

Potrero Yard Neighborhood Working Group Meeting 30 Minutes

Tuesday, March 7, 2022, 5:30 p.m. to 7:30 p.m.

Hybrid (In person and Virtual) Meeting

Microsoft Teams Webinar, Meeting ID: 234 247 479

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

Members Present:

Alexandra Harker
Claudia DeLarios Morán
Jolene Yee (online)
Jorge Elias
JR Eppler (online)
Magda Freitas
Peter Belden
Roberto Hernandez
Scott Feeney

Members Not Present:

Kamilah Taylor

SFMTA Staff:

Bonnie Jean von Krogh
John Angelico
Kerstin Magary
Tim Kempf (DPW)
Jonathan Rewer
Sean O’Brien (DPW) (online)

PNC Staff:

Chris Jauregui
Jennifer Trotter
Myrna Ortiz
Karoleen Feng
Seth Furman (online)
Clementine Howard
Fernando Marti
Todd Clayter (online)
Tony Gill
Jennifer Moore
Lindsay Deschenes

Other Attendees:

Ronald Mitchell (public)
Alejandro Abogado (public)

Purpose of the Meeting

Potrero Neighborhood Collective (PNC) to present an update on all the questions and feedback we have received from the Working Group to date.

Item 1. Welcome

Jennifer Trotter: (Slide 1) Announced the meeting was starting. Welcomes members in the room and online.

Bonnie Jean vonKrogh: (Slide 2 - 3) Provide brief overview of agenda to include announcements and a project update.

Item 2. Member & SFMTA Announcements

Peter Belden: (Slide 4) Roberto Hernandez [Working Group member] and other groups were in the newspaper recently and on the news stating that the Mission District has been declared by community to be in a state of emergency. Encourages people to coordinate with Roberto.

Bonnie Jean vonKrogh: (Slide 4) announced new pilot program: new 1X California Express that runs from Richmond District to Downtown. The SFMTA is studying how express buses are faring in these post-pandemic times. More information found at [SFMTA.com/1X](https://www.sfmta.com/1X).

Bonnie Jean vonKrogh (Slide 4): announced a new safety survey and request Working Group to complete and share with their networks. Survey found at [SFMTA.com/SafetySurvey](https://www.sfmta.com/SafetySurvey).

Item 3. Schedule Update

Chris Jauregui: (Slide 5-7) PNC continues to work to obtain Project Entitlements and respond to the public input and feedback. Upcoming submittals include Project Application (March 2023), 50% draft Schematic Design (March 8, 2023), and 50% final Schematic Design (May 3, 2023).

PNC will continue to receive public input at upcoming public meeting on March 18, 2023 from 1 p.m. to 3 p.m. (KQED Headquarters) and at Arts Commission Civic Design Review meeting on March 20, 2023 at 2 p.m. (401 Van Ness Avenue, Suite 125).

Item 4. Project Update

Jennifer Trotter: (Slide 8) today's meeting will focus on addressing questions previously asked (as noted on each slide) since December 2022. Each category of question has an assigned time limit to get through all items.

Streetscape on 17th Street

Tony Gill: (Slide 9-10) Shared PNC vision and thought process to activate 17th Street through visible bus yard movements, transparent wall materials used, and design decisions for building entry and commercial uses.

Tony Gill: (Slide 11) discussed Potrero Yard connection to Franklin Square Park with active green space and crosswalk to connect to park. The corner of Bryant and 17th streets will have a commercial space and public restroom.

Tony Gill: (Slide 12)

Question listed on Slide:

- Q: Can a restroom be located on 17th Street near Bryant Street?
 - A: Confirmed public restroom will be located at corner of 17th and Bryant streets. The entrance will face Bryant Street due to design constraints to having restroom entrance on 17th Street). Adding a public restroom at this corner was due to public including form Working Group.

Jennifer Moore: (Slide 13) streetscape plan at the corner of 17th and Bryant streets, biggest change is removing the plaza at the corner. Seating and bike parking to remain.

Tony Gill, Chris Jaregui, and Jennifer Trotter: (Slide 14)

Questions listed on slide:

- Q: What happens to the current bus entrances on 17th Street?
 - A: Confirmed there will not be a bus entrance on 17th Street. Bus entrance and exit will be located on Mariposa Street only.
- Q: Can there be a mid-block crossing from Franklin Square Park?
 - There would not be a mid-block crossing. A crosswalk would be added on 17th Street at Hampshire to access Franklin Square Park.
- Q: Are the kiosks integrated into the building?
 - Kiosks would not be integrated into the building. Kiosks would be located in flexible spaces on the sidewalk.

