

Potrero Yard Neighborhood Working Group Meeting #40 Minutes
 Tuesday January 9, 2024, 5:30 p.m. to 7:50 p.m.
In person Virtual & Hybrid Meeting via Microsoft Teams

Note – The meeting minutes capture the overall tone of the group’s discussion and is not meant to be an exact transcription.

Members Present:	PNC Staff:	SFMTA Staff:
Amy Beinart	Chris Jauregui	Bonnie Jean von Krogh
Claudia DeLarios Morán	Jackson Smith	Debra Dwyer (Planning Department)
Christian Vega	Jennifer Trotter	John Angelico
Erick Arguello	Michelle Feng	Kerstin Margary
Heather Dunbar	Monica Almendral	Tim Kempf (Public Works)
Jolene Yee	Myrna Ortiz	
J.R. Eppler	Natalie Jenkins	Other Attendees:
Magda Freitas	Michelle Feng	+14*****90
Manuel (Dino) Santamaria	Pelesani Satele	Mia Mazza (Member of the Public)
Mary Travis-Allen	Seth Furman	Martin Munoz (Member of the Public)
Peter Belden	Members Not Present:	Dan (no last name)
Raven McCroey	Alexander Hirji	
Roberto Hernandez	Jorge Elias, Jr.	
Shellena Eskridge	Scott Feeney	

Purpose of the meeting

The purpose of the meeting was to share SFMTA schedule updates and announcements, review FEIR components and responses to the transportation survey.

Item 1. Welcome

John Angelico: (Slide 2) Introduced agenda and opened meeting.

Item 2. Member and SFMTA Announcements

John Angelico: (Slide 3-4) Shared announcements for Muni service changes with increased frequency for upcoming school year and decreased frequency for weekdays. New LRV4 vehicles that are being launched.

John Angelico: (Slide 5) Introduced Working Group announcements. No announcements were made.

Item 3. Schedule Updates

John Angelico: (Slide 6) Introduced schedule updates.

Jennifer Trotter: (Slide 7) Shared December 2023 activities, which included meeting with the SF Black & Latino Business Association and upcoming meetings with the Planning Commission. The draft LBE Plan is planned to be released for public comment on January 12. An inreach event was held with the local 250A operator union.

Chris Jauregui: (Slide 8-9) Previously the conceptual design included senior housing, two family housing buildings and workforce housing. Based on funding, there was consideration to move the senior housing to all-family housing. From an exterior design perspective, there will be no major changes, but there will be a change in the product type. PNC has decided to move forward with all family units along Bryant Street. This will change the unit mix from exclusively studios and 1-bedroom units to a mix of unit types including 1, 2, and 3-bedroom units.

Chris Jauregui: (Slide 10) The Project unit count has decreased from 513 to 465 units.

	STUDIO	1 BDRM	2 BDRM	3 BDRM	TOTAL (Jan 2024)	TOTAL (April 2023)
UNIT COUNT	72	159	157	77	465	513
BEDROOM COUNT	72	159	314	231	776	780

Chris Jauregui: (Slide 11) Shared the Refined Project elements:

- Four-story bus yard
- Up to 465 residential units with up to 13 stories and maximum height of 150 feet (environmental studies conducted analyzed up to 513 residential units)
- Approximately 92,000 square feet of open space
- Class 1 bicycle parking (long term)
- Protected and widened bike lanes with new crosswalk on 17th Street

Chris Jauregui: (Slide 12) The Refined Project Variant includes the Paratransit option in which housing would include a total of up to 103 units of family housing, and space for paratransit ramps, circulation, and parking.

Chris Jauregui: (Slide 13) Reviewed the December 2023 - January 2024 schedule for City and County Engagement. This included:

- SF County Transportation Authority, December 5, 2023
- SF Board of Supervisors, December 5, 2023
- SF Recreation and Parks Commission, December 21, 2023
- SF Board of Supervisors, January 9, 2024

- SF Planning Commission, January 11, 2024

Jennifer Trotter and Bonnie Jean Von Krogh: I'd like to express appreciation for the Working Group and Community members who wrote letters in support of the Project. Your written support makes a difference and can help move these impactful projects forward.

