590

jon winston: Anybody from the public want to comment on

244

00:26:02.970 --> 00:26:04.380

jon winston: On this resolution.

245

00:26:06.810 --> 00:26:14.010

Sue Exline: And maybe we'll just do the same thing at folks, if you can do the raise hand feature here.

246

00:26:15.570 --> 00:26:16.590

Sue Exline: That'll help us.

247

00:26:18.150 --> 00:26:20.190

jon winston: I can't see that. Submit. You can see that right

248

00:26:20.400 --> 00:26:21.450

Sue Exline: And see that yes

249

00:26:22.290 --> 00:26:25.110

Sue Exline: I don't currently see me, but

250

00:26:26.280 --> 00:26:27.870

Sue Exline: Let me just double check. Okay.

251

00:26:31.950 --> 00:26:35.280

Sue Exline: I do not see any public comments, so give it one more second here.

252

00:26:35.730 --> 00:26:39.000

jon winston: Are people not calling in on the on the 18 to bridge.

253

00:26:40.170 --> 00:26:48.720

Sue Exline: Not in the know with zoom. Everybody can they can call into this as well. And they can do it via phone, but it's not directly into the meeting.

254

00:26:49.140 --> 00:26:52.230

jon winston: Okay, but I mean, people are able to the phone numbers that were provided or

255

00:26:52.320 --> 00:26:55.380

Sue Exline: Are available to people. There's people who have called in.

256

00:26:55.680 --> 00:26:56.010

Okay.

257

00:26:57.090 --> 00:26:58.530

jon winston: All right, well then seeing no comment.

258

00:26:59.610 --> 00:27:02.250

jon winston: Is there a motion to pass this. I don't think I can. As the Chair.

259

00:27:02.610 --> 00:27:07.770

Michael Ahrens: Now move to pass it, as amended by the three or four committee members.

260

00:27:08.100 --> 00:27:09.270

jon winston: Okay me seconds.

261

00:27:09.540 --> 00:27:10.350

Amy O'Hair: I second that.

262

00:27:10.860 --> 00:27:11.460

Okay.

263

00:27:13.140 --> 00:27:14.460

jon winston: Here's the vote, Emile hair.

264

00:27:15.660 --> 00:27:16.020

Amy O'Hair: I

265

00:27:17.250 --> 00:27:18.120

jon winston: Michael Aaron's

266

00:27:18.690 --> 00:27:20.550

jon winston: I Maurice rivers.

267

00:27:21.000 --> 00:27:28.140

jon winston: I rigid devil devil are you here. Okay, she's still gone I keep asking because she's going to be in and out tonight. Peter Tam.

268

00:27:28.740 --> 00:27:29.190

Peter Tham: Hi.

269

00:27:29.670 --> 00:27:31.380

Mark Tang: Mark Tang I

270

00:27:31.830 --> 00:27:32.640

jon winston: And I believe I

271

00:27:34.170 --> 00:27:36.450

jon winston: So that resolution is approved.

272

00:27:40.200 --> 00:27:41.490

jon winston: Next item.

273

00:27:42.570 --> 00:27:48.300

jon winston: We have a discussion item, item for either transportation investments and upcoming schedule.

274

00:27:51.330 --> 00:27:54.000

jon winston: Who's, who's leading that is that going to be Carly or

275

00:27:57.480 --> 00:28:00.750

lute: Hi john it's Lee, I'll be going through the slides.

276

00:28:01.980 --> 00:28:03.900

lute: We just cue that up.

277

00:28:06.600 --> 00:28:31.590

lute: Okay, um, before I start, though, I will also say that my colleagues are here. So during discussion we are all available for answering questions and comments from planning to x line and Simeon hung and from MTA I have Carly pain I have Marc Draeger and I have Michael Rhodes.

278

00:28:34.530 --> 00:28:40.470

lute: You have heard from each of them in the past on these various topics. So hopefully you're familiar with them.

279

00:28:42.090 --> 00:29:01.140

lute: Let me first go through the upcoming schedule as john mentioned at the beginning of this meeting, we have two city body hearings coming up this month. So I'll go through that and then we will do a summary of the transportation investments and then open it up to discussion.

280

00:29:02.370 --> 00:29:15.480

lute: So on this slide, you can see the upcoming meetings SF MTA board which is tomorrow at 1pm that's a PC commission on June 23 that is next Tuesday.

281

00:29:16.050 --> 00:29:30.780

lute: And that's at 1:30pm both of those meetings are listed on the CAC web page under upcoming meetings and both of those include a link to the various departments commission and board pages.

282

00:29:31.110 --> 00:29:40.470

lute: Where you can find out all the information about the materials and how to join the meeting and how to call in and how to watch

283

00:29:42.540 --> 00:30:00.000

lute: After these two boards and commissions, we will the project will move forward to the Board of Supervisors. We anticipate that to happen later in the summer. The project will be heard by the land use and transportation committee, as well as the budget and finance committee.

284

00:30:03.780 --> 00:30:07.830

lute: Other hearings and meetings we anticipate continuing

285

00:30:10.500 --> 00:30:17.010

lute: Meeting with the City College Trustees through their various committee structures and the full board of trustees.

286

00:30:18.270 --> 00:30:26.610

lute: Although that is not a city body just, which is why it's down at the bottom. And of course, continuing with the CAC

287

00:30:28.560 --> 00:30:36.030

lute: Given that you have all been extremely responsive during our shift to virtual meetings and that we have a number of

288

00:30:36.570 --> 00:30:47.070

lute: Continuing important hearings throughout the summer and we will propose that this we can have monthly CSC meetings.

289

00:30:47.760 --> 00:30:56.970

lute: Next month July and as well. In August, to allow the committee time to have public discussion and deliberate on items.

290

00:30:57.690 --> 00:31:14.250

lute: That will of course be subject to the CDC member interest in availability, as well as US agenda rising topics. And so I will be reaching out to the CAC members, subsequent to tonight's meeting and we can figure out confirmed attendance and dates and then we can publicize those

291

00:31:17.850 --> 00:31:20.790

lute: So the key project documents and read

292

00:31:23.610 --> 00:31:27.540

lute: The documents that will regulate the project.

293

00:31:29.040 --> 00:31:35.610

lute: You have seen these slides before, but I want to go through them, because I think it's important, and it's a complex project and

294

00:31:36.780 --> 00:31:54.330

lute: And so these are the development agreement, which is the contract between the developer in the city that outlines what community benefits will be provided under what terms. And in exchange, France, the development rights to the development partner.

295

00:31:55.740 --> 00:32:06.120

lute: Especially US District is the Planning and Zoning document that controls physically what actually may be built the uses the sizes.

296

00:32:06.990 --> 00:32:25.860

lute: The design standards and guidelines document is a compliment and a supplement to the STD. It's really a product of the four years of design and master planning that this committee has led it contains standards and guidelines related to the physical design and the land use for the project.

297

00:32:27.000 --> 00:32:50.040

lute: And the master infrastructure plan is a more technical document but outlines the concept design and plan for the utility infrastructure water, sewer, etc. Really, with the goal of making sure that it is all coordinated so that the project can physically work be built and have public services.

298

00:32:56.430 --> 00:33:04.140

lute: The approval actions for each of the bodies. We have a great out Planning Commission because that occurred on the 28th of May.

299

00:33:05.160 --> 00:33:15.690

lute: SF MTA board will be asked to consent to the transportation components of the development agreement and they will adopt the secret findings.

300

00:33:18.750 --> 00:33:30.690

lute: Yes, if you see Commission will, I'll skip to the bottom two bullet points. They're the same two items they will be asked to consent to the development agreement, in particular the infrastructure pieces.

301

00:33:32.160 --> 00:33:52.080

lute: The they will also be asked to adopt secret findings and, in addition, they will be asked to consider for approval and recommendation to the board. The purchase and sale agreement, which is the contract that will outline the proposed sale of the property to the development team.

302

00:33:53.490 --> 00:34:04.080

lute: attachments to those include the open space license for the SF PC retained fee area which is the open space at the southern end of the site that is not being conveyed

303

00:34:05.400 --> 00:34:09.060

lute: And an amended access and easement agreement with City College.

304

00:34:10.620 --> 00:34:20.940

lute: All of the items that I've just described on both pages will then be forwarded to the Board of Supervisors for final approval.

305

00:34:21.540 --> 00:34:36.060

lute: Either through ordinance or through resolution. So the highlights of those are the special use district, the general plan amendment, the development agreement and all of the above SF PC real estate items.

306

00:34:39.390 --> 00:34:49.530

lute: So onto TRANSPORTATION THE TRANSPORTATION investments, I will go through these slides. But again, we look forward to having further discussion with members.

307

00:34:51.120 --> 00:35:03.630

lute: One of the things that I think we have heard loud and clear are a number of the concerns that have been expressed increase traffic congestion congestion at the key Ocean Avenue intersections

308

00:35:04.980 --> 00:35:21.240

lute: Pedestrian Safety to Balboa Bart, the potential traffic increase through sunny side and other neighborhoods spillover parking also in the surrounding neighborhoods, as well as the onsite parking loss for the college community.

309

00:35:22.860 --> 00:35:33.000

lute: Those constraints are those challenges are kind of described as constraints, but also there are many opportunities that this project provides

310

00:35:34.320 --> 00:35:43.560

lute: The constraints and that you know SF MTA faces always in every decision they make in terms of transit and and other improvements are

311

00:35:44.010 --> 00:35:53.760

lute: These competing uses people get around the city and all types of ways. And so where do we invest peds cars transit bikes within a limited right of way.

312

00:35:54.480 --> 00:36:06.840

lute: Of course, as you all well know the neighborhood is not a grid which further complicates solutions and then Caltrans has a jurisdiction of ramps and limited right of ways on the freeway.

313

00:36:08.550 --> 00:36:14.250

lute: City College is of course the main a major stakeholder in this conversation and a major trip generator

314

00:36:15.300 --> 00:36:33.600

lute: But then, you know, on the bottom side of the slide, all of those constraints have on the flip side, create opportunities, the MTA is making significant investments in this area, we have growing relationship with between City College and the MTA to plan for how to improve ocean.

315

00:36:34.770 --> 00:36:45.570

lute: We have the acceleration of MTA planning in this area and MTA planning in involvement is a bellboy reservoir site design so that everything can be coordinated.

316

00:36:46.710 --> 00:36:54.240

lute: And finally, the projects transportation related mitigation requirements will help contribute to the solution.

317

00:36:54.990 --> 00:37:13.440

lute: So just going into a little more detail on some of these items. The key transportation items that are included in the development agreement, which is going to be what the MTA board will consent to at the hearing tomorrow include the transportation demand management plan.

318

00:37:16.350 --> 00:37:26.520

lute: The approximately \$10 million in transportation sustainability fees that the developer will be obligated to pay as they build out their project.

319

00:37:29.850 --> 00:37:39.600

lute: The development agreement deals with public parking. This slide was presented at our may 18 meeting, but just to review.

320

00:37:40.320 --> 00:37:46.380

lute: interrupt that the transportation plan lays out that interim public spaces will be provided your instruction.

321

00:37:46.860 --> 00:37:55.200

lute: And then up to 450 permanent public parking spaces will be provided in garages beneath or within the residential buildings.

322

00:37:56.070 --> 00:38:03.450

lute: Pricing will be set at market rate developer may negotiate discounted rates for priority college populations.

323

00:38:03.930 --> 00:38:14.310

lute: And what we have heard. And the reason for this 450 up to 450 years we have been doing a lot of analysis over the last number of years.