Tony Gill: (Slide 15) nighttime rendering of 17th Street highlights lighting, bus ramp, art opportunity on wall behind bus ramp, and kiosks.

Jennifer Moore: (Slide 16) streetscape of mid-block 17th Street (corresponds with rendering on Slide 15).

Tony Gill: (Slide 17)

Questions listed on slide:

- Q: Will the restrooms be limited to café customers? How will the restrooms be maintained?
 - A: A restroom will be included in retail space at the corner of 17th and Hampshire streets. However, the restroom will be dedicated to the tenant and would determine maintaining the restroom.

Tony Gill, Jennifer Trotter: (Slide 18)

Questions listed on slide:

- Q: Is there any other bus movement flow that would allow for more activation on 17th Street?
 - A: Bus movements will be visible from 17th Street, however the internal bus movements cannot be altered to change the façade on 17th Street as a means of activation. From a safety perspective, keeping bus movements

inside of the yard minimizes potential interaction with pedestrians and bicyclists.

Questions from Working Group:

- Q: Did I hear correctly that there will not be a mid-block crossing of 17th Street at Hampshire to [access] Franklin Square? If so, can someone please explain why?
 - A: There will be a crosswalk at Hampshire Street but there will not be a mid-block crossing. (Jennifer Trotter)

Jennifer Moore: (Slide 19 – 20) Describe streetscape at the corner of 17th and Hampshire streets and plans for new ground level planting creating a linear park environment along 17th Street.

Commercial and Retail

Karoleen Feng: (Slide 21-22) Shared commercial space locations and PNC's vision for different types of tenants. Commercial spaces will be located on 17th and Hampshire streets, 17th and Bryant streets, and Bryant and Mariposa streets. Flexible spaces on 17th Street for street vendors.

Karoleen Feng: (Slide 23)

Questions listed on slide:

- Q: Are the presence of existing businesses in the neighborhood considered?
 - A: PNC is prioritizing Mission District-based businesses and are developing plans to keep commercial spaces permanently affordable. PNC is also considering how to incubate street vendors.

Questions from Working Group:

- Q: What's the plan for keeping these places affordable? Are they subsidized? (Alexandra Harker)
 - A: We may be able to subsidize rents and are working with SFMTA to develop plan. Our preference is to not raise rents so commercial tenants will have a stable rent even after lease renewal. We will have long-term leases, some may be up to 55 years long. We will share information with tenants about City programs that support small businesses. MY-T will be continuously involved with the businesses and supporting them for their long-term success. (Karoleen Feng)
- Q: Dog walking may be a way to activate the street. Can residents own dogs? How can we make the street more dog-friendlier? (Peter Belden)
 - A: Franklin Square Park is already an active dog-walking space, we could add poop-bags along the sidewalk to make it more dog-friendly. (Karoleen Feng)

Housing Plans

Karoleen Feng: (Slide 24-25): For housing we heard an interest in increasing the units and bedroom count. There was also concerns about different income ranges in different buildings, and a concern about transportation options for the residents. Having [100% affordable] housing was a huge win for the neighborhood, this was not an original concept for the bus yard – the original concept was for housing of any type. PNC has designed housing to be intergenerational and maximizing affordability.

Housing constraints, include physical (constructability/design), financing, and construction scheduling. For PNC to deliver housing, we need to finalize design and secure the financing for all housing prior to starting the bus yard operations. The schedule for the bus yard construction and operations is constrained since a new fleet of buses and related equipment being ordered.

We also must conform to design guidelines that were developed by the SFMTA and the neighborhood. There was a specific desire to limit building heights which impacts the number of units, design, and how we create a livable intergenerational community.

Karoleen Feng: (Slide 26)

Questions listed on slide:

- Q: Can the housing program have an increased number of multi-bedroom units?
 - A We maximized the number of multi-bedroom units, however the project includes senior housing that has 101 units that are studios and 1-bedrooms.

Karoleen Feng, Chris Jaregui: (Slide 27) Family housing will have 193 units across two (2) buildings. Workforce housing will have 218, 41% of which will be 2-bedrooms. With feedback from the public including the Working Group, we shifted to include more 2- and 3- bedrooms and allow for more families. We now have 513 units with 793 bedrooms across the whole project.

