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, Muehlbauer, 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
     o Change “future” project to proposed project
     o Strike “as a result of loss of parking”
     o Change “fully” fund to fund
   • Amy O’Hair: Agree with Michael’s edits and correct two typos:
     o Frida Kahlo Way
     o “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
  o Land Use & Transportation Committee
  o Budget & Finance Committee
• Other Hearings & Meetings:
  o BRCAC–ongoing meetings
  o 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
  o Consent to Transportation Components of Development Agreement
  o Adoption of CEQA Findings

• SFPUC Commission
  o Approval & Recommendation to Board of Supervisors:
    ▪ Purchase and Sale Agreement
    ▪ Open Space License for Retained Fee Area
    ▪ Amended Access & Easement Agreement with City College
  o Consent to Development Agreement
  o Adoption of CEQA Findings

• Board of Supervisors
  o Approval of:
    ▪ Special Use District
    ▪ General Plan Amendment
    ▪ Development Agreement
    ▪ SFPUC Real Estate Items

Transportation: What We’ve Heard

• Community Concerns
  o Increased traffic congestion at key Ocean Ave intersections
  o Ped safety to Balboa BART (Ocean and Geneva)
  o Potential traffic increase through Sunnyside
  o Spillover parking in Westwood Park and Sunnyside
  o 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:
  o Parking use data during interim construction phase;
  o Inventory of parking available;
  o Information from City College regarding TDM efforts, parking usage, and travel modes;
  o SFMTA transit services existing and to be completed in the area;
  o Analysis of future garage operations, design, and pricing approach.
• SFMTA point of contact for developer and community.

TRANSPORTATION INVESTMENTS TRANSPORTATION

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

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

Seung yen Hong: When we actually

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.

Yeah.

jon winston: Westwood Park Michael Aaron's

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

jon winston: Here City College Bridget Davila

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

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

jon winston: Peter time Ocean Avenue business owner

jon winston: Peter, are you with us.
jon winston: Okay.

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.

jon winston: Okay, some quick announcements.

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.

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

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.

jon winston: Okay, so

jon winston: We have

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

jon winston: So,

jon winston: I will put that out to everybody and
jon winston: Does anybody move to uproot was as discussed that first. Does anybody have any comments about the audio minutes

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

Michael Ahrens: I mean,

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

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

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

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

Michael Ahrens: Okay, to continue equivalent minutes

Amy O'Hair: I second thought.

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

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.

Mark Tang: I'm trying to get

jon winston: Well, I

jon winston: Believe we will get an

jon winston: Automatic transcription from zoom eventually

Sue Exline: Yes, maybe I can help john

jon winston: Go ahead, um,

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

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

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

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

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

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

jon winston: Okay. Well, thank you.

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

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.
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

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,

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

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

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

Sue Exline: If that would help.

Sue Exline: Is there a specific

Sue Exline: You were looking for

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

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

Any

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.

jon winston: Do you, how do you vote.

Amy O'Hair: Yeah, hi.

Hi.

jon winston: Michael obvious Michael

Michael Ahrens: How do you buy

jon winston: Okay, Maurice rivers.

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

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

jon winston: Okay.

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

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

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

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.

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

jon winston: vastly improved, but and there still is a plan 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.

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
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

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.

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.

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.

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.

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.

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.

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.

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

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

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.

jon winston: And whereas Ocean Avenue in Geneva avenues.

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.

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.

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.
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.

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.

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

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.

jon winston: So,

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

jon winston: Anybody have any comments.

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

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

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.
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.

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

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

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

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

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.

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.

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

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

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

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.

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

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.

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

Maurice Rivers: Okay.

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

Okay.
jon winston: Worries Peter, Tim.

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

jon winston: Okay.

jon winston: And Mark Tang

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

jon winston: Where is the ocean and

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

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

Mark Tang: where it talks about

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

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

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

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

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

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.

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.

jon winston: Is that a change

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

Mark Tang: Sparked us run through Oakland.

Amy O'Hair: Right well

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

jon winston: I would agree with that.

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

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

jon winston: Double the was that you

Mark Tang: Yeah, okay.

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

jon winston: And

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

jon winston: Anybody from the public want to comment on

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

00:26:15.570 --> 00:26:16.590
Sue Exline: That'll help us.

00:26:18.150 --> 00:26:20.190
jon winston: I can't see that. Submit. You can see that right

00:26:29.000 --> 00:26:31.110
Sue Exline: And see that yes

00:26:31.950 --> 00:26:35.280
Sue Exline: I do not currently see me, but

00:26:35.830 --> 00:26:39.000
jon winston: Are people not calling in on the on the 18 to bridge.