324

00:38:14.700 --> 00:38:22.410

lute: Current usage sets the the sort of youth of right size at around 200 to 250

325

00:38:22.860 --> 00:38:32.310

lute: But we have heard a lot of feedback from the public and from others that say, you know, a lot of changing. We're not really sure that that's the right number and we agree.

326

00:38:32.790 --> 00:38:41.580

lute: And so we have worked with the MTA and the planning department to outline a process by which the final number of public parking spaces.

327

00:38:42.120 --> 00:38:57.000

lute: That the developer will be required to provide up to 450 will be determined via a parking garage analysis process and that will happen at the time at which they are actually proposing to implement

328

00:38:57.330 --> 00:39:06.330

lute: The buildings in which the garages will be built. So that process will be an analysis that looks at current parking use data.

329

00:39:07.890 --> 00:39:27.540

lute: Inventory of available parking in the area information from City College about what city college is doing and their travel modes, the current status of SF MTA transit services. And then, of course, an analysis of the actual proposed garage operations Design and Pricing

330

00:39:29.850 --> 00:39:38.790

lute: So through that process. The final number will be determined up to 450 spaces and finally the development agreement outlines

331

00:39:39.510 --> 00:39:45.810

lute: That MTA will provide a specific point of contact for this area and for this project.

332

00:39:46.740 --> 00:40:03.510

lute: To be available to the developer and to the community so that as the project moves into the implementation phase, the Community has a single point of contact at the agency to ask for updates and to have attend meetings and things like that.

333

00:40:06.120 --> 00:40:16.260

lute: Of course what the developer is actually doing is a small piece of the puzzle. Certainly the developers, the development plan and the approach which

334

00:40:16.650 --> 00:40:28.770

lute: Are highlighted at the bottom of this slide is really to mitigate any impact that might be caused by any cars added because of the project. And in addition to help

335

00:40:29.880 --> 00:40:38.340

lute: Make better the experience for people walking, biking and traversing through the site to the site and around the site.

336

00:40:39.810 --> 00:40:47.610

lute: But in a different. In addition, we have been closely collaborating with City College. They have made efforts in

337

00:40:49.020 --> 00:41:07.590

lute: Producing a TV em and parking plan working with a TD coordinator and have also contracted to widen the sidewalk of the north side of ocean between Frida Kahlo, and the off ramp to it, which will help enhance that pedestrian safety to Bart.

338

00:41:08.820 --> 00:41:23.130

lute: The SF MTA has accelerated two key projects. The Frida Kahlo ocean and Geneva intersection safety project, which really looks at this key intersection and how to move bikers and pedestrians through in a safe manner.

339

00:41:24.030 --> 00:41:36.720

lute: And the Muni forward K line project which will be implemented through MTA is quick build strategy and that has a broader scope further along. Ocean Avenue, but will very much focus in this area.

340

00:41:37.830 --> 00:41:44.250

lute: And then also the SF MTA is completing the crosswalk day lighting and speed Christians along Jensen.

341

00:41:45.570 --> 00:42:04.860

lute: And the last piece of the puzzle that is underway is the ITU at southbound off ram safety improvement project and we have already connected the SF CTA project manager with the City College folks that are looking at the sidewalk widening to make sure that again everything is coordinated.

342

00:42:06.360 --> 00:42:23.100

lute: And so this host of investments is really meant to address the areas of main community concern to help us increase transit use and an access to transit transit speed and really not only will

343

00:42:23.850 --> 00:42:34.530

lute: The fact that the project is going to be sort of mitigating its own impact and improving the surrounding areas through their own implementation of new streets and bike amenities.

344

00:42:35.250 --> 00:42:46.230

lute: But the transportation agencies in the city and the county are working to additionally improve the existing condition to help to mitigate some of these concerns.

345

00:42:48.510 --> 00:43:03.750

lute: So that concludes the presentation again we're looking forward to keep Canadian are happy to answer anything in more detail, but I didn't want to take up too much time with slides and just let me know if you want me to to scan back to anything in particular.

346

00:43:04.500 --> 00:43:10.740

jon winston: I believe there was a question on the chat about. Where can we find more information about the Uni forward key line project.

347

00:43:12.450 --> 00:43:21.540

lute: That's a great question. Um, I can I turn it over to Carly, or Michael to answer that. I presume the MTA website has information.

348

00:43:25.710 --> 00:43:32.910

Michael Rhodes (SFMTA): This is this is Michael Rhodes with SF MTA. We do not yet have an active website for the canine project specifically

349

00:43:34.050 --> 00:43:46.170

Michael Rhodes (SFMTA): You can go to our Muni forward website if you search for us to move forward, learn more about the program in general. And once we begin active outreach project there will, there will be a canine website.

350

00:43:50.790 --> 00:43:51.120

jon winston: Anything.

351

00:43:51.420 --> 00:43:55.350

Carli Paine: To add that the outreach is planned for later this calendar year.

352

00:43:57.090 --> 00:43:58.500

jon winston: That's for the community forward.

353

00:43:59.790 --> 00:44:00.120

Carli Paine: Okay.

354

00:44:01.440 --> 00:44:03.630

jon winston: Is there more to the presentation from

355

00:44:04.950 --> 00:44:07.350

jon winston: Marker. Bring anybody

356

00:44:07.980 --> 00:44:12.390

lute: We would like to turn it over to you. JOHN. I'm sure the members may have

357

00:44:14.850 --> 00:44:15.060

lute: May.

358

00:44:15.840 --> 00:44:16.320

jon winston: Allah

359

00:44:16.470 --> 00:44:20.490

jon winston: I'll let the members speak first. Let's see. How about Amy first

360

00:44:21.390 --> 00:44:23.610

Amy O'Hair: I'm not quite ready so please come back to me.

361

00:44:23.850 --> 00:44:25.650

jon winston: Okay, Michael Aaron's

362

00:44:26.280 --> 00:44:36.750

Michael Ahrens: Okay, I'm ready. Thank you Lee. I really appreciate this, because I had asked for this meeting and I was really confused. It's not my area of expertise at all.

363

00:44:37.530 --> 00:44:46.470

Michael Ahrens: And you did, I think, a fine job very good job of explaining chicken and egg what's coming up in the next two minutes, but I have some questions. So I think maybe the better way

364

00:44:48.300 --> 00:44:55.920

Michael Ahrens: On the questions of what's coming up is I'll just give you all the questions and go slow. And then maybe you can respond because I think pretty simple questions.

365

00:44:56.700 --> 00:45:07.260

Michael Ahrens: The first question on your slides is the planning commission did approve sequence. My question is, where's the deadline to appeal that if any members of the public or others want to appeal.

366

00:45:08.730 --> 00:45:13.080

Michael Ahrens: The second question, whereas you have in your slides or supervisors.

367

00:45:13.920 --> 00:45:21.750

Michael Ahrens: And you have the land use and transportation committee and the budget and finance committee you've explained quite well what they're going to look at

368

00:45:22.290 --> 00:45:41.460

Michael Ahrens: But my question is, does the public and does our committee have the right to review these matters when will we know the date of these meetings, how much notice with the public and the this committee get of these meetings and do they have the right to comment.

369

00:45:42.780 --> 00:45:44.250

Michael Ahrens: Then the next question is,

370

00:45:44.550 --> 00:45:45.030

Michael Ahrens: When the

371

00:45:45.300 --> 00:45:46.290

jon winston: Timing and maybe

372

00:45:49.170 --> 00:45:51.540

Michael Ahrens: When it's, I don't have any more questions.

373

00:45:52.230 --> 00:46:01.020

Michael Ahrens: And the next question is, is when it comes to the Board of Supervisors, other than secret matters. Do you have a right to comment.

374

00:46:01.410 --> 00:46:09.960

Michael Ahrens: On the various matters submitted to the budget and Finance Committee and the land use and transportation committee or do you have to make all your comments at the subcommittee.

375

00:46:11.160 --> 00:46:14.970

Michael Ahrens: Or and can you go to the board of supervisors.

376

00:46:16.440 --> 00:46:20.280

Michael Ahrens: Those are my question all my questions really. Oh, I have one more question.

377

00:46:22.170 --> 00:46:29.580

Michael Ahrens: We know something's coming up and it in the first draft of the stuff you gave us it was a one o'clock meeting, but I assume it's at 130 meeting.

378

00:46:29.850 --> 00:46:38.130

Michael Ahrens: It's been changed for you just mentioned that. But earlier today, when you send out the slides and members of the CAC. It was one o'clock, but that was 130 for the S AMP p you see

379

00:46:38.730 --> 00:46:50.010

Michael Ahrens: But for the SSP. You see, do we know now, or can we know if there's going to be an appraisal given to us. How long will either this committee or the public have to look at that appraisal.

380

00:46:50.700 --> 00:46:58.380

Michael Ahrens: Do we know now that they're going to sell it for what's in one of the documents we saw \$11.2 million or is that preordained

381

00:46:58.800 --> 00:47:10.260

Michael Ahrens: Or when do we find out this information and how much time will the public and the CAC have to review this all important question of what the value is of the property. This can be submitted to the

382

00:47:11.370 --> 00:47:23.610

Michael Ahrens: To the SSP. You see, I have for the comments on the transportation plan, but I given you a lot of questions. I don't read, you want to answer the questions now or wait till later maybe that's Islamic

383

00:47:24.120 --> 00:47:24.960

jon winston: Taking notes on what

384

00:47:25.980 --> 00:47:27.000

lute: I did. I did.

385

00:47:28.380 --> 00:47:28.680

Go ahead.

386

00:47:30.390 --> 00:47:49.080

lute: Thanks, Mike. So let me just look at my notes here. I'm the deadline to appeal the sequel a certification simulator. So you may want to jump in, but I believe it is there's a 30 day window from certification for appeals

387

00:47:50.490 --> 00:48:01.200

lute: So 30 days from May 28 is June 28 I I'm not positive on the exact deadline. I don't know if it's the day before day after, but

388

00:48:02.910 --> 00:48:11.220

lute: I'm happy to find out. I just, I just want to really caution that I it's about 30 days, but I don't want to miss speak so I can find out that answer.

389

00:48:11.310 --> 00:48:12.840

Michael Ahrens: Specifically most. Thank you.

390

00:48:13.170 --> 00:48:13.560

Okay.

391

00:48:14.670 --> 00:48:24.060

lute: Then you asked about the Board of Supervisors, so the the anticipated schedule for when those two committees will hear the project is being confirmed

392

00:48:24.900 --> 00:48:32.700

lute: In the, in the coming days and a couple weeks the board, as you know, is very busy with many items. And so we have been working with

393

00:48:33.210 --> 00:48:46.200

lute: President. He and Jen to navigate those schedule and we have to work with each of the chairs of those two committees to agenda as these items, which is why I don't have a specific date for you, but I

394

00:48:46.620 --> 00:48:57.930

lute: I anticipate in the next couple of weeks, we'll be able to tell you the the planned dates for those it's looking like late July right now.

395

00:48:59.490 --> 00:49:14.640

lute: Those meetings also have their own public noticing requirements and so there will be certainly noticing going out prior to the meeting. I'm anticipating being able to give you notice even earlier than that as soon as I confirm the dates.

396

00:49:15.330 --> 00:49:20.340

lute: And then at those committees. You absolutely can make public comment on the items.

397

00:49:20.640 --> 00:49:36.360

lute: As well as after those two committees here the items they will be referred to the full board. So there will be a subsequent hearing of the full board of supervisors for the various items in this project. And of course, public comment is also taken there so

398

00:49:36.390 --> 00:49:38.520

lute: There will be multiple opportunities.