Chris Jauregui: (Slide 14) Shared additional City and County Entitlement activities.

Item 4. Environmental Studies

John Angelico: (Slide 15) Introduced the Environmental Studies Update.

Bonnie Jean von Krogh: (Slide 16) The Project has reached the Final EIR stage, which includes responses to comments and the environmental analyses, which will then go before the Planning Commission for approval.

Bonnie Jean von Krogh: (Slide 17) Discussed details of Final EIR timeline including draft and response to comments. Final comments were posted on December 13. All comments were responded to in this document. Project and Project Variant refinements were made.

Bonnie Jean von Krogh: (Slide 18) All reports and comprehensive analyses are made public on the SF Planning website.

Chris Jauregui: (Slide 19 - 20) A Noise Control Plan will include construction activity, notification to the public, and a noise monitoring manager. Vibration will be controlled by monitoring when heavy equipment will be used that may cause vibration. Community liaison will help communicate between the Prime Contractor and the community members and residents. Design guidelines were created to mitigate operational noise.

Chris Jauregui: (Slide 21) Transportation and Circulation assessments were conducted and will result in a reduction in travel demands compared to what was identified in the Draft EIR. Changes are due to PNC's proposed transit facility, at least 62 fewer units compared to the Draft EIR, and approximately 30,000 fewer square feet of retail use than the Draft EIR.

Chris Jauregui: (Slide 22) The Refined Project Variant will maintain travel demands through the addition of space for paratransit ramps, vehicle service areas, and space for administration/common areas.

Chris Jauregui: (Slide 23) The SFPUC found on November 28, 2023 that the Refined Project Variant meets state and local water demand requirements.

Chris Jauregui: (Slide 24-25) The Project approach will include shared cultural resources, documenting historical assets for understanding. A salvage plan to preserve items of historical interest from the existing site, and on-site displays will showcase the 109-year history.

MMRP: Cultural Resources

Adopted Mitigation Measure	Prior to the start of Construction	During Construction	Post-Construction or Operational	Summary
M-CR-1(a): Documentation of Historical Resource	X			<ul style="list-style-type: none"> Conduct Historic American Building / Historic American Landscape Survey-like (HABS/HALS-like) to document building features Video record site before demolition or site permits issued with narration Produce Print-on-Demand softcover book with historical content for public distribution
M-CR-1(b): Salvage Plan	X			<ul style="list-style-type: none"> Good faith effort to salvage materials of historical interest to be used in interpretive program (see Mitigation Measure M-CR-1-c for more information on interpretative program)

MMRP: Cultural Resources (continued)

Adopted Mitigation Measure	Prior to the start of Construction	During Construction	Post-Construction or Operational	Summary
M-CR-1(c): Interpretation of the Historical Resource	X			<ul style="list-style-type: none"> Permanent on-site interpretive displays or screens to illustrate site's history Themes include property's historical significance as part of SF Municipal Railway, U.S. first publicly owned street railway, distinctive car barn, etc
M-CR-1(d): Oral Histories	X			<ul style="list-style-type: none"> Transcripts of interviews conducted of former SFMTA employees, or community members who may offer informative historical perspectives Narrative project summary report Copies of oral history submitted to SF Public Library and other interested historical institutions

Chris Jauregui: (Slide 26) Spoke to approach in consulting with Native American tribal representatives.