Questions from Working Group:

- Q: What are the affordable housing levels? (Claudia DeLarios Morán, chat function)
 - A: 80% AMI to 120% Area Median Income (AMI). (Chris Jauregui)

Karoleen Feng: (Slide 27) The Request For Proposals (RFP) required bidders to provide a plan to have at least 50% of the units affordable. PNC pushed to make all housing affordable, so that is why half of the units would be dedicated to workforce housing.

Bonnie Jean von Krogh: (Slide 27) The SFMTA is looking at the workforce housing and considering how to potentially create a preference for SFMTA employees. We are doing a survey to learn if employees are interested in this concept.

Questions from Working Group:

- Q: Are these housing units for rent? How will the housing be managed? (Joleen Yee, chat function)
 - A: All housing will be for rent and managed by PNC. PNC may identify a property manager for each building, all buildings, or some combination of buildings.
- Q: I understand that getting affordable housing financing is competitive. What would happen if the financing is not secured or only partially secured? Would that change the affordability mix? (Joleen Yee, chat function)
 - A: We are working with the SFMTA and Mayor's Office of Housing and Community Development (MOHCD) to secure financing to keep at least 50% of the housing affordable. (Chris Jauregui)
- Q: For the portion [of housing] that is for those [residents] making more than 100% AMI, can we also explore making preferences for city employees, or school employees? (Claudia DeLarios Morán, chat function)
 - A: We'll take that comment back to consider. (Jennifer Trotter)
- Q: How much of an active commitment do you have from the Mayor's Office to making the workforce housing work? (Peter Belden)
 - A: Workforce and affordable housing are two different product types that have different financing needs. Workforce housing does not need MOHCD funding, as funding would be market-based. (Chris Jauregui)
- Q: Is the Mayor's office fully in support of this project? (Peter Belden)
 - A: They are fully in support, as much as there is funding. (Karoleen Feng)
- Q: Is there a process for deciding affordability? What is the process to determine the difference between affordable and workforce affordability? (Roberto Hernandez)
 - A: Clarified that the question being asked is: How did we select different Area Median Incomes for the different units? For the workforce housing, eligible renters would earn between 80% to 120% AMI. (Chris Jauregui)
 - A: Senior and affordable housing have varying AMI levels based on MOHCD and state financing requirements or preferences. All senior and affordable housing units would be restricted to 80% AMI maximum. We are working to secure financing programs that align to neighborhood priorities. An example is the Senior Operating Subsidy (SOS), where seniors only pay a third of the rent for that unit, and we pay the rest with the SOS Program Subsidy. (Karoleen Feng)
- Q: Over the years the Working Group has discussed the possibility of increased affordable housing. The hope was to shift the SFMTA's wording from market-rate to workforce housing, specifically for Muni employees. I don't want us to lose track of that initial vision, to ensure that the Muni workforce has an opportunity to be part of this housing. I also want to echo that other City workers, teachers, frontline workers, have an opportunity to live in this housing. As some of you know we have been losing a lot of our workforce because they are getting pushed out of the City. In the City there are over 3,000 vacant positions and will likely increase as many more

people retiring. We really need to stay true to our workforce in SF and make our best effort to support our City workers with housing. (Roberto Hernandez)

- A: The SFMTA is conducting an analysis about the SFMTA workers' interest and eligibility in a housing preference program. We have heard this is a priority from this [Working] group and our employees. There are about 3,200 employees that would be eligible for this housing depending on income and household size. We are looking at how we can create this kind of preference. (Bonnie Jean vonKrogh)

Karoleen Feng: (Slide 28-29)

Questions listed on slide:

- Q: How can all four housing buildings be more integrated?
 - A: Shows the current layout of the housing podium level. This level has a number of amenities designed to integrate all housing residents and create a sense of community through outdoor activities including: tot lot, community gardens, multi-purpose courtyards and more.

Karoleen Feng: (Slide 30-31)

Questions listed on slide:

- Q: Can we view drawings that show how tall the building is going to be?
 - A: Image provided on slide 30 and 31.
- Q: What will be the shadow impact of the housing on Franklin Square Park?
 - A: Along Bryant street looking toward Franklin Square Park, the street slopes down away from Franklin Square Park, so there won't be any shadow impact on the park, except on the early morning hours of Dec 21.
- Q: Can building heights be increased to allow for additional housing?
 - A: We are not able to increase building heights to allow for additional housing, however we did design to the maximum heights allowed within the design guidelines. We've also submitted our environmental review documents that state the project height along with other details.