399

00:49:41.820 --> 00:49:47.070

lute: And then your other question about the SSP you see they, the Commission publishes the

400

00:49:47.940 --> 00:49:53.190

lute: Their agenda item with the material packets on the Thursday prior to the meeting.

401

00:49:53.700 --> 00:50:10.410

lute: So I believe that is that's this Thursday the 18th prior to the hearing on the 23rd and include you didn't. The materials will be the purchase and sale agreement, as well as the attachments that I mentioned the open space license.

402

00:50:12.600 --> 00:50:17.940

Michael Ahrens: Okay, you've answered all of my questions. So now, this might my last thing is a very brief comment on the transportation

403

00:50:21.390 --> 00:50:33.150

Michael Ahrens: I have always objected to what you're doing, what's the city is doing, I continue to object you are pushing down the road, the decision on what's best for City College and that should not be done.

404

00:50:34.140 --> 00:50:42.120

Michael Ahrens: I know now is not the time to resolve that by this committee because obviously we're pushing it down the road. But I said, three years ago.

405

00:50:42.600 --> 00:50:50.580

Michael Ahrens: Four years ago when I first was on this committee that we should not go any further until the parking problem is resolved it has not been resolved.

406

00:50:50.910 --> 00:51:02.160

Michael Ahrens: Just last week a subcommittee of the trustees decided to negotiate and mo that has not been resolved and until an MO. You didn't fully protect City College is adopted.

407

00:51:02.940 --> 00:51:09.180

Michael Ahrens: With the appropriate number of replacement parking spaces. I don't think we should go any further. But that's only my comment.

408

00:51:09.780 --> 00:51:22.980

Michael Ahrens: That's not up for a decision tonight. Because the most important thing was report, and I think you did a very good job, Leon, the report. So I think, as I said before, another institution that the real solution to this whole thing is obtaining

409

00:51:24.660 --> 00:51:38.820

Michael Ahrens: A number of 100% affordable housing on a portion of the lot and giving the rest of a lot to City College for it's used to protect its interest otherwise with 1100 unit development, the interests of City College will be severely

410

00:51:39.360 --> 00:51:47.580

Michael Ahrens: Devastated and destroyed, but I've said that before and I just wanted to make clear that at least we did not adopt.

411

00:51:48.150 --> 00:52:02.340

Michael Ahrens: The theory of pushing down the road as to whether you need up to 450 spaces, as I've said before you even much more than that to protect CITY COLLEGE BUT THAT'S MY VIEW AND I HAVE NO FURTHER COMMENTS.

412

00:52:03.540 --> 00:52:05.490

jon winston: Okay, yeah, Maurice rivers.

413

00:52:06.000 --> 00:52:18.210

lute: And Maurice. I'm sorry to jump in. But a couple people are putting in the chat that I was I was incorrect, the full board does not take public comment on items that have already been heard through committee.

414

00:52:18.240 --> 00:52:33.300

lute: So back. Sorry. Back to that there is full public comment at both of the committee's when it gets referred up to the full board. They don't take public comment. So there were, there will still be multiple opportunities for public comment at the board just not in front of a full

415

00:52:34.170 --> 00:52:36.870

Michael Ahrens: take you away. I thought that might be the case. And I just wanted

416

00:52:38.430 --> 00:52:42.660

Michael Ahrens: I wanted the public to know that for future reference. Thank you.

417

00:52:43.380 --> 00:52:46.770

jon winston: Yes, everything has to be heard in the committee, not in the full board right

418

00:52:48.270 --> 00:52:49.530

jon winston: Maurice, did you want to say anything.

419

00:52:49.920 --> 00:52:53.040

Maurice Rivers: No, I didn't have anything to say on that item. Thank you though.

420

00:52:53.190 --> 00:52:54.360

jon winston: Okay, Bridget.

421

00:52:55.800 --> 00:52:56.790

jon winston: She's still not here.

422

00:52:59.460 --> 00:53:00.330

jon winston: Peter, Tim.

423

00:53:02.430 --> 00:53:04.770

Peter Tham: Um, I don't have anything to add, right at this moment.

424

00:53:05.370 --> 00:53:06.660

jon winston: Okay, and Mark thing.

425

00:53:08.190 --> 00:53:17.880

Mark Tang: Yeah, just quick comments on some of the lists lay thanks for that presentation is really great. I was wondering in terms of some of these transportation investments, what

426

00:53:18.210 --> 00:53:26.850

Mark Tang: If there is a mechanism where we can be a little more involved with some of these outside agencies like Caltrans, you know, with the ramp, I think.

427

00:53:27.360 --> 00:53:33.570

Mark Tang: Being able to participate on those. I know it's a different board and a different process, but if they have any upcoming

428

00:53:33.990 --> 00:53:42.570

Mark Tang: Workshops or anything that that'd be nice for the community to know so that they can actively participate on those. And then just in general on this slide.

429

00:53:43.140 --> 00:53:51.120

Mark Tang: How many of these are actually funded planning. You don't have to let me know now, but just for future, it might be useful for us to know how many of these

430

00:53:51.720 --> 00:53:59.460

Mark Tang: Are moving forward in some in a specific time frame that matches up with the bubble or reservoir but and I think I'm happy with everything.

431

00:54:00.870 --> 00:54:01.410

jon winston: Okay.

432

00:54:03.420 --> 00:54:03.840

jon winston: I

433

00:54:05.340 --> 00:54:05.790

jon winston: Am

434

00:54:06.420 --> 00:54:09.060

lute: John maybe Carly can and

435

00:54:09.120 --> 00:54:14.310

lute: Yeah, Michael and mark and address marks question about the funding then timeline.

436

00:54:15.510 --> 00:54:17.190

Carli Paine: I can I have a summary of

437

00:54:18.660 --> 00:54:35.370

Carli Paine: Information that mark and Michael gave me so I'll share that and then if I miss anything or mess it up. They can correct. So for the freedom ocean Geneva intersection safety project.

438

00:54:36.870 --> 00:54:40.230

Carli Paine: We have the funding for the current phase which is planning.

439

00:54:41.880 --> 00:54:50.610

Carli Paine: And that's \$300,000 have a consultant on board so that outreach will be commencing later this calendar year.

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00:54:52.410 --> 00:54:53.790

Carli Paine: We don't yet have

441

00:54:55.020 --> 00:55:00.570

Carli Paine: We do have an additional \$850,000 or detailed design.

442

00:55:01.830 --> 00:55:05.610

Carli Paine: And so we're still read the remaining construction funding is what we

443

00:55:07.050 --> 00:55:11.730

Carli Paine: A source, but we have a placeholder for it in our capital improvement plan, which means

444

00:55:13.140 --> 00:55:22.590

Carli Paine: It is a priority for us to match with funding as we have funding coming for the quick build Muni forward.

445

00:55:24.810 --> 00:55:43.200

Carli Paine: We have \$9,050,000 in funding for planning and design for this project programmed in our new capital improvement plan from various sources and we also recently secured a state grant that

446

00:55:44.730 --> 00:55:51.000

Carli Paine: It's about 1.6 million and it's split between k, angle, side.

447

00:55:52.170 --> 00:56:01.140

Carli Paine: Quick build planning and then our system wide train control projects. So the exact splits to be determined, but kind of between those. We have enough for the planning.

448

00:56:02.130 --> 00:56:14.520

Carli Paine: And then we have our capital improvement program, kind of a funding pot for quick build improvements across the system. So once the design.

449

00:56:16.050 --> 00:56:19.890

Carli Paine: Figured out in the engineering everything we can draw from that pot.

450

00:56:21.360 --> 00:56:28.770

Carli Paine: To implement so it is likely to be able to be funded with this existing source so

451

00:56:30.390 --> 00:56:31.410

Carli Paine: That's what I have

452

00:56:33.330 --> 00:56:36.750

Carli Paine: I'm happy to have my colleagues, correct me or add anything is missing.

453

00:56:37.500 --> 00:56:40.920

jon winston: And that is funding for for the Muni forward for the

454

00:56:40.950 --> 00:56:41.910

Michael Ahrens: Intersection.

455

00:56:42.000 --> 00:56:43.260

jon winston: And for what else

456

00:56:44.130 --> 00:56:56.010

Carli Paine: Just those two projects to the Judson street it yes we've it's funded it's, we're just waiting for the pfc to finish their sewer work. Okay.

457

00:56:56.130 --> 00:57:02.190

jon winston: Is there no funding Vision Zero funding available as well as maybe some of the transportation

458

00:57:03.690 --> 00:57:06.960

jon winston: The TSP funds from the developer as well.

459

00:57:06.990 --> 00:57:16.320

Carli Paine: So I'm Vision Zero is not a part of funds different vision zero projects get funded different ways. Um, and so, for

460

00:57:17.430 --> 00:57:19.080

Carli Paine: The second part about the CSF

461

00:57:20.130 --> 00:57:24.480

Carli Paine: We're intending to move forward with these projects in the next few years.

462

00:57:25.290 --> 00:57:43.140

Carli Paine: The CSF funds for this project will be paid out over the construction of the project, what we really clearly from this community and what our practice should be all the time is, we should not be waiting for CSF funds from a project to do investments in a neighborhood that is growing.

463

00:57:44.670 --> 00:57:57.660

Carli Paine: So for instance, that one of the sources for the Muni forward Keeling quick build project is TSS, it's not TSS from this project from some other project. Some other districts or some other neighborhood.

464

00:57:58.680 --> 00:58:02.700

Carli Paine: So if the way the CSF is designed it goes into a pot that

465

00:58:04.050 --> 00:58:09.870

Carli Paine: port city wide priorities, a lot, which are kind of system wide things that improve

466

00:58:10.980 --> 00:58:20.220

Carli Paine: Operations and service delivery across the system and not particularly for one you know area. It also is flexible, so we can do particular projects. Right.

467

00:58:20.730 --> 00:58:28.050

jon winston: Okay, well, I'll start my comments. Now, I guess, uh, you know, regarding that I would like to see that, since this is such a big project that

468

00:58:29.910 --> 00:58:37.530

jon winston: Commensurate amount of funds actually does get allocated towards, towards this point of impact where we were, where this is actually happening.

469

00:58:38.220 --> 00:58:46.290

jon winston: You know, because I realized that the transportation sustainability funds actually go into a big pot for the whole city but

470

00:58:46.890 --> 00:58:57.510

jon winston: The impact is right here in the neighborhood. And that's what people in the neighborhood and the people who come to the neighborhood need to see that there's that there's going to be a benefit to the neighborhood as well but

471

00:58:59.250 --> 00:59:01.680

jon winston: I'm also happy to hear that there's a

472

00:59:02.940 --> 00:59:06.240

jon winston: Transit effectiveness of plan for for

473

00:59:07.320 --> 00:59:08.220

jon winston: The K, angle, side.

474

00:59:09.840 --> 00:59:21.060

jon winston: I'd like to know more about exactly what that is, does it. Are you planning on doing a setting it up so you can have double car can go side trains are so we can double the capacity or

475

00:59:21.660 --> 00:59:36.150

Carli Paine: I'm going to turn it over to my colleague, Michael Rhodes who's in will be leading that project to discuss the goals of it. I think we had a presentation, one of your earlier meetings about it, but I think it's great to do a refresh.

476

00:59:37.770 --> 00:59:47.610

Michael Rhodes (SFMTA): Thank you. Good evening. Yes, the goals would be to increase the capacity of the line. So ultimately, by allowing us to run two car trains.

