

Potrero Yard Neighborhood Working Group Meeting #31 Minutes

Tuesday, April 4, 2023, 5:30 p.m. to 7:30 p.m.

Hybrid: In-Person & Virtual 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:

Alexandra Harker¹
Alejandro Abogado²
Jorge Elias¹
JR Eppler¹
Magda Freitas
Peter Belden
Roberto Hernandez¹

Members Not Present:

Claudia DeLarios Morán
Jolene Yee
Kamilah Taylor
Scott Feeney

PNC Staff:

Chris Jauregui
Jennifer Trotter
Myrna Ortiz
Karoleen Feng
Seth Furman
Clementine Howard¹
Monica Almendral
Dr. Lynetta Demus¹
Fernando Marti¹
Tony Gill¹
Jennifer Moore¹
Lindsay Deschenes¹
Natalie Jenkins
Kelsey Frost¹
Josef Topete¹

SFMTA Staff:

Bonnie Jean von Krogh
John Angelico
Kerstin Magary
Tim Kempf (DPW)¹
Sean O’Brien (DPW)¹
Mari E Hunter¹
Andy Thornly¹
Pamela Johnson¹

Other Attendees:

Christina Macintosh (public)
Daniel Owen (public)¹
Jean Keijdener (public)¹
Tim Olson (KQED)¹

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, as well as host speakers working on the NE Mission Parking Management Plan.

Item 1. Welcome

Bonnie Jean Von Krogh: (Slides 1-3) Welcomed and thanked the NWG members. Presented the agenda which includes guests from the NE Parking Management project, untouched project updates from the last meeting, the Open House and slides from the last meeting with new updates. Objectives for this meeting go through the NE Mission Parking Management Plan and time for questions and answers.

Item 2. Member & SFMTA Announcements

Bonnie Jean von Krogh: (Slide 4) Any NWG announcements

¹ Attend meeting online

² Proxy for Jolene Yee

- Peter Belden: brought Safe 17 stickers for anyone who wants one

Chris Jauregui: (Slide 5) Schedule updates – PNC is submitting the project application this month and submitted a draft 50% schematic design. Draft design is with the City to provide comments and next submission is due in early May. Next milestones are 100% schematic design and Final schematic design.

- Q: Are there dates for 100% SD? (Peter Belden)
 - A: End of Q2 and end of this year. Design will be completed up to 100% design this year. We will then procure a General Contractor to come onboard. (Chris Jauregui)

Item 3. NE Mission Parking Management Plan

Mari Hunter: (Slide 7) Why are we doing this?

The community members asked for help with the parking situation. Implementing regulations helps people resources better. There are competing demands for curb space and a need to better manage those demands.

(Slide 8) Curb Demands

We have parking demands from residents and businesses. Post pandemic, the number of parklets has exploded, which modified our supply of curb space that can't be used for parking.

(Slide 9-10) Options in the toolbox to manage curb space:

1. 4-hour time limit. This regulation applies to all members of the public. This is what we are proposing for the NE parking.
2. Residential Permit Parking (RPP) - If you have a permit you are exempt from the time limit, but if without permit, you have to move after a given time limit. Hours of operation are Monday-Friday 9am-6pm. Demand is in the middle of the day and this creates availability for those with a vehicle and need to park during the daytime hours.
3. Paid Parking - Regardless of permit, everyone would pay for a meter. In NE Mission, except for two blocks that were flagged by the community, all streets would have meters. The Proposal is \$0.50 per hour with no time limit. This provides flexibility to people who want to pay to park.
4. Pay or Permit - Overlap of traditional resident permit plus parking meter, you would pay the meter only if you don't have the residential permit. Meters operate Monday-Saturday 9am-6pm. Base rate is \$0.50 per hour, not lower.

(Slide 11) A map shows the proposal for the parking regulations by street in the NE Mission.

The working group conducted community meetings, surveys, office hours, workshops to find out what may work best on that block. It is very dynamic and you don't have to go far to find regulation that will fit your needs best. Still collecting feedback from community working group members on what is best for the area – time limits vs. parking limits for specific blocks.