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.

00:26:52.320 --> 00:26:55.380
Sue Exline: Are available to people. There's people who have called in.

00:26:55.680 --> 00:26:56.010
Okay.
jon winston: All right, well then seeing no comment.

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

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

jon winston: Okay me seconds.

Amy O'Hair: I second that.

Okay.

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

jon winston: Michael Aaron's

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.

Peter Tham: Hi.
Mark Tang: Mark Tang I

jon winston: And I believe I

 jon winston: So that resolution is approved.

jon winston: Next item.

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

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

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

lute: We just cue that up.

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.

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

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.

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.

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.

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.

lute: Other hearings and meetings we anticipate continuing

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

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

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

lute: Continuing important hearings throughout the summer and we will propose that this we can have monthly CSC meetings.
lute: Next month July and as well. In August, to allow the committee time to have public discussion and deliberate on items.

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.

lute: So the key project documents and read

lute: The documents that will regulate the project.

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

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.

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

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.

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

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

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.

lute: 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.

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.

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

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.

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.

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

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.

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

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.

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.

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.

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

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.

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

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.

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

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

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

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

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

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.

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

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.
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.

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.

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

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.

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

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

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.

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 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.
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.
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.

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.

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.

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.

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.

jon winston: Anything.

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

jon winston: That's for the community forward.

Carli Paine: Okay.
jon winston: Is there more to the presentation from Marker. Bring anybody

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

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

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

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.

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

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

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.

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

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.

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

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

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

jon winston: Taking notes on what

lute: I did. I did.

Go ahead.
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.

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

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.

Michael Ahrens: Specifically most. Thank you.

Okay.

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.

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

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

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.
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.
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.

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.

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.

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

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

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.

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.

joe winston: Okay, yeah, Maurice rivers.

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.
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

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

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

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

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

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

jon winston: Okay, Bridget.

jon winston: She's still not here.

jon winston: Peter, Tim.

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

jon winston: Okay, and Mark thing.
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

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.

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 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.

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 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.

jon winston: Okay.

jon winston: I

jon winston: Okay.

jon winston: I

jon winston: Am

lute: John maybe Carly can and

lute: Yeah, Michael and mark and address mark's question about the funding then timeline.
Carli Paine: I can I have a summary of

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.

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

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

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

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

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

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

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

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

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.

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

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

Carli Paine: That's what I have

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

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

Michael Ahrens: Intersection.

jon winston: And for what else

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.

jon winston: Is there no funding Vision Zero funding available as well as maybe some of the transportation
jon winston: The TSP funds from the developer as well.

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

Carli Paine: The second part about the CSF

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

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.

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.

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

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

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.

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

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

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

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

jon winston: Transit effectiveness of plan for for

jon winston: The K, angle, side.

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

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.

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.

Michael Rhodes (SFMTA): As well as improving travel time and reliability, so
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 phase of the project. So we don't have specific details about you know exactly where we would propose walk, but those are the high level goals of the of the project.

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 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 parking.

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.

Michael Rhodes (SFMTA): I think we'll be looking at, you know, places where we could give the trans priority through that it gets lane where their space, we will be looking at traffic signals so

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.
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.

jon winston: But, uh, you need to 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

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

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.

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

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

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.

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

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

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

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

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

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.

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

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.

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

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.

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

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.

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

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

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.

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

Amy O'Hair: I'll

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

jon winston: Anybody want to respond quickly or

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.

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

Mark D.: That's where you know it's tough 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.

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

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.

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.

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

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

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.

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.

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Mark D.: In terms of what we can do with the right of way, but 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.

Amy O'Hair: Okay, can I, can I ask more questions about free to call out because that that is the end of

Amy O'Hair: You know, the project that we're most familiar with. And one of the things that we've talked about is

Amy O'Hair: You know, some kind of Radical Redesign so that they're to take away parking and put in

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

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.

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,

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

Amy O'Hair: Is there any idea that that we would be, you know,

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

Amy O'Hair: 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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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,
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.

Carli Paine: And on the. I just want to address the something you said about

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

Carli Paine: To pay for

Carli Paine: litigations for transit delay. And so the bus boarding island on Frida Kahlo, is one of the capital improvements that were identified

Carli Paine: To to mitigate transit Dillion packs, whether or not that

Carli Paine: A bus sporting island would include other transit priority treatments.