477

00:59:48.840 --> 00:59:52.140

Michael Rhodes (SFMTA): As well as improving travel time and reliability, so

478

00:59:53.370 --> 01:00:03.930

Michael Rhodes (SFMTA): Measures that would allow us to get through congestion, a little bit faster. Again, we're very much the earliest stages of design are really just sort of a conceptual

479

01:00:04.500 --> 01:00:13.320

Michael Rhodes (SFMTA): phase of the project. So we don't have specific details about you know exactly where we would propose wife, but those are the high level goals of the of the project.

480

01:00:14.340 --> 01:00:23.670

jon winston: Yeah, because we're looking at people are asking for specific goals when it comes to parking, but I would like to also see on the other side of the equation that we can

481

01:00:24.150 --> 01:00:34.980

jon winston: Give other choices for ways to get to City College and ways to get to the to the development and that would include, as you said some ways of managing the or increasing the throughput of

482

01:00:36.030 --> 01:00:36.300

jon winston: The

483

01:00:38.040 --> 01:00:48.570

jon winston: Buses and streetcars would, that would include a transit only lanes or or maybe some kind of transit priority signaling or anything like that.

484

01:00:49.830 --> 01:00:55.440

Michael Rhodes (SFMTA): I think we'll be looking at, you know, places where we could give the trans priority through

485

01:00:56.220 --> 01:01:01.200

Michael Rhodes (SFMTA): That it gets lane where their space, we will be looking at traffic signals so

486

01:01:01.530 --> 01:01:14.760

Michael Rhodes (SFMTA): We, again, we haven't gotten to the detailed design and there's a lot of constraints in this quarter because of the way the grid is set up, but we will be looking at ways similar to what you've mentioned to try to try to make sure the trains can move through without unnecessary delay.

487

01:01:15.510 --> 01:01:29.850

jon winston: Right, I guess everybody and everybody here knows that you know what we have in this neighborhood is just this hodgepodge of little neighborhoods different grids all connected by these insufficient roads, you know, oceans and Geneva and failing or a cuticle.

488

01:01:30.870 --> 01:01:41.310

jon winston: But, uh, you need to I I'm firmly believe that we need to figure out a way to reallocate the resources, the transportation resources so that if we're going to

489

01:01:41.790 --> 01:01:47.910

jon winston: Take away parking if we're going to it since we haven't figured out exactly how much parking, there should be if it's somewhere between

490

01:01:48.480 --> 01:01:57.960

jon winston: Up to 400 or up to 2000 spots or whatever people are looking at that. We also look at other the other side of the of the equation and look at the transit and the walking and the bicycle.

491

01:01:59.850 --> 01:02:15.270

jon winston: I also want to draw attention to the previous thing that we talked about earlier this evening we passed a resolution to to completely redesign and and and fix the Ocean Avenue for pedestrians and for transit and for and for bicycles, so

492

01:02:16.530 --> 01:02:24.000

jon winston: By widening the sidewalks and maybe also widening the street, a little bit. We've been able to provide, I would like to see us be able to provide

493

01:02:25.140 --> 01:02:32.310

jon winston: Protected bike lanes so that people can actually use bicycles as a choice. People have a choice to use bicycles, but a lot of people don't see a choice there.

494

01:02:32.730 --> 01:02:44.820

jon winston: When people say it's just too dangerous. And it's not one of their choices. They'd rather drive or they rather take the bus and the bus needs to be faster so that people, it needs to be faster and cheaper than driving and parking and

495

01:02:45.900 --> 01:03:03.540

jon winston: So I you know I I realized that the meeting tomorrow at MTA doesn't address all of these issues, but I would like to see that that that's brought into the equation that people look at the whole the whole complete project, the whole complete a transportation street so

496

01:03:06.510 --> 01:03:12.420

jon winston: I think that's all I need to talk about. Personally, I guess we need to open it up to

497

01:03:12.540 --> 01:03:15.210

Sue Exline: Public comment. At this point, I think, Amy O'Hare had a

498

01:03:15.300 --> 01:03:16.950

jon winston: Oh yes, I'm sorry. We'll come back to you, Amy.

499

01:03:18.030 --> 01:03:31.590

Amy O'Hair: Thank you. Yeah, so thanks to Carly for clarifying. Some of the funding the state of the funding for the three that are on the SF MTA on the the slide about investments.

500

01:03:32.730 --> 01:03:42.390

Amy O'Hair: I'm would like clarification on where where the funding is for the ITU at South Bend off from safety improvement project.

501

01:03:43.440 --> 01:03:55.890

Amy O'Hair: As well. And this has come up in our little reservoir committee just clarification about where we understand that the 10 million that the developers are putting into the pot for

502

01:03:57.660 --> 01:04:07.440

Amy O'Hair: You know, that's a generalized pot and there's some idea that, you know, it's we'll, we'll see some of that come back to us because of things that are already planned for this area.

503

01:04:09.390 --> 01:04:18.510

Amy O'Hair: But just the specifics of where that 10 million is kind of earmarked I'm understanding, there's a, an island of a

504

01:04:19.170 --> 01:04:34.980

Amy O'Hair: Bus island that's on the southbound side of Frida Kahlo, just north of ocean. That's part of that these are mitigation measures, but also wanted to know if there's, there are other. I know there are other items and they're just not on here. And I'd like a review of that.

505

01:04:36.960 --> 01:04:48.660

Amy O'Hair: As well I guess because of this resolution, I'm aware of the fact that the the free to call the ocean Geneva intersect intersection safety project is not the same thing.

506

01:04:49.140 --> 01:04:54.900

Amy O'Hair: As the ocean Geneva court or design plan that was implemented.

507

01:04:55.410 --> 01:05:04.860

Amy O'Hair: From west of Frida Kahlo and kind of not completed and that's what our resolution is about east of Frida Kahlo on ocean and Geneva.

508

01:05:05.220 --> 01:05:14.400

Amy O'Hair: And whether there's a, you know, is that a more urban plan or we just, you know, to give up on some of the the fine points of pedestrian

509

01:05:14.820 --> 01:05:25.470

Amy O'Hair: You know interface, other than the free to call it ocean Geneva intersection safety project has, you know, kind of outlined as objectives. So, just wondering, because that

510

01:05:26.160 --> 01:05:40.920

Amy O'Hair: There's some idea that, you know, because there are developments closer to to mission that the entire length of Ocean Avenue needs attention to improve the whole experience of pedestrians coming from all directions to the bubbles.

511

01:05:42.030 --> 01:05:46.050

Amy O'Hair: developer workstation, so I know that's quite a few odds and ends, but

512

01:05:47.100 --> 01:05:47.370

Amy O'Hair: I'll

513

01:05:49.410 --> 01:05:52.050

Amy O'Hair: Ask for some some answers there. Sorry.

514

01:05:54.000 --> 01:05:55.590

jon winston: Anybody want to respond quickly or

515

01:05:56.460 --> 01:06:05.370

Mark D.: Yeah, thanks for that this is. This is Marc Draeger I'm the project manager for the the free to push a Geneva project or I'm calling fog kind of makes sense.

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01:06:06.270 --> 01:06:08.730

Mark D.: So indeed, that is a subset of the

517

01:06:08.760 --> 01:06:17.880

Mark D.: The greater ocean in Geneva court or design study, but I think it is the one piece that deserves being tackled first because that's where we're seeing the poor safety record.

518

01:06:18.420 --> 01:06:25.410

Mark D.: That's where you know it's tough is for transit to get through that we're seeing the most congestion and that's where we have very little in terms of bicycle facilities.

519

01:06:26.250 --> 01:06:34.170

Mark D.: So that is where we're putting our attention first and you know one detail. We haven't really shared up to this point is that we're also looking at the approaches. So we're looking at

520

01:06:34.560 --> 01:06:42.150

Mark D.: You know, Frida Kahlo and ocean in Geneva and how they approach and leave that intersection. So, you know, a portion of the blocks and each direction.

521

01:06:42.540 --> 01:06:51.120

Mark D.: Thinking about, you know, what we can do now and how we can build that intersection to support something a little bit more robust and I think the clearest example comes that comes to mind.

522

01:06:51.630 --> 01:07:00.420

Mark D.: Is the expansion of the north side sidewalk. The westbound direction on an ocean and making sure that we're coordinating with City College, so that we could have

523

01:07:01.110 --> 01:07:08.400

Mark D.: Not just a wider sidewalk but protected bicycle facilities and if that you know lags behind the intersection project that the intersection

524

01:07:08.940 --> 01:07:19.890

Mark D.: Can you know support that that addition later down the line, or if it leads that we're kind of building that into consideration, you know, in Frida Kahlo, as well. You know, it's a wide Street.

525

01:07:20.940 --> 01:07:30.090

Mark D.: I don't, I don't have anything specific that we've, you know that come to mind. I mean, a lot can be done on that street, you know, we're much more constrained on Geneva on ocean.

526

01:07:30.570 --> 01:07:40.680

Mark D.: In terms of what we can do with the right of way, but with with Frida Kahlo, this. There's a lot more room to do things, you know, beyond just, you know, the bus island that the developer be building in addition to it.

527

01:07:41.040 --> 01:07:45.990

Amy O'Hair: Okay, can I, can I ask more questions about free to call out because that that is the end of

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01:07:46.890 --> 01:07:52.080

Amy O'Hair: You know, the project that we're most familiar with. And one of the things that we've talked about is

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01:07:52.770 --> 01:07:58.170

Amy O'Hair: You know, some kind of Radical Redesign so that they're to take away parking and put in

530

01:07:58.770 --> 01:08:09.810

Amy O'Hair: transit only lane, because we know being single lanes on either side means that it is a traffic nightmare at certain times around Rush Hour and city college class times

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01:08:10.350 --> 01:08:20.820

Amy O'Hair: And it's, you know, the bus has become as slow as traffic and just, there's no motivation to take, you know, to take a bus during to get to bubble Park station with the bus.

532

01:08:21.240 --> 01:08:30.450

Amy O'Hair: So, I mean, is there any plans that it can be. I mean, all the way up to Judson is really we'd like to see that whole stretch of Frida Kahlo,

533

01:08:31.470 --> 01:08:43.230

Amy O'Hair: Looked at and and you know some kind of assessment done about the reality of you know what it's like as a pedestrian bicyclist and a transit writer on that stretch

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01:08:44.820 --> 01:08:47.070

Amy O'Hair: Is there any idea that that we would be, you know,

535

01:08:47.970 --> 01:08:53.520

Mark D.: Yeah it get even the dance of transit component. I know we have Michael here that can absorb that you know it's

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01:08:54.270 --> 01:09:03.030

Mark D.: Longer than just the approach of in the departure lanes of that street or outside of the scope of my project, but I would absolutely want to coordinate with anything that transit has in mind for that. That's true.

537

01:09:04.260 --> 01:09:10.350

Carli Paine: And on the. I just want to address the something you said about

538

01:09:11.520 --> 01:09:19.860

Carli Paine: The bus hoarding island that the developers on the hook to pay for. So I just want to clarify that separate from their TSS, they have

539

01:09:21.390 --> 01:09:23.070

Carli Paine: To pay for

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01:09:24.150 --> 01:09:33.240

Carli Paine: litigations for transit delay. And so the bus boarding island on Frida Kahlo, is one of the capital improvements that were identified

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01:09:34.650 --> 01:09:35.670

Carli Paine: To

542

01:09:37.290 --> 01:09:41.730

Carli Paine: To to mitigate transit Dillion packs, whether or not that

543

01:09:43.050 --> 01:09:47.520

Carli Paine: A bus sporting island would include other transit priority treatments.