MMRP: Tribal Cultural Resources

Adopted Mitigation Measure	Prior to the start of Construction	During Construction	Post-Construction or Operational	Summary
M-TCR-1: Tribal Cultural Resources Preservation and/or Interpretive Program	X	X	X	<ul style="list-style-type: none"> Consult affiliated Native American tribal representatives if a significant archeological resource is found during ground-disturbing activities When feasible and effective to preserve-in-place, prepare an Archeological Resource Preservation Plan (ARPP) If City in consultation with Native American tribal representatives determine that preservation-in-place is not sufficient/feasible, then implement interpretive program of the tribal cultural resource that may include Native American created art installation, oral histories with local Native Americans, artifact displays, or educational panels

Q: I am concerned about health risks from toxic pollutants during nearby housing construction. Do you have any mitigation suggestions for diesel and air pollutants? I am also worried about air pollution from placing buses under the podium and noise as the proposed mesh may not control it effectively in an open space. Though engineering measures are planned, we remain apprehensive. (Magda Freitas)

- A: The Project is located in an air pollution zone and we employ a specific standard for Air Quality Impact Assessment. The MTA bus fleet is transitioning to cleaner technology, and despite some diesel construction equipment use, we adhere to city standards. Mitigation and Impact Assessments will consistently reference the Bay Area Air Quality Management District throughout the Project. The goal is a battery electric fleet with a focus on clean construction, presented to decision-makers. Regarding noise, the comparison looks at current and future bus yard operations. Specific details are available upon request. (Debra Dwyer)

Comment: Though they have looked at the mechanical area, it isn't the whole building. Even if it is an electric bus, the tires passing by will release noise and pollutants. I'm especially concerned about the podium not being enclosed. (Magda Freitas)

The two top levels of the bus yard are open with mesh. It seems like an easy design solution to enclose the area and include filters. (Magda Freitas)

- Response: I would need to look at the specific details in the studies. The assumptions for how the building operates were accommodated for the analysis in looking at how to reduce impacts. I will put my email in the chat for follow up questions. (Debra Dwyer)

Q: What does it mean that the Project is taking place in an Air Pollutant Exposure Zone? (Claudia DeLarios Morán)

- A: The Public Health and Planning departments mapped air quality risks for pre-project identification of pollution hotspots. Affordable housing construction must adhere to cleaner equipment and air filtration standards. The map traces pollutant sources, aiding informed decisions for environmental hazard mitigation. (Debra Dwyer)

Q: For the tribal resources, I'd like to mention that we have local organizations that represent the American Indian Cultural District. We would like to provide a suggestion for who PNC should consult. If there are artifacts found in the archaeological dig, there is required compliance with state and federal laws on how to handle that. It is not only under City jurisdiction. (Mary Travis-Allen)

- A: This project was required to notify people at the beginning of the process. We have a monitoring team following compliance for tribal cultural resources. Our cultural resource team manages consultation with tribal representatives. (Debra Dwyer)

Comment: I understand, however there are tribal consultants who are much different than agency experts. Many people are not familiar with federal and tribal requirements and we want to make certain that the right people are involved. I have had experience consulting with people who are supposedly culturally aware and have been wrong. (Mary Travis Allen)

- Response: Could you please email me that information? I'll pass it on to our cultural resource department to ensure they have the right contacts. (Debra Dwyer)

Q: Has an analysis been done by PG&E for the amount of power that will be needed? (Roberto Hernandez)

- A: Before the pre-development phase, the SFMTA applied to the SFPUC for an upgrade, aligning with the conceptual design. We adjusted the application to reflect the energy needs for up to 213 electric trolley buses. PG&E prioritizes providing new power to the site and managing utility pulls before construction begins. (Chris Jauregui)

Q: Is the power going to be underground for the utility relocation? (Roberto Hernandez)

- A: That has yet to be determined. (Chris Jauregui)

Comment: I recommend placing it underground due to frequent power outages in my area, which poses a threat to those relying on medical devices. (Roberto Hernandez)

- Response: The MTA sent in a request back to PG&E in 2021, so we have known that this would be a lengthy process and wanted to start it early. (Bonnie von Krogh)

Bonnie Von Krogh: For the Planning Commission on the 11th, in-person public comments are required. The agenda is light, and the meeting should be brief. Alternatively, the public can submit comments or letters by tomorrow for reading during the meeting.