Questions from Working Group:

- Q: What will be above the community rooms and childcare centers? Roof? If so, will they be activated spaces? (Claudia DeLarios Moran, chat function)
 - A: There will be seven floors of housing over the common areas and open space. (Karoleen Feng)

Public Spaces

Jennifer Moore: (Slide 32-34) We heard there was a preference for fruit trees, edible vegetation, and a list of preferred trees. Some trees may not work because of the overhead lines, but we will be looking into that.

Questions listed on slide:

- Q: Is it possible to include fruit trees and other edible vegetation?
 - A: Confirmed that community gardens and fruit trees are planned on the housing podium. We'd love to give you a tour of our current affordable housing buildings that have similar gardens. Karoleen Feng: (Slide 34)
- Q: Is it possible to keep any of the existing trees?
 - A: We are trying to keep as many existing trees as possible by minimizing construction impacts to existing trees.
- Q: Can the sidewalks be wider?
 - A: We were only able to widen the sidewalks a small amount since the wider bike lanes take up some available space.
- Q: Is there enough space for tree roots and mounding for the trees planted on the podium?
 - A: Yes, there is enough room on the podium for tree mounding but will take careful planning and tree selection.

Questions from Working Group:

- Q: How are site tours set up? (Scott Feeney)
 - A: We'll send out an email to set up a tour of current MEDA properties. (Karoleen Feng)
- Q: Suggest including structures that can be used for active play or exercise (like in the park on 17th St and Folsom). (Claudia DeLarios Morán, chat function)
 - A: Thank you for the suggestion. (Karoleen Feng)

Look and Feel

Chris Jauregui: (Slide 35) Feedback previously provided by the public on materials and look and feel include a preference toward raw materials, muted colors, textured walls, and pops of color.

Tony Gill: (Slide 36 - 37) We are looking at the building to be monochromatic, so the art can really shine, especially along 17th Street. We are just beginning this process of materiality and affordability will be a factor to consider and selecting building materials.

Questions from Working Group:

- Q: As we talk about the selection of permeable materials. At night will there be noise and lighting all night long? Today we do have noise, even with a mass wall. (Magda Freitas)
 - A: The lower floors of the bus yard are fully enclosed and that's where all the maintenance happens. And some of the maintenance activity is also partially buried underground. The mezzanine is where the offices are located. The two levels above are for bus parking and will have mesh and screening. Regarding lighting, we are thinking about how to prevent light pollution. We

are designing so that lighting does not extend beyond the building. We are going to be doing lighting studies to inform the design of the lighting. The studies will be important to validate our plans including how we control the lighting on the art glass wall on 17th Street. (Tony Gill)

- Q: Concerned about permeable walls and the light and noise that will come from the two levels of bus parking. (Magda Freitas)
 - A: We're trying to figure out how to mitigate those noises. (Jorge Elias)

Tony Gill: (Slide 38) Industrial materials, we want these to relate to the neighborhood. Such as industrial steel looks, but we haven't finalized the design.

Tony Gill: (Slide 39) Integration will come through as we develop the art, it will be up to the artist(s) proposal. We'll be part of helping that design process.

Questions from Working Group:

- Q: Love those bright tiles and beautiful murals! Disagree with monochrome as means of contrast to colors - makes it look disjointed and incomplete. No integration between the murals and the concrete that's next to it. (Claudia DeLarios Morán, chat function)
- Q: It would be a major priority to have lighting on the street all around the site. For safety we need to have adequate lighting. (Roberto Hernandez)
 - A: We'll light all the sidewalks, but we don't want to light the buildings across the street or light up the sky. We've also tried not to create hiding spaces, indentations, or dark spots. Light will fall down to the sidewalk but not across the street. There's an opportunity to light up the ramps, perhaps timed when the buses come up, but the details are still to be determined. (Tony Gill)

Transit Operations

Chris Jauregui: (Slide 40)

Questions listed on slide:

- Q: Will there be operational sound issues on Hampshire Street?
 - A: There is a requirement that there be no adverse noise impacts from the bus yard facility to the neighborhood and residents. We are analyzing noise expectations. Noise emission will be limited to 55 decibels to outdoor areas frequented by folks, including outdoor areas and common spaces.
- Q: Has an analysis been conducted on noise impacts of a 24-hour bus operations (for the community and new residents in housing next to and above Bus Yard)?
 - A: For the housing component, our design will comply with U.S. Housing & Urban Development (HUD) guidelines. Noise and vibration are fundamental to our analysis, and we have a consultant that will study this to meet all the guidelines and requirements.