(Slide 12) This is a map of Potrero Yard with every regulation in our tool box represented in the area. This is the proposed plan, but it's all flexible. With 500 new units building needs can shift and the plan can be adapted to the changing demands.

Questions presented by the Working Group:

- Q: It's been four years - how long is it going to take to change the on street parking? Why can't we plan now instead of later when we have a problem? (Magda Freitas)
 - A: The community reached out about a need for parking regulation in the area. The pandemic caused a hiatus for this project and we have to go through the legislative and implementation processes of SFMTA. We are trying to plan for the future. If there is a suggestion to modify a block face, we are happy to entertain that. Anyone moving into the area will know that they cannot just park their car anywhere for free – they will need to pay into the permit system, arrange for a permit, or decide to forego a car. (Mari Hunter)
- Q: Why is Hampshire Street parking on both sides? (Magda Freitas)
 - A: We did get feedback to modify it to be payer permit. On the East side of Hampshire they'd like to see pay or permit. (Mari Hunter)
- Q: If you have a specific block you live on and gather signatures from more than half the people on the block, you can advocate for RPP (petition process), is this an option in this scenario? (Peter Belden)
 - A: This process started with a lot of those efforts. We want to minimize those efforts by the public, so we are hosting public forums. These have led us to revisit the East side of Hampshire and can modify for more or less RPP. (Mari Hunter)
- Q: What will this RPP be designated as? You have the W permit zone to the South and just to the East of Potrero. Will this be its own zone or how will you redraw the Ws permit zone? (JR Eppler)
 - A: I have a map of the new RPP zone, we can circle back to this question. (Mari Hunter)
- Q: You have no time limit meters, where else have they been used and what's the average use? (JR Eppler)
 - A: All new meters that we are installing like in Mission Bay have no time limits. There are blocks near Mariposa that have a time limit. We're finding people really only spend as much time as they need to. No one wants to pay for parking on the street more than they need to. Some people pay for the 30-60 minutes and leave and others will pay for all day. (Mari Hunter)
- Q: The rate starts off at \$0.50 per hour. How do you make the decision to raise the rate? (JR Eppler)
 - A: There is a City wide rate adjustment process. This occurs on a quarterly basis. For this project we will assess demand after six months to start. We will look at meter data to see what demand is. If it is too close to 100%, we see the demand is high and we will increase the rate by \$0.25 per hour. The base rate remains \$0.50 per hour. It is possible over time the demand will decrease and the rate will be decreased accordingly. (Mari Hunter)
- Q: What do the red solid lines mean? I'm wondering what the parking regulations will be for the parking lot to the West of Franklin Square (Alex Harker in chat, 6:00pm)
 - A: No parking zone. (John Angelico, in chat 6:00pm)
- Q: So that current parking lot will be a no parking zone? (Alex Harker in chat, 6:02pm)

- A: The lot is managed by Rec & Park so these plans won't change how that's regulated (Sorry, it's hard to map but the red line is just indicating that side of Hampshire leading up to the lot is restricted). (Mari Hunter)
- Q: What will the parking rules be for the current parking lot that is West of Franklin Square? (Alex Harkar)
 - A: We are not changing anything off the street; we do not have purview for that. (Mari Hunter)

Mari Hunter: (Slide 13) There are more layers to the regulations that are not depicted on the map including Loading Zones, Accessible Parking, and Daylighting.

(Slide 14) Paid Parking - No time limit with exception of a few blocks. There are a few ways to pay. Price starts at \$0.50 per hour. New infrastructure allows for prepayment. Also if you are running out of time and not ready to leave, you can add more money remotely through an app.

(Slide 15) Residential Parking Permit (RPP) - Following up on JR's question for the RPP zone. The project area is the dark line outlined in the map. The RPP zone will expand to Valencia Street. In this area, anything that is legislated to have signs will be a new zone labeled GG. Existing I or W signs will be swapped out but regulations will remain the same. Some current RPP zones are for 1 hour. One block South and one block North - there will be 1 block of "buffer blocks". These will be GG and I or W permit zones. These permits are not exclusively for residents – include teachers, caregivers, businesses, full time students, active military.