Item 4. Parking

John Angelico: (Slide 29) The San Francisco Transit-First Policy supports transit riding incentives to the public. The Mayor's Office of Housing and Community Development has pledged \$35 million, prioritizing funding for affordable housing over vehicle parking. SFMTA is creating a Transportation Demand Management (TDM) plan for employees, with a focus on frontline staff among operators.

Myrna Ortiz: (Slide 30 - 31) MYT conducted a multi-lingual (English, Spanish, Chinese) survey in June 2023 to the Casa Adelante building residents. We collected 426 responses, 86% of which were in family housing buildings. The goal was to understand travel patterns of these residents. The survey was to understand residents' primary transportation modes and differentiate between active transportation methods (walking, bicycling etc). Found that the majority of residents who rely on transportation do not own personal vehicles.

Myrna Ortiz: (Slide 32) Looking at Active Transportation modes, public transportation is the most used at 59.5%, followed by walking and bicycling.

Myrna Ortiz: (Slide 33) Surveyed residents responded to preferred amenities for City navigation, seeking funding sources for TDM plan inclusion. Initiatives include free monthly bus passes and parking permit information.

Q: What was the percentage of adult residents who participated in the survey and the demographic breakdown. (Peter Belden)

- A: I can follow up with you on that. Our goal was to receive 150 responses and we received over 400. (Myrna Ortiz)

Response: Obtaining information from 1/3 of the sample is valuable, but it's crucial to consider potential response skew based on the mode used. Assessing what might be overlooked when limited to a third of participants due to availability is challenging. (Peter Belden)

Q: I noticed the 9 and the 33 lines have reduced service. How often does the SFMTA evaluate service use for changes? (Jolene Yee)

- A: Our January 2024 changes are fairly minor. We do service changes approximately 3 times per year but our evaluation is much more frequent. (Bonnie Jean von Krogh)

Q: Would a building opening warrant a service evaluation? (Jolene Yee)

- A: Absolutely. We track data down to how frequently each stop is used. We have clipper card data and counters on vehicle doors. (Bonnie Jean von Krogh)

Comment: Regarding efficiency, I think Muni should consider running smaller sized buses late at night because only 1 or 2 people are riding buses at that hour. (Roberto Hernandez)

- Response: There are still people that work at night – it is important to have reliable transportation regardless of how late it is. (Dino Santamaria)

Jennifer Trotter: (Slide 34) Over the past several meetings, Working Group members made suggestions to mitigate parking challenges. The next slides address each recommendation along with PNC's findings.

Meeting Transportation Needs

During the April 4, 2023 Working Group meeting, a discussion on resident and employee transportation needs was held. Here is an update to suggestions that were received from the Working Group:

Recommendation	Status
Notify the general public that the Project does not include resident parking.	Enhanced communications efforts to make clear that the Reimagined Potrero Yard does not include resident parking, including: <ul style="list-style-type: none"> • Presentations made to 65 community groups • Attendance at 9 festivals with an estimated total engagement of 5,000 attendees • Poster boards used during public meetings, inreach meetings, and other public engagement
Coordinate with Potrero Center to use their parking lot.	PNC contacted the Potrero Center landlord to request use of their parking lot for resident parking needs. The landlord was not able to provide parking spaces to PNC due to insurance liability and required minimum parking ratios. SFMTA is in discussion regarding the possibility of using nearby parking areas to meet employee parking needs for those that arrive when transit is not available.

Jennifer Trotter: (Slide 35) Introduced slide (see below).