Bonnie Jean von Krogh: (Slide 41) We want to explore transit operations, how many employees, how many buses, etc. The SFMTA is also thinking about parking spots for employees and buses.

- Existing facility has 391 employees (245 operators), and 138 buses.
- New facility will have 829 employees (383 operators), 213 buses

Questions listed on slide:

- Q: How many employee parking spots are available at the Yard?
 - A: There are multiple shifts, so only about 100 employees at the Yard are expected at any one time. Bus Parking: 213 spots for the buses. Plus 157 non-revenue vehicle (NRV) and transit vehicle spaces. There will be 84 standard NRV spaces for a regular car. Those are for official purposes at the yard.
- Q: Can SFMTA employee parking be added to the Project design?
 - A: The SFMTA policy is that we do not add employee parking spaces at the yards. Project technical requirements will provide for a total of these spaces, and since we started to gather feedback, we did add 66 additional spaces. While these are not designated as employee parking, we are in conversations with employees, agency-wide, looking at these issues. An Agency-wide Transportation Demand Management Plan is being developed to help incentivize other modes of transportation. These 84 NRV spaces allow some flexibility for that conversation to continue. For example, could they be reserved for carpooling. This is an ongoing conversation with SFMTA employees.
- Q: What parking is available on the basement of the Bus Yard?
 - A: The parking in the basement is reserved for large vehicles, two spaces for facility maintenance, and two car-share parking spaces for residents.

Questions from Working Group:

- Q: What is the existing employee parking capacity at Potrero Yard? I have noticed a variety of non-MTA cars (about 40-50) parked in the Yard. (JR Eppler, chat function)
 - A: I don't know the existing capacity, but you can see a lot of cars parked in those lanes where buses go. It's all timed. While buses are on routes, some people are parking on those spots during the day. This is a practice of the yard and people know when they need to move. There are also employee Memorandum of Understanding (MOU) for parking availability. (Bonnie Jean)

Chris Jauregui: (Slide 42) Provide an overview of public input received on resident transportation needs including a strong request for protected bike lanes, convenient bus stops for residents, and sufficient bike parking. Also received mixed feedback on if the project should have on-site resident parking.

Chris Jauregui: (Slide 43)

Questions listed on slide:

- Q: Can resident parking be added to the Project design?
 - A: In alignment with the Transit-First City policy, this project will not add on-site resident parking to the Project design.

Transportation Modes and Needs

Jennifer Trotter and Jennifer Moore: (Slide 44-48) Share the different transportation amenities and programs the building will feature. They also explain the current plans for the bike lanes and how they are widening the bike lanes.

Questions listed on slides:

- Q: Can bike parking include space and equipment for e-cargo bikes?
 - A: Bike parking is sized according to planning requirements, including 1:4 bike parking to senior units, and 1:2 bike parking to family units. We will also need to figure out exact space for size for larger e-cargo bikes and family bikes. (Karoleen)
- Q: How many residential parking spots are available at the Project?
 - A: In alignment with the Transit-First City policy, this project will not have any on-site resident parking.
- Q: Will residents of the building be allowed to apply for a resident parking permit?
 - A: One of the reasons I had us go back to the North East Mission Parking management is because right now we do have a lot of free parking in the neighborhood. It's not just about Potrero Yard, how do we look at parking more throughout the area. There's a public hearing regarding, for example, new residential parking permits, that is scheduled for March 21. We can have them come to this Working Group even though it's not related directly to the Potrero Yard project. (Bonnie Jean vonKrogh)

Questions from Working Group:

- Q: Can we visit existing affordable housing sites and see how biking parking is set up? (Scott Feeney)
 - A: We will coordinate with the community garden tour. (Karoleen Feng)
- Q: What is the plan to offset the addition of over 800 bedrooms of people in terms of parking? Two car-share spaces are not going to cut it. It's insulting to assume that all those residents, almost 1000 residents, will all depend on cargo bikes. It's not fair to neighbors either, it's not tenable and feels like bad policy. If you say no to on-site resident parking, then we need to be creative about what we put in place.
 - A: This is why we have neighbors in the room, and to hear your proposed solutions too. (Karoleen Feng)
- Q: I agree with Claudia. It's a nightmare today, it'll be a nightmare in the future. (Megda Freitas)

Jennifer Trotter (Slide 48): There will be some people who may have personal vehicles, and we are happy to hear ideas and feedback to balance this need. The SFMTA has parking lots throughout the city and a good website that shows their locations. And there are other modes: car sharing, ride hailing, etc.