544

01:09:49.680 --> 01:09:53.940

Carli Paine: It's too soon to tell what will need to happen is that

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01:09:55.230 --> 01:10:09.660

Carli Paine: We MTA the developers paying for it, but we will need to do the design and outreach work and environmental review on the specific infrastructure, obviously, that means engaging this community.

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01:10:10.620 --> 01:10:19.560

Carli Paine: But for the purpose of environmental review, we need to identified the kinds of medications. So I just wanted to clarify those are two separate things.

547

01:10:21.090 --> 01:10:31.830

jon winston: Okay, Michael. Did you want to say anything about Michael Rhodes, did you want to say anything about the possibility of a transit only lane on on Frida Kahlo, that

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01:10:32.280 --> 01:10:39.390

Michael Rhodes (SFMTA): Was currently mentioned it's something we would obviously have to take a closer look at and I imagine as we're getting into the design of the boring Island, we may

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01:10:39.990 --> 01:10:46.470

Michael Rhodes (SFMTA): Review that further. The good news is that transit transit lean not very expensive. So there's not really a lot of

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01:10:46.830 --> 01:10:58.380

Michael Rhodes (SFMTA): Kind of a cost question about it. It's more just the community outreach and understanding how exactly delay is happening in that in that quarter and and looking at it as a design that would work for everyone and

551

01:10:59.760 --> 01:11:04.590

Carli Paine: It can also respond about the ITU at I believe that

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01:11:05.790 --> 01:11:17.490

Carli Paine: Sent a slideshow of that the the lead agency is not the MTA. And it's the Transportation Authority, the caliber of the County Transportation Authority.

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01:11:18.660 --> 01:11:27.150

Carli Paine: So it sounds like they have some conceptual design, they're working on and working with CalTrans and that they don't yet have

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01:11:29.040 --> 01:11:38.850

Carli Paine: Money to do the implementation, but for certain in terms of the connection and at ocean we

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01:11:39.450 --> 01:11:57.090

Carli Paine: Are going to be coordinating with them to make sure that their design is supportive of and complimentary of the transit priority work that Michaels team is developing for ocean avenue for the key links. We definitely don't want to have conflicting

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01:11:58.530 --> 01:11:59.640

Carli Paine: design goals there.

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01:12:00.360 --> 01:12:00.720

Carli Paine: And then

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01:12:01.020 --> 01:12:03.870

Carli Paine: Thing I wanted to just make clear is

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01:12:04.920 --> 01:12:20.340

Carli Paine: That the level of investment that SF MTA is bringing forward in the projects that mark and Michael being really is more than double what this project will be bringing in NT SF. And so I think

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01:12:21.480 --> 01:12:26.070

Carli Paine: You know, it's really speaks to the advocacy and

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01:12:27.510 --> 01:12:36.360

Carli Paine: Compelling things that this group and the, the participants have brought forward over the last several years that

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01:12:38.250 --> 01:12:44.370

Carli Paine: That is happening. So thank you for being our partners and working with us, I think.

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01:12:45.780 --> 01:12:55.350

Carli Paine: And you don't know, like I said before, you're not waiting 10 years for TSS money to come through which will then go to another other things.

564

01:12:58.230 --> 01:13:08.640

jon winston: Well, you know, we want to have transit be able to carry the load, it needs to carry. We won't be able to track. We went to the restaurants to have the safety and and the dignity of being able to walk.

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01:13:09.060 --> 01:13:12.240

jon winston: Safely and and with dignity to the to the BART station.

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01:13:12.900 --> 01:13:21.630

jon winston: And we, you know, we basically what I said and for bicyclists as well. We also want a sense of place for the neighborhood, because it's basically just the freeway interchange right now.

567

01:13:22.050 --> 01:13:34.050

jon winston: I mean even the on an on ramp on the Ocean Avenue. I mean, give me a break. That's crazy. It's a neighborhood street and you should have an on ramp to it. It's not a freeway. It's neighborhood Street. So we really need to have like a

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01:13:34.710 --> 01:13:41.460

jon winston: change up the feeling this the change of the of the of the sense of place that we that we get when we walk down that street and needs to be

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01:13:41.880 --> 01:13:58.710

jon winston: Reader and quieter and and just nicer to walk down and because it's it's we are turning this into a neighborhood and it's no longer just a. It's not just a place you drive through, but it's a place you go to, so that's that's kind of where I'm coming from.

570

01:14:00.150 --> 01:14:02.910

jon winston: There was a before we go to public comment.

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01:14:06.090 --> 01:14:06.660

jon winston: I guess.

572

01:14:08.070 --> 01:14:10.020

jon winston: Hang on one second was looking at the text here.

573

01:14:12.030 --> 01:14:22.110

jon winston: Oh I guess Myrna wants to know if you can explain what, if any, litigations have been considered for Plymouth Avenue. Anybody can talk about plummet Avenue.

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01:14:23.310 --> 01:14:24.360

jon winston: Set outside the scope

575

01:14:28.290 --> 01:14:30.480

jon winston: Okay, well let's go to public come in.

576

01:14:32.790 --> 01:14:33.630

Sue Exline: We can chime in.

577

01:14:34.020 --> 01:14:35.370

lute: Yeah, go ahead to

578

01:14:35.700 --> 01:14:36.930

Sue Exline: Our Sonia. I don't have

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01:14:38.430 --> 01:14:40.830

Seung yen Hong: Me on mute myself no

580

01:14:41.670 --> 01:14:43.200

jon winston: Need to wait a little longer for people to be

581

01:14:45.090 --> 01:14:50.190

Seung yen Hong: So in terms of play months, um, the

582

01:14:51.330 --> 01:14:54.720

Seung yen Hong: As Carly and Lee mentioned there is

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01:14:57.180 --> 01:15:06.060

Seung yen Hong: mitigation measures for an Ocean Avenue intersections. So I'm alone Ocean Avenue to improve transit.

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01:15:08.460 --> 01:15:09.960

Seung yen Hong: It's potentially

585

01:15:12.030 --> 01:15:14.670

Seung yen Hong: Consider the impact on Jen did with the

586

01:15:15.690 --> 01:15:18.870

Seung yen Hong: Other projects, not, it's not a project and pay its

587

01:15:20.700 --> 01:15:25.380

Seung yen Hong: Project plus other projects with potential City College.

588

01:15:27.900 --> 01:15:34.710

Seung yen Hong: So the IR identifies mitigation measures to improve transit I'm

589

01:15:36.630 --> 01:15:42.270

Seung yen Hong: Alone oceans, though at the ocean and clean month Avenue, there's

590

01:15:44.880 --> 01:15:50.730

Seung yen Hong: Transit signal on intersection signal employment identified

591

01:15:52.020 --> 01:15:54.720

Seung yen Hong: But not alone. Plymouth Avenue itself.

592

01:15:56.190 --> 01:16:12.300

Seung yen Hong: Hope that answers the question. So basically, that that will have either separate Beijing for left done cars or the meeting left turns from Ocean Avenue to Ocean Avenue.

593

01:16:13.740 --> 01:16:19.770

jon winston: All right. Alright. Finally, let's open to public comment. Is there, is there a queue of people waiting in line to speak.

594

01:16:20.130 --> 01:16:23.130

Sue Exline: And just one right now. Gene bearish

595

01:16:24.240 --> 01:16:24.600

jon winston: Gene

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01:16:31.980 --> 01:16:33.510

Sue Exline: See if she's there. And if I can unmute her

597

01:16:42.060 --> 01:16:44.070

Sue Exline: Okay, I don't know if she said

598

01:16:44.640 --> 01:16:46.260

Jean Barish: I'm unmuted now. Can you hear me.

599

01:16:46.350 --> 01:16:47.430

Sue Exline: Yes, we can hear you now.

600

01:16:47.550 --> 01:16:50.460

Jean Barish: Thank you very much. Is there a limit to how much time I can speak.

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01:16:50.580 --> 01:16:52.020

jon winston: Oh, I guess. It's two minutes.

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01:16:52.110 --> 01:16:54.000

Jean Barish: Okay, I'll try to be short and sweet.

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01:16:55.410 --> 01:17:06.030

Jean Barish: On this project for quite a while. And I'm very disappointed with what I hear today I've spoken to people in the mayor's office of transportation policy I've listened to other CAC meetings, I'd read the E IR

604

01:17:06.330 --> 01:17:13.140

Jean Barish: And it still seems as though transportation plans for this project are in the aspirational stages.

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01:17:14.190 --> 01:17:25.080

Jean Barish: According to Mr Rhodes, the increase in the K line to have cars is a quote high level goal. So there are very few hard and fast plans that have already been

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01:17:26.520 --> 01:17:32.460

Jean Barish: Written down and if the transportation plans for this project or sadly lagging behind the development

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01:17:32.940 --> 01:17:40.140

Jean Barish: This is an unacceptable plan and inadequate there's inadequate coordination between the builders of the BeBo reservoir project.

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01:17:40.410 --> 01:17:48.480

Jean Barish: And MTA and lack of that coordination is going to result in a transportation and transit disaster around the city college area.

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01:17:48.780 --> 01:18:00.000

Jean Barish: I'm also concerned because I heard it said, and I didn't know exactly what medications were being identified. But the trend, the MTA was going to implement mitigation for some of these

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01:18:00.600 --> 01:18:10.380

Jean Barish: transportation problems or I assume all of them. However, the environmental impact report identifies three transportation problems that cannot be mitigated.

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01:18:11.460 --> 01:18:12.990

Jean Barish: Public transit delay.

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01:18:15.450 --> 01:18:22.770

Jean Barish: A non mitigated will impact on existing passenger and freight loading zones along the Avenue between ocean in the project site.

613

01:18:23.190 --> 01:18:32.760

Jean Barish: And potentially hazardous conditions for people by cycling, which may also substantially delay public transit along the Avenue between ocean in the project site.

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01:18:33.060 --> 01:18:46.860

Jean Barish: In view these non negotiable impacts. I don't understand why we're being told it impacts will be mitigated. So for all these reasons, I don't think the transportation plans acceptable, and I encourage you not to improve it. Thank you.

615

01:18:49.020 --> 01:18:51.180

jon winston: Next comment. Who's next

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01:18:57.900 --> 01:19:13.980

Sue Exline: That is a phone number 415587846

617

01:19:16.050 --> 01:19:16.860

Our residents.

618

01:19:18.570 --> 01:19:23.670

14155878846: Thank you. Hi. This is Jennifer. I'd like to support with some of the br CAC Members have said.

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01:19:24.210 --> 01:19:33.090

14155878846: The justification for cutting out parking for students is to incentive elbow reservoir residents and city college students to switch to other modes of transportation.

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01:19:33.660 --> 01:19:39.450

14155878846: Both a city college and Bobo, a reservoir to DMS depend on an adequate public transit system.

621

01:19:39.900 --> 01:19:51.150

14155878846: We would like to see an SF MTA plan that takes into account the larger volume of workers that can be expected and the larger spectrum of transit hours for workers who don't have access to a car.

622

01:19:51.630 --> 01:20:01.770

14155878846: This means having a plan ready to be put into operation before the time when the need arises. My request is to have a plan ready to implement in advance.

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01:20:02.280 --> 01:20:10.500

14155878846: Also I want to support what Amy said I live near the free to call away at Judson intersection and multiple neighbors, actually, she didn't

624

01:20:11.520 --> 01:20:20.010

14155878846: She said this, I guess offline and multiple neighbors have experienced or observe near misses at this four way intersection, which has only one stop sign.