Meeting Transportation Needs (continued)

Recommendation	Status
Since the proposed Project includes removing an accessible parking space on 17 th Street, will a new accessible parking space be created to maintain equitable access to the Project site and nearby homes and businesses.	The PNC proposal includes an accessible parking space on Hampshire Street on the Northeast side. The SFMTA's policy is to replace accessible parking spaces eliminated by street changes.
With the proposed bicycle lane improvements on 17th Street and the SFMTA's nearby 17th Street Quick Build Project on 17th Street west of Potrero Avenue, there remains a block between Hampshire Street and Potrero Avenue in which the bicycle lane still needs improvement.	The SFMTA can address the block of 17th Street between Hampshire and Potrero Avenue through a bike spot improvement project.

Jennifer Trotter: (Slide 36) Introduced slide (see below).

Meeting Transportation Needs (continued)

Recommendation	Status
Research lot 1850 Bryant Street development plans as a potential new parking lot.	The vacant lot at 1850 Bryant Street is entitled by a private developer for 250,000 SF life sciences lab and office building.
Ban Potrero Yard residents from applying or receiving a Residential Parking Permit (RPP).	The SFMTA does not discriminate against any resident type from applying for an RPP. Any resident may apply for an RPP in their zone.
Provide a bicycle subsidy in addition to or instead of monthly transit passes proposed	PNC is exploring funding opportunities for bicycle subsidies for affordable housing residents. For example, we might be able to apply for funding for this type of program through the Affordable Housing Sustainable Communities (AHSC) funding opportunity.

Jennifer Trotter: (Slide 37) Introduced slide (see below).

Comment: Unlike the car share program there is no process for where scooters can go. Scooter users are supposed to obey municipal codes. (John Angelico)

Meeting Transportation Needs (continued)

Recommendation	Status
Ensure that new residents are aware of the Residential Parking Permit (RPP) program requirements and application process.	When buildings get added to an RPP area, the SFMTA sends a notification letter to all building residents with information about residential parking permits and how to apply. We will ensure all Potrero Yard residents are sent RPP information. PNC will provide information on RPP to new residents during the move-in process.
Can scooters be made available for residents to use?	Spin and Lime were issued scooter permits by the SFMTA. These scooter providers meet San Francisco's high standards for safety, equity and accountability. Spin and Lime are each currently permitted to operate up to 2,750 scooters and individually decide where to locate the scooters. The scooter users are required to meet certain parking requirements – more information provided here .

Jennifer Trotter: (Slide 38) Introduced slide (see below).

Meeting Transportation Needs (continued)

Recommendation	Status
Since the proposed Project includes removing an accessible parking space on 17 th Street, will a new accessible parking space be created to maintain equitable access to the Project site and nearby homes and businesses.	The PNC proposal includes an accessible parking space on Hampshire Street on the Northeast side. The SFMTA's policy is to replace accessible parking spaces eliminated by street changes.
With the proposed bicycle lane improvements on 17th Street and the SFMTA's nearby 17th Street Quick Build Project on 17th Street west of Potrero Avenue, there remains a block between Hampshire Street and Potrero Avenue in which the bicycle lane still needs improvement.	The SFMTA can address the block of 17th Street between Hampshire and Potrero Avenue through a bike spot improvement project.

Q: How many units are we expecting to be built? And how many new vehicles are expected? (Claudia DeLarios Morán)

- A: 465 units. We don't know how many people will bring a vehicle. Research shows it is unlikely that each resident will own a vehicle through our study. (Jennifer Trotter)

Q: Can other neighbors have access to the benefits and resources such as rideshares, scooters, or e-bikes to ease parking pressure? (Claudia DeLarios Morán)

- A: For rideshare parking in the facility, Plenary would enter an agreement with Zipcar or the rideshare service. We cannot limit that resource to Potrero Yard residents. Longterm bike storage, from a security standpoint, would likely be for residents only. This is for security purposes. (Chris Jauregui)

Q: How many resident cars should we expect and how many operators drive to work? (Roberto Hernandez)