Carli Paine: It's too soon to tell what will need to happen is that

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.

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.
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

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

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

Carli Paine: It can also respond about the ITU at I believe that

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.

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

Carli Paine: Money to do the implementation, but for certain in terms of the connection and at ocean we

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
Carli Paine: design goals there.

Carli Paine: And then

Carli Paine: Thing I wanted to just make clear is

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

Carli Paine: You know, it's really speaks to the advocacy and

Carli Paine: Compelling things that this group and the, the participants have brought forward over the last several years that

Carli Paine: That is happening. So thank you for being our partners and working with us, I think.

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.

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.

Jon Winston: Safely and and with dignity to the to the BART station.

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.
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 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 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.

jon winston: There was a before we go to public comment.

jon winston: I guess.

jon winston: Hang on one second was looking at the text here.

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.

jon winston: Set outside the scope

jon winston: Okay, well let's go to public come in.

Sue Exline: We can chime in.
lute: Yeah, go ahead to

Sue Exline: Our Sonia. I don't have

Seung yen Hong: Me on mute myself no

jon winston: Need to wait a little longer for people to be

Seung yen Hong: So in terms of play months, um, the

Seung yen Hong: As Carly and Lee mentioned there is

Seung yen Hong: mitigation measures for an Ocean Avenue intersections. So I'm alone Ocean Avenue to improve transit.

Seung yen Hong: It's potentially

Seung yen Hong: Consider the impact on Jen did with the

Seung yen Hong: Other projects, not, it's not a project and pay its

Seung yen Hong: Project plus other projects with potential City College.

Seung yen Hong: So the IR identifies mitigation measures to improve transit I'm
Seung yen Hong: Alone oceans, though at the ocean and clean month Avenue, there's

Seung yen Hong: Transit signal on intersection signal employment identified

Seung yen Hong: But not alone. Plymouth Avenue itself.

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.

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.

Sue Exline: And just one right now. Gene bearish

jon winston: Gene

Sue Exline: See if she's there. And if I can unmute her

Sue Exline: Okay, I don’t know if she said

Jean Barish: I'm unmuted now. Can you hear me.

Sue Exline: Yes, we can hear you now.
Jean Barish: Thank you very much. Is there a limit to how much time I can speak.

01:16:50.580 --> 01:16:52.020
jon winston: Oh, I guess. It’s two minutes.

01:16:52.110 --> 01:16:54.000
Jean Barish: Okay, I'll try to be short and sweet.

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

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.

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

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

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.

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.

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
Jean Barish: transportation problems or I assume all of them. However, the environmental impact report identifies three transportation problems that cannot be mitigated.

Jean Barish: Public transit delay.

Jean Barish: A non mitigated will impact on existing passenger and freight loading zones along the Avenue between ocean in the project site.

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.

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.

Sue Exline: That is a phone number 415587846

Our residents.

14155878846: Thank you. Hi. This is Jennifer. I'd like to support with some of the br CAC Members have said.

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.
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 writers 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.

623
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.

625
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

626
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.

629
01:20:54.120 --> 01:20:54.720
jon winston: Videos.
Sue Exline: Yeah. Next is Rita Evans you to

jon winston: Do this.

Rita Evans: Okay, can you hear me.

jon winston: Yes. We hear you.

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,

Rita Evans: The

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.

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.

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

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.

Rita Evans: I also want a second some remarks that were made earlier regarding the invest
Rita Evans: Maximizing the investment in the existing a sophisticated traffic signal control system on free to call flow and Ocean Avenue.

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

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

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

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.

Transportation demand management plan, day to day April 2020 from the reservoir community partners.

On the transportation demand management monitoring and evaluation.

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

Reports be made. And that's it. That reports be made now the report is the traffic congestion is that completely unacceptable levels.

If the report is that no one is taking public transit, but instead is only using private vehicles, whether their own or
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.

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

Rita Evans: There's no enforcement mechanism that I see that would involve something actually happening and changing if

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.

jon winston: Okay. Any more comments.

Harry Bernstein: I have my hand on

jon winston: That

Hurry.

jon winston: Okay.

jon winston: You have 10 minutes

jon winston: 01:24:58.200 --> 01:24:59.820
Harry Bernstein: Okay, so

01:25:00.840 --> 01:25:04.410
Harry Bernstein: When the planning department first looked at the

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.

Harry Bernstein: In the neighborhood.

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.

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

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.

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.

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.

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

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.

jon winston: Any more comments.