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01:20:20.760 --> 01:20:31.050

14155878846: The safety issues for pedestrians will be exacerbated by a larger stream of cars attempting to drive away from the heightened residential congestion on Frida Kahlo way and Judson

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01:20:32.970 --> 01:20:34.650

14155878846: And my third point is

627

01:20:35.790 --> 01:20:46.140

14155878846: I would like to see clearly in some written or chart form the proposed distribution of impact these and uses of the \$10 million provided by the developers.

628

01:20:47.160 --> 01:20:50.730

14155878846: But clearly, that hasn't been decided yet. Thank you.

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01:20:54.120 --> 01:20:54.720

jon winston: Videos.

630

01:20:57.570 --> 01:21:02.010

Sue Exline: Yeah. Next is Rita Evans you to

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01:21:04.290 --> 01:21:05.100

jon winston: Do this.

632

01:21:09.090 --> 01:21:10.620

Rita Evans: Okay, can you hear me.

633

01:21:10.860 --> 01:21:11.490

jon winston: Yes. We hear you.

634

01:21:11.550 --> 01:21:24.840

Rita Evans: Oh, great. Okay. I want to, I had a prepared statement, most of it in supportive some items that have already been mentioned, so I'm just going to touch on them very briefly, and that essentially has to do with a redesign of Frida Kahlo,

635

01:21:25.860 --> 01:21:26.250

Rita Evans: The

636

01:21:27.420 --> 01:21:39.930

Rita Evans: Opportunity to remove the parking from both sides of the street would allow us to make major improvements regarding traffic congestion traffic safety.

637

01:21:40.350 --> 01:21:52.860

Rita Evans: And improve public transit, making it a more attractive often as Jennifer said that's a critical piece of making this project successful is getting people to actually take public transportation

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01:21:53.490 --> 01:22:07.950

Rita Evans: And that would allow for free or operation of the 43 Masonic it would allow for widened possibly separated bicycle lanes, which would make that option more

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01:22:08.700 --> 01:22:18.090

Rita Evans: Attractive and this is a rare opportunity given that the space is actually there on that street which is it which is not the case. And so many places.

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01:22:18.990 --> 01:22:23.160

Rita Evans: I also want a second some remarks that were made earlier regarding the invest

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01:22:24.120 --> 01:22:32.340

Rita Evans: Maximizing the investment in the existing a sophisticated traffic signal control system on free to call flow and Ocean Avenue.

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01:22:33.060 --> 01:22:42.810

Rita Evans: Those activated signals are in place. They allow for transit priority and other traffic management activities. But we know that at least as far as free to call has been

643

01:22:43.920 --> 01:22:56.010

Rita Evans: Concerned, in the past, we end up with them not being properly timed and programmed or maintained, we end up having things like long walks signals on

644

01:22:56.940 --> 01:23:07.470

Rita Evans: Weekends when summer colleges or city colleges, not in session. And we're not asking for a major capital expenditure here because that investments already been weighed

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01:23:07.800 --> 01:23:17.100

Rita Evans: We've been as john mentioned earlier, asking for maximum use of existing resources. I want to mention one other item, and that's the bell Bell a reservoir.

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01:23:17.940 --> 01:23:24.270

Rita Evans: Transportation demand management plan, day to day April 2020 from the reservoir community partners.

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01:23:24.720 --> 01:23:28.680

Rita Evans: On the transportation demand management monitoring and evaluation.

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01:23:29.070 --> 01:23:39.660

Rita Evans: There is no enforcement of any of the majors in there. If you take a look at page 11 which is monitoring and evaluation, you will see that the requirement there is that

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01:23:40.140 --> 01:23:49.830

Rita Evans: Reports be made. And that's it. That reports be made now the report is the traffic congestion is that completely unacceptable levels.

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01:23:50.220 --> 01:23:57.510

Rita Evans: If the report is that no one is taking public transit, but instead is only using private vehicles, whether their own or

651

01:23:57.870 --> 01:24:08.550

Rita Evans: Uber or Lyft. There's no recourse. There's nothing that says that anything has to be done. The only thing that has to be done is these reports have to be done. And if they're done on time.

652

01:24:09.090 --> 01:24:19.830

Rita Evans: And they don't have to be done as frequently. So I think that there's a huge hole in that transportation demand management plan and that there's nothing to

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01:24:20.430 --> 01:24:29.580

Rita Evans: There's no enforcement mechanism that I see that would involve something actually happening and changing if

654

01:24:30.300 --> 01:24:43.440

Rita Evans: traffic conditions if transportation is not properly management. Thank you very much. I really appreciate the opportunity to speak tonight, and I do want to thank the representatives from SF MTA for being here.

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01:24:45.960 --> 01:24:47.640

jon winston: Okay. Any more comments.

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01:24:51.540 --> 01:24:52.350

Harry Bernstein: I have my hand on

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01:24:53.520 --> 01:24:53.910

jon winston: That

658

01:24:54.450 --> 01:24:54.870

Hurry.

659

01:24:55.980 --> 01:24:56.010

jon winston: Okay.

660

01:24:56.670 --> 01:24:57.510

jon winston: You have 10 minutes

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01:24:58.200 --> 01:24:59.820

Harry Bernstein: Okay, so

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01:25:00.840 --> 01:25:04.410

Harry Bernstein: When the planning department first looked at the

663

01:25:05.580 --> 01:25:12.240

Harry Bernstein: The project several other Members said they had concerns about congestion and about what can be done.

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01:25:13.380 --> 01:25:14.520

Harry Bernstein: In the neighborhood.

665

01:25:16.620 --> 01:25:24.450

Harry Bernstein: And they would wait. They would reserve their judgment. Then they went ahead and pass it a few weeks later with nothing nothing changed.

666

01:25:25.140 --> 01:25:33.030

Harry Bernstein: So Michael errands has clearly articulated the flawed basis for concluding that only 220 parking

667

01:25:33.930 --> 01:25:56.970

Harry Bernstein: Places were needed to replace the parking loss through the development proposal, but even before that that data where it was revealed the maximum of some 400 parking places from the developer is enshrined in the documents and their say they will not do any more.

668

01:25:58.590 --> 01:26:03.900

Harry Bernstein: Some calculations. I've shown that to really replace the parking, there will be needed.

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01:26:05.340 --> 01:26:14.070

Harry Bernstein: Not on a daily basis, but in many parts of the year, somewhere between 1300 and 2300 spaces, need to be provided.

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01:26:14.910 --> 01:26:26.340

Harry Bernstein: How is that going to happen if there's an absolute ceiling of what will be done and approved in the coming weeks. And also, I still am waiting

671

01:26:26.820 --> 01:26:44.850

Harry Bernstein: For something positive to be said about the shuttle is that is an alternative that is usable by people at the college in the neighborhood and passers by and I don't know how it can just be excluded, just because the developers think it's too expensive. Thank you.

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01:26:47.040 --> 01:26:48.180

jon winston: Any more comments.

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01:26:50.460 --> 01:26:51.990

Harry Bernstein: Chris Hansen. Did you ever

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01:26:52.590 --> 01:26:54.090

jon winston: I can't see people's hands so

675

01:26:54.270 --> 01:26:54.900

I can

676

01:26:56.310 --> 01:26:57.960

chrisbhanson: Muted myself. Can you hear me.

677

01:26:58.650 --> 01:26:58.980

jon winston: Chris

678

01:26:59.040 --> 01:27:10.500

Sue Exline: Can help you to john if you give me just one second. I know it takes me a second but Chris Hansen is the last hand out for now. So if anybody else wants to comment, please raise your hand. Okay.

679

01:27:10.560 --> 01:27:23.700

chrisbhanson: I, I would like to also say that a shuttle would be a great way to take people off of Ocean Avenue and bring them up around the other side of the school. And that hasn't been even looked at

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01:27:24.150 --> 01:27:37.830

chrisbhanson: And I'm sorry to say that I completely missed the presentation because last night I checked the website to look at the agenda so I could be prepared and it was not online so

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01:27:38.910 --> 01:28:00.360

chrisbhanson: I did not know that the meeting started at five o'clock, and when I clocked in at six, I thought wow I getting in here, right in the middle of something. So I have completely missed the

presentation, but I do see that you are noting that City College is going to hire a TD on plan and coordinator

682

01:28:01.830 --> 01:28:13.890

chrisbhanson: That's going to cost money. The school is broke the school is laying off teachers canceling classes. Have you spoken to the budget committee about this.

683

01:28:14.490 --> 01:28:26.460

chrisbhanson: This apparently ongoing permanent new administrator role which will mean it'll be somebody that will have to come with a benefit package because they're working for City College.

684

01:28:27.240 --> 01:28:41.640

chrisbhanson: This is really unfair and it's really bad timing, because the school is literally going broke and canceling classes so i think that's that's it just keeps popping up and

685

01:28:42.960 --> 01:28:54.330

chrisbhanson: Like it's too soon to school just pay for it and and the school at some point is not going to be able to pay for its own schooling so

686

01:28:55.470 --> 01:28:57.270

chrisbhanson: All right. Thank you. Great.

687

01:28:58.560 --> 01:29:01.290

jon winston: Anybody else was at the last comment here.

688

01:29:01.560 --> 01:29:14.790

Sue Exline: That was hand raised. And I just wanted to clarify. I think something that Chris just said about the tdnn staff. If I understood her comment. The tdnn stuff is already has already been hired

689

01:29:14.940 --> 01:29:16.110

jon winston: I'm sorry I was speaking, please.

690

01:29:16.230 --> 01:29:17.100

Sue Exline: This is soo

691

01:29:17.280 --> 01:29:19.290

jon winston: Soo, okay good. Sorry.

692

01:29:19.770 --> 01:29:20.400

Sue Exline: No problem.

693

01:29:21.240 --> 01:29:23.970

jon winston: We did you say, I'm sorry. Please repeat. I'm sorry to interrupt.

694

01:29:24.330 --> 01:29:43.710

Sue Exline: No, I just wanted to see if I understood Chris's question about a TPM coordinator at City College, that person is already hired. It looks like she wanted. Maybe Chris. If you want to just type in your or clarify if that was your question, if I answered it, let me know.

695

01:29:44.550 --> 01:29:48.030

jon winston: Yeah Chris is texting and she's saying, Who is that person. Do you know

696

01:29:49.500 --> 01:29:51.270

Sue Exline: The name of the team coordinator

697

01:29:51.360 --> 01:29:56.760

Sue Exline: Yeah, um, I do. Let me just look it up so I can make sure I say

698

01:29:57.000 --> 01:29:57.750

jon winston: That Charmaine is

699

01:29:58.890 --> 01:30:02.850

Sue Exline: Somebody else has her name off the top of your head. I'm totally spacing on it right now.

700

01:30:05.850 --> 01:30:08.310

Sue Exline: Yeah, it's liliya Scott

701

01:30:08.610 --> 01:30:09.570

jon winston: Oh and and

702

01:30:10.830 --> 01:30:14.670

jon winston: And she would she works for for for an outside consultant

703

01:30:14.940 --> 01:30:17.550

Sue Exline: Not she works for City College as

704

01:30:18.780 --> 01:30:19.830

Sue Exline: TM coordinator

705

01:30:20.640 --> 01:30:21.240

Okay.

706

01:30:24.780 --> 01:30:30.210

jon winston: All right. Are we finished with all the comments can we move or do another round robin around this.

707

01:30:30.840 --> 01:30:32.190

Sue Exline: Any other hands raised.

708

01:30:32.250 --> 01:30:36.030

jon winston: Okay, Amy, would you like to add anything to what you've already said.