Questions from Working Group:

- Q: I can't see building all this housing and there's no parking. Has any study been done around the site about where parking is available? I remember coaching soccer at Franklin Square Park, and families would show up late because they couldn't find parking. The Safeway, on 16th and Bryant, has a parking lot that is never full. Has anyone gone to engage with the owners from that property to possibly provide parking for residents on this site? (Roberto Hernandez)
 - A: Yes, we are considering talking to the Potrero Center. Parking needs can be managed by the opportunities that exist. Thinking about street permit opportunities, can be more thoughtful about who gets the permits, timing, etc. We will also be reducing the need for owning cars. (Karoleen Feng)
- Q: Is the SFMTA considering reserving street parking spaces for car share opportunities? I've seen them elsewhere. It would also be helpful to hear from the SFMTA division that is reviewing street parking changes. (Jolene Yee, chat function)
- Q: Agrees with Jolene and provided a link to NE Mission Parking Management Project. (JR Eppler, chat function)
- Q: My understanding is that the SFMTA parking permits are determined in part by the address of the person applying and that some addresses are not approved for street parking permit. Is this accurate? To get this project approved, it's important to address current neighbors fear that they won't be able to park. If the residents of this building could not apply for a W parking permits, perhaps this would make current residents feel less threatened about their own parking. (Joleen Yee, chat function)
 - A: Generally, if they live in an area with a permit parking zone, they should be able to get a RPP (Residential Parking Permit). (Kerstin Magary)
 - A: Confirmed that part of the NE Mission parking plan is to look at supply and demand of parking, including the impacts of new buildings with high density without parking spaces. As an agency we can directly shape the parking in the NE Mission.
- Q: This [no resident parking] should be clear to neighbors, because people don't know that this project has no parking included. Please be transparent about this. (Claudia DeLarios Morán)
 - A: We have an Open House event coming up and we definitely want to be transparent with residents as we hold our goal of being a Transit-First City. Thank you for holding us accountable on that. (Jennifer Trotter)
- Q: Is the thinking that neighborhood will have ride hail, car share, and park in public lots? Because our spaces will be taken up by the people in the building (they aren't just not going to have cars). (Claudia DeLarios Morán, chat function)

- Q: Across on Bryant, between 17th & 18th (1850 Bryant), on the west side of the block, a whole building has been demolished. Do you all know what is being planned for this? (Roberto Hernandez)
 - A: The last we know was a mixed office / PDR building. (Jonathan Rewers)
- Q: Strongly suggest looking at that site for parking, since currently developers are not building up even on entitled sites and office spaces are vacant. If the owners are not going to develop that site, that could be a potential site for a combination of parking and other potential uses. (Roberto Hernandez)
- Q: It's approved for a laboratory use; labs are the only things being built right now. (JR Eppler, chat function)
- Q: I strongly agree with disincentivizing people from dependence on cars. One of the ways that determine how many cars there are, is the number of parking spaces. We hear stories of people moving to SF and finding it hard to park their cars, so they get rid of their cars. And when parking is provided, they buy a car. A study done by Sitaline in Seattle looked at different affordable housing in SF with different parking, and people in buildings with less parking used transit more. (Scott Feeney)

Bonnie Jean von Krogh: (Slide 46): We love bus shelters, this is a strong amenity for our bus riders. If people are looking for new places where a shelter is needed, there is a process through Public Works to see if a shelter can be added. We are always looking to add shelters to the system.

Public Art

Time did not allow for this topic.

Item 5. Next Steps

Bonnie Jean von Krogh: (Slide 54) Next Working Group meeting is on April 4th. Our team is scheduling Listening Sessions with community groups. We hope everyone can come to the community Open House on March 18th. This will be a great opportunity for folks to come, it will be a fun family-friendly event, we'll be running tours of the Bus Yard! Other updates:

- Arts Commission Civic Design Review Meeting - March 20th
- Open House posters and postcards (in the room) - please take some with you!

Item 6. Public Comment

Thank you to the PNC / SFMTA staff team. Even if we don't agree on all the topics, I feel that you heard us! And we know this is a complex project. We hope it all works since we desperately need the housing. (Jolene Yee, chat function)