Harry Bernstein: Chris Hansen. Did you ever

jon winston: I can't see people's hands so

I can

chrisibhanson: Muted myself. Can you hear me.

jon winston: Chris

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.

chrisibhanson: 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

chrisibhanson: 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

chrisibhanson: 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

01:28:01.830 --> 01:28:13.890
chrisibhanson: 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.

chrisibhanson: 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.

01:28:27.240 --> 01:28:41.640
chrisibhanson: 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

01:28:42.960 --> 01:28:54.330
chrisibhanson: 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

01:28:55.470 --> 01:28:57.270
chrisibhanson: All right. Thank you. Great.

01:28:58.560 --> 01:29:01.290
jon winston: Anybody else was at the last comment here.

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

01:29:14.940 --> 01:29:16.110
jon winston: I'm sorry I was speaking, please.

01:29:16.230 --> 01:29:17.100
Sue Exline: This is soo

01:29:17.280 --> 01:29:19.290
jon winston: Soo, okay good. Sorry.
Sue Exline: No, I just wanted to see if 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.

jon winston: Yeah Chris is texting and she's saying, Who is that person. Do you know

Sue Exline: The name of the team coordinator

Sue Exline: Yeah, um, I do. Let me just look it up so I can make sure I say

jon winston: That Charmaine is

Sue Exline: Somebody else has her name off the top of your head. I'm totally spacing on it right now.

Yeah, it's liliya Scott

jon winston: Oh and and

jon winston: And she would she works for for an outside consultant
Sue Exline: Not she works for City College as

01:30:18.780 --> 01:30:19.830
Sue Exline: TM coordinator

01:30:20.640 --> 01:30:21.240
Okay.

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.

01:30:30.840 --> 01:30:32.190
Sue Exline: Any other hands raised.

01:30:32.250 --> 01:30:36.030
jon winston: Okay, Amy, would you like to add anything to what you've already said.

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.

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

01:31:13.980 --> 01:31:17.220
Seung yen Hong: Get monitored by city employee.

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

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.
Seung yen Hong: Person will be there on site monitoring after the construction and ongoing basis. Okay.

jon winston: Thank you. That was a question I had. Also, I also

jon winston: I Last I heard, Lydia Scott is no longer working for a city college but maybe I'm wrong about that.

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

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

jon winston: 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.

jon winston: Anyway, let's go back to

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.

Amy O'Hair: I was just going to

Amy O'Hair: reiterate something Jennifer Maggie, said she.
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

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

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

Amy O’Hair: Anyway, so just reiterating that

joh winston: Think that's pretty to Jensen, you're saying

Amy O’Hair: Frida Kahlo Judson yes it's not on anybody's radar that I know officially but so

jon winston: Michael

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.

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.

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.
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.

739
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.

740
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.

741
01:35:33.300 --> 01:35:37.080
Michael Ahrens: But the fact is if you give it to a 72 hours before

742
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.
jon winston: Okay.

jon winston: After Michael we have Maurice rivers.

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.

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 not serious, and until they give us a number that's realistic. We shouldn't support anything that they do.

jon winston: Okay here tab.

Peter Tham: Um, yeah, I think you know what others have said about the public parking.

Peter Tham: For me, it's more about understanding what that is. So that other

Peter Tham: Projects.

Peter Tham: Can be better for me better clarify on both based on the number of

Peter Tham: Very important on and that will probably

Peter Tham: As well.
jon winston: Some of that broke up that last that you said

Peter Tham: Oh no, my, my team is just had like a lot of the signing of army.

Peter Tham: This will be happening.

jon winston: Okay, I'm sorry. Your, your internet connection is is failing us right that that last to the last two sentences want to try one more time.

Peter Tham: Yeah.

jon winston: You sound like you're coming through. Now,

Peter Tham: Okay. Oh, no. I think it's just important to understand, like, where we are.

Peter Tham: Dependent on it.

jon winston: Maybe you can put it in the text messages, they'll be able to understand you a little bit better. There

Sue Exline: Peter sorry that that was hard to hear. If you want to type it in, like,

Meeting Minutes
Yeah.

jon winston: In the, in the zoom chat.

jon winston: Okay. Mark Tang

Mark Tang: Comments.

Mark Tang: Today me now. Okay.

jon winston: And that leads me. I wanted to thank Amy again for bringing up

jon winston: Her she's been doggedly pursuing the free to Jetson Avenue intersection and and and freedom in general.

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

jon winston: Create a faster throughput of transit on that street.