- A: Almost all of us. No one takes the bus. Most of them don't live in San Francisco given how difficult it is to find housing. (Dino Santamaria)

Q: We must consider the impact of parking changes on workers. Many operators rely on the current parking, and losing it without viable alternatives could further burden their commutes. Let's ensure our transportation solutions address the needs of our dedicated workforce. (Roberto Hernandez)

- A: That is why we are looking at workforce housing units. (Kerstin Margary)

Q: Will the workforce housing be for operators or will they be allocated through a lottery system where any city employee that can apply? (Roberto Hernandez)

- A: We are looking at creating a preference for SFMTA staff. Preference does not mean *only* SFMTA staff. It can be anyone who falls within the income limits of 80% - 120% AMI. (Bonnie Jean Von Krogh)

Comment: Out of 6,000 SFMTA staff and several thousand operators, what are the odds that they will win the lottery? (Roberto Hernandez)

- Response: The lottery program that you are referencing is through the City's DAHLIA system for affordable housing. PNC does not plan to use DAHLIA to lease Workforce Housing. If this preference is established for SFMTA staff, we will finalize a leasing process that takes a Muni preference into consideration. (Jennifer Trotter)

Comment: My recommendation for the SFMTA is to focus on the operators who work at the Yard and give priority to operators who drive into the city for work to move back in. (Roberto Hernandez)

- Response: We are finishing the survey and then will kick off the Disparate Impact Analysis. This Workforce Housing Preference would require approval from the Board of Supervisors. (Bonnie Jean Von Krogh)

Q: Is there data to show how many operators want to move to the Yard? I have a lot of family members who work for MUNI and prefer to not live in the City as they own homes or live in multigenerational homes. (Raven McCroey)

- A: Over 400 frontline staff responded to our recent survey. While some desire workforce housing, others own homes or don't qualify income-wise. (Bonnie Jean von Krogh)

Comment: Parking is crucial for Potrero division employees. Exploring offsite parking with a shuttle service to the Yard could be a viable solution for operators. (Dino Santamaria)

- Response: We have discussed the importance of this with the SFMTA leadership and it is the reason for the Transportation Demand Management Plan. We are continuing to explore options including how to best utilize non-revenue vehicle parking spaces in the area. (Bonnie Jean von Krogh)

Q: Have you considered increasing bus services in the area, given that the majority of people rely on the bus? (Erick Arguello)

- A: The Service Planning Team analyzes data on crowding, ridership, and stop usage, with a focus on designated equity routes like the 14 Mission. Routes are reviewed several times each year. (Bonnie Jean von Krogh)

Q: Will operators qualify for this building based on their income and can the group discuss the income distribution in a future meeting? (Peter Belden)

- A: Operator starting salary is \$64,558. The 80-120% range for Workforce Housing is based on **household income**, making an exact answer challenging as each person's household size and income varies. (Bonnie Jean von Krogh)

Q: What is the timeline for the transition? (Peter Belden)

- A: The Yard will close for construction by year-end, with completion in 2027 and move-in planned for 2028. We expect to break ground in early 2025. (Bonnie Jean von Krogh)

Q: Navigating the area without a car is challenging, and this project aims to address it without increasing parking. Let's advocate for extending meter hours to promote alternative transportation. (Peter Belden)

- Evening and weekend metering hours are on hold for consideration. (Bonnie Jean von Krogh)

Q: I live on Bryant Street and am not aware of any areas for permitted parking. Are there areas east or will you be redesignating parking permits in the area? (Mia Mazza)

- A: The Northeast Parking Management Plan, initiated from community feedback, will rezone Northeast Mission streets. Notifications will follow the changes, impacting the neighborhood. Approval for the Northeast Parking Management Plan is pending before the MTA board, with a presentation set for 2024. (John Angelico and Bonnie Jean von Krogh)