709

01:30:36.870 --> 01:30:50.580

Seung yen Hong: John. This is singing. Can I add to one clarification regarding. One of the comments. Yes. So he was about how enforceable the transportation management plan is, yes, I was good.

710

01:30:51.060 --> 01:31:12.540

Seung yen Hong: Yeah, the tedium plan itself may not say anything about it because it's actually part of the planning code. So it doesn't, it's not repeated in the plan itself, but as part of the city PDF ordinance all the tedium plans will be required to

711

01:31:13.980 --> 01:31:17.220

Seung yen Hong: Get monitored by city employee.

712

01:31:18.750 --> 01:31:35.280

Seung yen Hong: So we have a dedicated EDM person in the planning department who will be on do on site inspection and also will do and you're monitoring and reviewing the report so

713

01:31:35.790 --> 01:31:57.180

Seung yen Hong: When the project is submitting their building permits or other permits to get from the planning department that will also submit the TV and majors, they're gonna implement per building or per site and then planning.

714

01:31:58.890 --> 01:32:07.530

Seung yen Hong: Person will be there on site monitoring after the construction and ongoing basis. Okay.

715

01:32:08.190 --> 01:32:10.710

jon winston: Thank you. That was a question I had. Also, I also

716

01:32:10.830 --> 01:32:18.300

jon winston: I Last I heard, Lydia Scott is no longer working for a city college but maybe I'm wrong about that.

717

01:32:19.050 --> 01:32:31.170

jon winston: So and also Charmaine Curtis is not working for city college anymore. So we were having a hard time putting together and mo you or any of these things are really difficult when when the

718

01:32:31.650 --> 01:32:38.790

jon winston: The even the Chancellor as an interim Chancellor and we don't really have any anybody to contact City College. It's really difficult to

719

01:32:39.270 --> 01:32:51.210

jon winston: To to to communicate with them and a lot of ways. And I kind of wish to Bridget, double it was able to be here to comment on that. But she's, she's tackling that right now. And in her own meeting.

720

01:32:52.380 --> 01:32:53.880

jon winston: Anyway, let's go back to

721

01:32:54.960 --> 01:33:01.620

jon winston: I spoke out of turn Michael errands, did you want to say anything. Oh, did we did, I did I skip over you.

722

01:33:02.640 --> 01:33:04.170

Amy O'Hair: I was just going to

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01:33:05.340 --> 01:33:08.280

Amy O'Hair: reiterate something Jennifer Maggie, said she.

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01:33:09.570 --> 01:33:25.590

Amy O'Hair: Reminds me of my own priorities. I have forwarded a presentation about the dangers that the Frida Kahlo Jetson intersection. They are numerous and But Lee also assured me that she would forward it on to

725

01:33:27.120 --> 01:33:36.480

Amy O'Hair: You know, at MTA who would attend to this. So I just want to register that that's, again, just say publicly that that is a very troublesome very

726

01:33:37.410 --> 01:33:52.740

Amy O'Hair: very hostile intersection for for pedestrians and you know that the priorities of the project should dictate that it be redesigned to to encourage Pedestrian Bicycle use and

727

01:33:54.390 --> 01:33:56.280

Amy O'Hair: Anyway, so just reiterating that

728

01:33:56.460 --> 01:33:57.960

jon winston: Think that's pretty to Jensen, you're saying

729

01:33:58.440 --> 01:34:05.460

Amy O'Hair: Frida Kahlo Judson yes it's not on anybody's radar that I know officially but so

730

01:34:07.890 --> 01:34:08.310

jon winston: Michael

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01:34:08.940 --> 01:34:16.230

Michael Ahrens: Yes, I want to thank les for laying out this map for us because it really is helpful to me and I'm sure to the public, going forward.

732

01:34:16.920 --> 01:34:24.390

Michael Ahrens: I also want to thank the public comments because I think many of them are good and will help all of us as going forward on our own comments.

733

01:34:24.870 --> 01:34:35.100

Michael Ahrens: But I just have one question I noticed these zoom. I can see who's on the phone and we have a lot of developers on the phone. We have a lot of representatives of the city on the phone.

734

01:34:35.760 --> 01:34:41.760

Michael Ahrens: And we won't know for another few days maybe a week from the PC, whether or not there's an appraisal.

735

01:34:42.630 --> 01:34:52.440

Michael Ahrens: But the developers should know and so should the city. Is there an appraisal that has been done on the property that's going to be considered by the PC or are they going forward without an appraisal.

736

01:34:55.140 --> 01:34:55.500

Michael Ahrens: That's my

737

01:34:56.160 --> 01:35:00.330

lute: Only I'm happy to answer that, yes, an independent third party.

738

01:35:00.960 --> 01:35:07.500

lute: Appraisal to determine the highest and best use has been done and has informed the transaction.

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01:35:08.850 --> 01:35:13.980

Michael Ahrens: And so I guess the follow up question is, is there any reason the public and we can't get it immediately.

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01:35:19.320 --> 01:35:32.160

lute: In, in keeping with the city practice that appraisal is not disclosed well negotiations and contracts are still under consideration by various boards and committees.

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01:35:33.300 --> 01:35:37.080

Michael Ahrens: But the fact is if you give it to a 72 hours before

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01:35:38.100 --> 01:35:39.450

Michael Ahrens: Appraisal such as this.

743

01:35:39.690 --> 01:35:51.420

Michael Ahrens: Are very complicated and hard to address. And so I would urge the city and the developers to cooperate with the public and give us that appraisal immediately.

744

01:35:52.890 --> 01:35:53.940

Michael Ahrens: That's all I have.

745

01:35:56.730 --> 01:35:57.330

jon winston: Okay.

746

01:35:58.800 --> 01:36:01.380

jon winston: After Michael we have Maurice rivers.

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01:36:02.220 --> 01:36:15.060

Maurice Rivers: I just wanted to follow up with what Michael said earlier about the parking issue. And my only thing about that is you know the up to 450 parking spaces. It's a cheap throwaway it's a smokescreen

748

01:36:15.540 --> 01:36:30.450

Maurice Rivers: And if the developer, they need to get serious and give us a number. I mean, the other thing, it's it's it's not serious, and until they give us a number that's realistic. We shouldn't support anything that they do.

749

01:36:33.420 --> 01:36:35.250

jon winston: Okay here tab.

750

01:36:38.550 --> 01:36:43.170

Peter Tham: Um, yeah, I think you know what others have said about the public parking

751

01:36:44.670 --> 01:36:49.380

Peter Tham: For me, it's more about understanding what that is. So that other

752

01:36:50.760 --> 01:36:51.510

Peter Tham: Projects.

753

01:36:52.710 --> 01:36:58.350

Peter Tham: Can be better for me better clarify on both based on the number of

754

01:37:00.630 --> 01:37:03.300

Peter Tham: Very important on and that will probably

755

01:37:05.220 --> 01:37:05.640

Peter Tham: As well.

756

01:37:08.310 --> 01:37:10.620

jon winston: Some of that broke up that last that you said

757

01:37:11.310 --> 01:37:15.180

Peter Tham: Oh no, my, my team is just had like a lot of the signing of army.

758

01:37:18.480 --> 01:37:19.650

Peter Tham: This will be happening.

759

01:37:22.320 --> 01:37:30.690

jon winston: Okay, I'm sorry. Your, your internet connection is failing us right that that last to the last two sentences want to try one more time.

760

01:37:32.280 --> 01:37:32.520

Peter Tham: Yeah.

761

01:37:34.320 --> 01:37:35.310

jon winston: You sound like you're coming through. Now,

762

01:37:35.820 --> 01:37:39.780

Peter Tham: Okay. Oh, no. I think it's just important to understand, like, where we are.

763

01:37:44.010 --> 01:37:44.970

Peter Tham: Dependent on it.

764

01:37:47.850 --> 01:37:48.600

jon winston: Okay, well,

765

01:37:49.680 --> 01:37:53.490

jon winston: Maybe you can put it in the text messages, they'll be able to understand you a little bit better. There

766

01:37:54.720 --> 01:37:58.470

Sue Exline: Peter sorry that that was hard to hear. If you want to type it in, like,

767

01:37:58.530 --> 01:37:58.950

Yeah.

768

01:37:59.970 --> 01:38:01.650

jon winston: In the, in the zoom chat.

769

01:38:04.920 --> 01:38:07.080

jon winston: Okay. Mark Tang

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01:38:11.160 --> 01:38:11.700

Mark Tang: Comments.

771

01:38:12.780 --> 01:38:14.760

Mark Tang: Today me now. Okay.

772

01:38:15.510 --> 01:38:20.790

jon winston: And that leads me. I wanted to thank Amy again for bringing up

773

01:38:22.560 --> 01:38:33.000

jon winston: Her she's been doggedly pursuing the free to Jetson Avenue intersection and and and freedom in general.

774

01:38:34.080 --> 01:38:40.620

jon winston: The idea of removing parking is is a seems like a great idea. If it were to be able to, if we were able to

775

01:38:42.360 --> 01:38:45.480

jon winston: Create a faster throughput of transit on that street.

776

01:38:46.500 --> 01:38:58.470

jon winston: The day but people, people have a hard time driving down the street. Imagine if you had a bus with 60 people on it all late for class who were stuck behind all those cars. So it'd be really it'd be really nice to

777

01:38:59.520 --> 01:39:10.710

jon winston: Have a transit only made on that street and protected bike lanes to, if possible, if they if that's not possible, then we need them. Perhaps we can move the bike lanes over to leave if if it or

778

01:39:11.100 --> 01:39:17.730

jon winston: I've also seen in one at least one place in the city where buses and and bike lanes are shared on

779

01:39:18.660 --> 01:39:31.020

jon winston: On the Laguna Honda, there's a there's a section of bike lane and bustling that are shared. And since the bustle that comes through every 15 minutes or 10 minutes that would be might make sense as well leave that to the engineers.

780

01:39:35.250 --> 01:39:45.870

jon winston: Yeah, so I that's that's I'm glad that we're paying attention to free to as well as Ocean Avenue and I really think that we need to I echo

781

01:39:46.920 --> 01:39:51.810

jon winston: When Kaufman, and also Jennifer hedgie who I agree with as far as

782

01:39:53.310 --> 01:40:00.780

jon winston: I think it's important that we come up with a concrete plan that's done by the time the this these housing. Housing comes online.

783

01:40:02.340 --> 01:40:09.720

jon winston: It's. We don't want to be too aspirational. At this point, and it's getting a little late for aspiration and we should actually be coming up with some concrete plans to

784

01:40:10.290 --> 01:40:18.960

jon winston: Actually make things happen in the neighborhood before, before we actually have a parking shortage and a transit shortage and high congestion, so

785

01:40:20.640 --> 01:40:23.100

jon winston: That's, that's me on my soapbox um

786

01:40:24.360 --> 01:40:26.010

jon winston: What is next. I guess that's it.

787

01:40:29.130 --> 01:40:31.140

jon winston: Are we done. Is there anything else anybody wants to

788

01:40:31.140 --> 01:40:31.350

Say,

789

01:40:32.550 --> 01:40:38.820

Sue Exline: Hey john. This is to again read Peters comment too because he wasn't able to

790

01:40:38.910 --> 01:40:39.570

jon winston: Oh, yes.

791

01:40:39.600 --> 01:40:40.980

Sue Exline: It is actually I'm so

792

01:40:41.610 --> 01:40:45.000

jon winston: Sorry about my connection. I believe it's critical to define the number of

793

01:40:45.000 --> 01:40:48.870

jon winston: parking spaces so that Transportation Improvement and safety plans.