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

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 it or
jon winston: I've also seen in one at least one place in the city where buses and and bike lanes are shared on

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.

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

jon winston: When Kaufman, and also Jennifer hedgie who I agree with as far as

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.

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

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

jon winston: That's, that's me on my soapbox um

jon winston: What is next. I guess that's it.

jon winston: Are we done. Is there anything else anybody wants to
Say,

01:40:32.550 --> 01:40:38.820
Sue Exline: Hey John. This is to again read Peter's comment too because he wasn't able to

01:40:38.910 --> 01:40:39.570
jon winston: Oh, yes.

01:40:39.600 --> 01:40:40.980
Sue Exline: It is actually I'm so

01:40:41.610 --> 01:40:45.000
jon winston: Sorry about my connection. I believe it's critical to define the number of

01:40:45.000 --> 01:40:48.870
jon winston: parking spaces so that Transportation Improvement and safety plans.

01:40:48.870 --> 01:40:51.510
jon winston: Can be clarified. Thank you for that.

01:40:53.700 --> 01:40:57.480
jon winston: That was Peter temps comment that have blown away by the bad internet

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.

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

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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
Rita Evans: Yeah, yeah. In that regard, I think the question regarding like what communication has there been with City College would be

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.

jon winston: So one final reminder that as an MTA board hearing tomorrow at 1am 1pm

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.

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.

jon winston: And with that.

Michael Ahrens: JOHN. JOHN

Michael Ahrens: Motion to adjourn. I would just like to again thank leave for explaining all of these things and the

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.

Michael Ahrens: Believe it or not, and we're sort of in the red zone right now, when it comes to this project.
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.

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.

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

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.

Michael Ahrens: What the next step is and what the important issues or those meetings.

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

jon winston: Virgin.

jon winston: Is becoming my word.

Seung yen Hong: God, we have public comment. As a final agenda item or general public comment.

jon winston: Oh, we do.
Michael Ahrens: Oh, yeah.

jon winston: I was about to conclude the meeting.

jon winston: I know

Harry Bernstein: You shouldn't do that.

jon winston: Does that Harry talking

Harry Bernstein: Yes, it is.

jon winston: You want to go ahead Perry.

Harry Bernstein: on someone else's speaking before me. Okay, have a few minutes.

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.

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.
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.

Harry Bernstein: So that, that's one issue.

Harry Bernstein: I'm still not so there's also the comment about the the appraisal has occurred is that

Harry Bernstein: For the reservoir is that different than the $11.2 million

Harry Bernstein: Figure because i'm i'm really perturbed about, you know, someone made a calculation between the

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

Harry Bernstein: Surplus subsidy for the developer. I'm not sure how much they're actually

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.

Harry Bernstein: So we need a little bit of clarity. So thank you. I hope someone will get back to me about

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
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.

jon winston: Anybody else had their hands up. I can't see him.

chrisibhanson: I do

jon winston: Okay, Chris.

chrisibhanson: 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.

chrisibhanson: 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

chrisibhanson: Or the meeting from five o'clock on so

chrisibhanson: Just, I guess. As we zoom towards a closing on all of this stuff.

chrisibhanson: There are people left out of the loop.

Sue Exline: Right.

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,
01:48:10.620 --> 01:48:12.720
chrisibhanson: You might be right about that woman said she couldn't

852
chrisibhanson: She couldn't connect

853
01:48:14.280 --> 01:48:15.780
jon winston: She also

854
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 --> 01:49:02.970
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
chrisibhanson: To her, her network is is down right now. Her t mobile network.

861
01:49:10.110 --> 01:49:11.100
chrisibhanson: Is not showing
Sue Exline: Any phone service either. Okay.

Sue Exline: Got it, okay.

chrisibhanson: She can send emails. That's about it.

jon winston: If anybody else would like to speak on general public comment.

jon winston: Once

chrishanson: Going

Twice.

jon winston: Okay. Seeing then I'm going to move to have somebody moved to join the meeting, please.

jon winston: Someone on the committee would like to

Amy O'Hair: My mother to adjourn the meeting.

jon winston: All right. Anybody want to say

chrishanson: Let me know.
Mark Tang: And

You know,

jon winston: What was that

jon winston: Okay, did we get a second

Mark Tang: I second. This is my

jon winston: Pay the meeting is hereby a journey. Thank you, everybody. Appreciate everybody, especially

jon winston: All the people that made time for from the city government and the people who make comments. Really appreciate it.

jon winston: Thank you and see you tomorrow.