Comment: To respond to Roberto's question, 46% of current MEDA-owned/operated facility residents surveyed own a vehicle. Considering that Potrero Yard housing will be built in phases, we could assume that about 50 (or about 46%) of the new households moving into the potential 103 units in Bryant Street may have a car for this initial phase of housing. (Myrna Ortiz)

Item 8. Next Steps

Chris Jauregui: (Slide 40) PNC and the SFMTA have the following community outreach activities planned (subject to change):

- Planning Commission Hearing: January 11, 2024
- Next Working Group meeting: February 13, 2024
- Listening Sessions with various community stakeholders (dates TBD)

Item 9. Public Comment

Q: I am supportive of this project. I was at the listening session in 2023 and I saw a rendering I really liked. I feel like the 100% renderings have dark and “blocky” colors. This is going to be an iconic long-living building and I hope that the design selected is something that is more palatable. (Martin Munoz)

- A: Thanks for the comment. We will take this into consideration. (John Angelico)

Q: Living in a 50-unit live-work loft at 1800 Bryant St, we're concerned about the shadow, noise, and other impacts of nearby construction, and that due diligence has not been done to review impact on private buildings. Can a separate shadow study be done to determine impacts for 1800 Bryant Street? (Mia Mazza)

- A: Regarding your inquiry sent to the SF Planning Commission, Prop K, only requires studies to be done as projects pertain to public open spaces. The study confirmed that there is no significant impact to Franklin Square. (Kerstin Margary)
- A: Please contact Debra Dwyer. She can look specifically at 1800 Bryant Street in the report and discuss any shadow impacts with you. (Bonnie Von Krogh)

Q: What will be done to mitigate noise and construction impacts caused to the neighbors? Will there be a way to report problems? (Mia Mazza)

- A: There will be a Community Noise Manager who will respond to public concerns. This is codified in the final EIR that will be a part of the implementation process. (Jennifer Trotter)

Comment: It would be great if there is a hotline neighbors can call if there are concerns beyond noise. (Mia Mazza)

- Response: We will adhere to codified requirements related to various priorities. Our ongoing community engagement reflects our commitment to addressing concerns and collaborating with the City on issues raised by residents. Mitigation measures extend beyond construction. Plenary will manage the property for 30 years, implementing a community-informed communications plan for construction and operation, including community liaison. For all members of the public, there is an email address that you can send questions to. There is also the 311 phone number for the City. (Jennifer Trotter, Chris Jauregui, and Bonnie Jean von Krogh)

Q: How will you mitigate noise? (Magda Freitas)

- A: Plan requirements will be enforced by the contractor, who must adhere to City and County regulations for noise control. Meeting Mitigation Measure & Reporting Program (MMRP) criteria is essential, and contractors must a proposal that shows how they will comply along with a fixed price and schedule proposal. The MMRP outlines requirements for pre-construction, construction, and the 30-year operations phase. (Chris Jauregui)

John Angelico ended the meeting at 7:50pm.

CHAT transcript

Peter Belden (Guest) 6:40 PM Thank you for a great survey. I know getting results is hard. We should remember that the 1/3 may not be representative but it's still useful.

J.R. Eppler 6:45 PM Thanks, all. Unfortunately I have to step out of the meeting. See y'all around.

Heather Dunbar 7:15 PM I need to jump off. Really good discussions. see you all next meeting.

[7:27 PM] Myrna Ortiz <https://www.sfmta.com/projects/northeast-mission-parking-management-project>

[7:34 PM] Amy Beinart (Guest) Sorry, I need to go. Thanks for this meeting. See you on Feb 13.

[7:36 PM] Mary Travis-Allen: I need to get off now too. See you all soon.

[7:40 PM] Peter Belden I think that the increased people would decrease crime by activating spaces.

[7:44 PM] Mia Mazza (1800 Bryant St.) (Guest) Could you put that central email address in the chat?

[7:44 PM] Erick Arguello Thank you everyone...