794

01:40:48.870 --> 01:40:51.510

jon winston: Can be clarified. Thank you for that.

795

01:40:53.700 --> 01:40:57.480

jon winston: That was Peter temps comment that have blown away by the bad internet

796

01:40:58.110 --> 01:41:05.790

Sue Exline: Yeah, and I think we were just I'm also wanting to make sure that we responded to read a had a question about the records retention.

797

01:41:06.690 --> 01:41:13.080

Sue Exline: I saw that she had her hand raised. That was what she wanted to ask again as well. But yes, we are we are complying with all those

798

01:41:13.890 --> 01:41:27.300

Sue Exline: Yes, so they exist and we are complying with all those records retention policies. And just a reminder that the AB 900 website. If folks want to see that as well. That is still available.

799

01:41:29.430 --> 01:41:35.970

Sue Exline: So, let us know if there are no records that were interested in seeing

800

01:41:37.020 --> 01:41:46.200

Rita Evans: Yeah, yeah. In that regard, I think the question regarding like what communication has there been with City College would be

801

01:41:46.860 --> 01:41:58.680

Rita Evans: Something of great interest to see, is there some record of that, but I understand we are not going into the specifics there and I do very much appreciate the assurance that those things are being retained.

802

01:42:00.870 --> 01:42:06.750

jon winston: So one final reminder that as an MTA board hearing tomorrow at 1am 1pm

803

01:42:07.890 --> 01:42:17.700

jon winston: You can go to the CAC web page and click on the meetings tab and it lists the hearing and contains a link to the agenda and information about doing and have a comment.

804

01:42:18.660 --> 01:42:29.790

jon winston: And we are number 11 on the agenda, and then the SF PC Commission hearings on Tuesday, June 23 at 1:30pm and the hearings also linked up the same CAC web page.

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01:42:30.900 --> 01:42:31.710

jon winston: And with that.

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01:42:32.190 --> 01:42:33.690

Michael Ahrens: JOHN. JOHN

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01:42:34.980 --> 01:42:41.070

Michael Ahrens: Motion to adjourn. I would just like to again thank leave for explaining all of these things and the

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01:42:42.000 --> 01:42:50.940

Michael Ahrens: Rest of the people, the city because they are confusing, but I would like to, or just to have another CAC meeting because we're sort of, it's almost football season.

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01:42:51.390 --> 01:42:55.650

Michael Ahrens: Believe it or not, and we're sort of in the red zone right now, when it comes to this project.

810

01:42:56.070 --> 01:43:03.840

Michael Ahrens: So I would like to urge us to have another CAC meeting before the first of either the land use and transportation committee meeting.

811

01:43:04.140 --> 01:43:11.190

Michael Ahrens: Or the budget and finance committee meeting because as we explained it looks like the public has input at both of those meetings.

812

01:43:11.610 --> 01:43:21.870

Michael Ahrens: But limited input. Unless, as I understand that the Board of Supervisors would invite more input at their own meeting. So I would. We don't know when they will be

813

01:43:22.470 --> 01:43:33.300

Michael Ahrens: Late Late summer said, but whenever it comes out, I would hope we can have another CIC meeting to have the city do the same thing they did today and that is explained to the public and explain to us.

814

01:43:34.350 --> 01:43:38.370

Michael Ahrens: What the next step is and what the important issues or those meetings.

815

01:43:41.130 --> 01:43:56.670

jon winston: Great. So I would like to thank everybody Michael and mark and and Carly and forgetting. Anybody else from the from from MTA for indulging us and answering our questions because there. It's a

816

01:43:57.060 --> 01:43:57.480

jon winston: Virgin.

817

01:43:57.750 --> 01:43:58.830

jon winston: Is becoming my word.

818

01:43:59.220 --> 01:44:05.940

Seung yen Hong: God, we have public comment. As a final agenda item or general public comment.

819

01:44:06.630 --> 01:44:07.380

jon winston: Oh, we do.

820

01:44:07.770 --> 01:44:08.340

Michael Ahrens: Oh, yeah.

821

01:44:09.090 --> 01:44:10.380

jon winston: I was about to conclude the meeting.

822

01:44:11.130 --> 01:44:11.820

jon winston: I know

823

01:44:11.940 --> 01:44:12.960

Harry Bernstein: You shouldn't do that.

824

01:44:13.950 --> 01:44:14.940

jon winston: Does that Harry talking

825

01:44:15.390 --> 01:44:16.140

Harry Bernstein: Yes, it is.

826

01:44:16.260 --> 01:44:17.490

jon winston: You want to go ahead Perry.

827

01:44:19.380 --> 01:44:24.300

Harry Bernstein: on someone else's speaking before me. Okay, have a few minutes.

828

01:44:26.460 --> 01:44:50.670

Harry Bernstein: So I have received conflicting information about how the state surplus land statute requirement. This is government code 54222 is applied. What says is in the event that the land is public land is declared surplus, as far as I know that is not going to happen until there is a contract.

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01:44:52.200 --> 01:45:06.060

Harry Bernstein: There must be a written notice of availability for school facilities construction or use by school district for open space purposes to be sent to any school district in whose jurisdiction. The land is located.

830

01:45:06.630 --> 01:45:22.320

Harry Bernstein: Members of the Board of Trustees have said they have not been contacted. So I want to I want it front and center about what the story is maybe the people applying department or we WD can talk about that.

831

01:45:24.450 --> 01:45:26.310

Harry Bernstein: So that, that's one issue.

832

01:45:27.630 --> 01:45:35.670

Harry Bernstein: I'm still not so there's also the comment about the the appraisal has occurred is that

833

01:45:37.080 --> 01:45:41.520

Harry Bernstein: For the reservoir is that different than the \$11.2 million

834

01:45:42.750 --> 01:45:49.620

Harry Bernstein: Figure because i'm i'm really perturbed about, you know, someone made a calculation between the

835

01:45:50.430 --> 01:46:08.520

Harry Bernstein: 79.5 million of state grants 39.5 million statewide Park program 40 million multifamily housing program and the city paying affordable funding share \$44.7 million that comes to a 203 million dollar

836

01:46:09.660 --> 01:46:16.170

Harry Bernstein: Surplus subsidy for the developer. I'm not sure how much they're actually

837

01:46:17.280 --> 01:46:30.750

Harry Bernstein: Paying contributing this onto their own on their own. Yeah, they get the privatized land and they own all the resulting structures. So there are some problems there.

838

01:46:31.830 --> 01:46:37.590

Harry Bernstein: So we need a little bit of clarity. So thank you. I hope someone will get back to me about

839

01:46:39.330 --> 01:46:49.140

Harry Bernstein: If there's going to be an offering of the reservoir land is there is a buyer that's available, but if it's done. And in the

840

01:46:50.070 --> 01:47:03.510

Harry Bernstein: Middle of the night, you know, like, okay, it's surplus now because it said that the mayor has bought the land that the light is is already bought. So that's the computer. Thank you.

841

01:47:05.400 --> 01:47:07.710

jon winston: Anybody else had their hands up. I can't see him.

842

01:47:09.570 --> 01:47:10.080

chrisbhanson: I do

843

01:47:10.740 --> 01:47:11.700

jon winston: Okay, Chris.

844

01:47:12.780 --> 01:47:25.830

chrisbhanson: Okay. Um, I just wanted to mention that the t mobile network is out of commission. Today we are getting very used to living in this zoom world.

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01:47:26.700 --> 01:47:44.760

chrisbhanson: But I would like to mention that Madeline nila was not able to to attend this meeting because she has only been able to attend via her cell phone. And so she may not be the only person that's miss this meeting or missed the meeting from six o'clock on

846

01:47:46.740 --> 01:47:49.470

chrisbhanson: Or the meeting from five o'clock on so

847

01:47:50.580 --> 01:47:57.300

chrisbhanson: Just, I guess. As we zoom towards a closing on all of this stuff.

848

01:47:59.940 --> 01:48:01.740

chrisbhanson: There are people left out of the loop.

849

01:48:02.190 --> 01:48:02.400

Sue Exline: Right.

850

01:48:03.330 --> 01:48:10.410

jon winston: Okay. I have a couple of bars on my T Mobile phone but maybe actually usually have four bars and five bars and I only have one or two. So,

851

01:48:10.620 --> 01:48:12.720

chrisbhanson: You might be right about that woman said she couldn't

852

01:48:12.840 --> 01:48:13.950

chrisbhanson: She couldn't connect

853

01:48:14.280 --> 01:48:15.780

jon winston: She also

854

01:48:16.620 --> 01:48:20.730

jon winston: Gave a phone number two headed today and we haven't heard from her today. So I'm not sure what that's

855

01:48:23.070 --> 01:48:23.820

Michael Ahrens: Called me and what

856

01:48:24.960 --> 01:48:40.650

Sue Exline: About him. Okay. Go. Go ahead, Mike. Um, I just wanted to clarify this as to, again, that people can call in, they don't need to join via video. Some people have been able to do that successfully and we're happy to help.

857

01:48:41.130 --> 01:48:50.580

Sue Exline: troubleshoot that. So if there are people who just, you know, I think some folks are familiar with how to do that. The phone number is always listed so

858

01:48:51.750 --> 01:49:02.970

Sue Exline: Want to make sure that people are able to access it. And if they have any questions, let us know. I didn't, I didn't quite understand. So why Madeline wasn't able to call in, so maybe she can

859

01:49:03.390 --> 01:49:04.650

Sue Exline: She came back to us to

860

01:49:04.710 --> 01:49:09.780

chrisbhanson: To her, her network is is down right now. Her t mobile network.

861

01:49:10.110 --> 01:49:11.100

chrisbhanson: Is not showing

862

01:49:11.430 --> 01:49:13.620

Sue Exline: Any phone service either. Okay.

863

01:49:14.010 --> 01:49:14.730

Sue Exline: Got it, okay.

864

01:49:15.540 --> 01:49:17.460

chrisbhanson: She can send emails. That's about it.

865

01:49:21.780 --> 01:49:24.510

jon winston: If anybody else would like to speak on general public comment.

866

01:49:30.660 --> 01:49:31.500

jon winston: Once

867

01:49:32.610 --> 01:49:32.940

chrisbhanson: Going

868

01:49:32.970 --> 01:49:33.600

Twice.

869

01:49:35.070 --> 01:49:39.450

jon winston: Okay. Seeing then I'm going to move to have somebody moved to join the meeting, please.

870

01:49:42.480 --> 01:49:43.830

jon winston: Someone on the committee would like to

871

01:49:44.160 --> 01:49:45.840

Amy O'Hair: My mother to adjourn the meeting.

872

01:49:45.990 --> 01:49:47.190

jon winston: All right. Anybody want to say

873

01:49:47.280 --> 01:49:47.820

chrisbhanson: Let me know.

874

01:49:48.180 --> 01:49:48.480

Mark Tang: And

875

01:49:48.570 --> 01:49:48.930

You know,

876

01:49:50.790 --> 01:49:51.330

jon winston: What was that

877

01:49:54.300 --> 01:49:55.260

jon winston: Okay, did we get a second

878

01:49:55.950 --> 01:49:57.000

Mark Tang: I second. This is my

879

01:49:57.000 --> 01:50:02.070

jon winston: Pay the meeting is hereby a journey. Thank you, everybody. Appreciate everybody, especially

880

01:50:04.140 --> 01:50:09.000

jon winston: All the people that made time for from the city government and the people who make comments. Really appreciate it.

881

01:50:10.530 --> 01:50:11.790

jon winston: Thank you and see you tomorrow.