(Slide 16) Residential Parking Permit (RPP) - Slide shows a zoomed in area around Potrero – a lot of options for RPP. What we have proposed to date has the East side of Mariposa as payer permit but it is flexible to change with more or less RPP later.

(Slide 17) These are the kinds of signs you would see:

Left sign: new tool, Pay or Permit, Example pay or permit signs in Hayes Valley

Right sign: an example of a buffer block, both permits work to exempt you from that 2-hour limit

(Slide 18) Next Steps are more outreach throughout April then going to the Board likely in June. If approved, depending on capacity and resources, implementation will take place early 2024.

(Slide 19) Updates are available at [SFMTA.com/MissionParking](https://sfmta.com/MissionParking). Email mari.hunter@sfmta.com with questions.

- Peter Belden: provided commentary that this is an important project. When thinking of the housing for Potrero Yard, many people won't have cars. Charging for parking is important for equity. Families moving in will make 40-60% of median income and won't get a subsidy. This is a great step in the right direction.
- JR Eppler: provided commentary that similar regulations have been deployed in Dogpatch and Potrero Hill. While nothing is perfect, paid parking has helped alleviate concerns for individuals who need to park for a short period of time.

- Q: We are a commercial operation at 17th and Bryant which is still zoned as PDR. There could be a bit more attention paid to commercial parking for loading and unloading. (Jean Keijdener, Public Comment)
 - A. While we have gotten feedback, I have yet to update the map. That is why the RPP on Bryant that is 2 hours would be converted to 4 hours. The plan is 9 months away from implementation, we encourage people to apply for commercial loading zones for immediate needs. (Mari Hunter)

Item 4. Project Update

Jennifer Trotter: (Slide 20) Hosted a community open house at KQED. An update was provided on the 50% schematic design that was submitted. A lot of feedback was received from attendees on the bus yard, housing, commercial, and overall design. Some highlights:

- Approximately 100 people attended (98 people signed in)
- About 55 people participated in a tour of the bus yard
- Lots of meaningful feedback received

(Slide 21) Feedback and questions received will be responded to and all comments will be shared. Last month, we ran out of time before we could discuss public art, so we will make sure to discuss that topic today.

Transportation Modes and Needs

(Slide 22) Falls into four buckets:

- Bike - lots of support for bike, curb safety on 178th Street
- Parking - request to include parking in the project also requesting perpendicular parking on both sides of Hampshire
- Ride Hailing - request, ride hailing companies don't follow laws in terms of drop-off, so it doesn't impact bus stops and pedestrian and bikes
- Sidewalks / Intersections - a request for widening of sidewalk, also request to include seating and lighting where appropriate
- Request for Dutch-style protected intersections at Bryant and Hampshire

(Slide 23) Transportation Needs of Residents and Public: Working Group Input
SFMTA is conducting studies on parking demand needs with employees. Ideas on how to bolster TDM studies:

- Coordinate with Potrero Center to use parking lot
- Reserve on-street spaces for car-share - This one will be shared with the NE parking management team.
- Bar residents of Potrero Yard from applying / receiving parking permits
- Research if lot at 1850 Bryant Street will be developed and how/if there can be an arrangement for Potrero Yard residents to park there
- Provide a bike subsidy in addition to or instead of monthly transit passes proposed
- Include additional car-share spaces in the facility

- Q: Two questions previously posed. Would residents of the yard be eligible for residential parking permits? There was a comment in the past about barring residents from applying to maintain parking supply. (On slide)
 - A: We are not able to restrict people from RPP, they would be eligible to apply for a permit. (Mari Hunter)
- Q: Eligible for the area to get RPP or to get a new RPP zone? (Peter Belden)
 - A: As the development is completed and residents come in, we can adjust as needed. Where we have RPP, residents will be able to park and they will be eligible to apply for a permit. (Mari Hunter)
- Q: Even if they don't live on that street with RPP? (Peter Belden)
 - A: Maps are fluid so if any of the blocks are converted to RPP opposite of the building then they would be eligible for permit parking. (Mari Hunter)
- Q: Is there the ability to reserve off-street parking spaces for car share? (On slide)
 - A: Yes absolutely. If there is a request for certain operators (Zipcar or Getaround) you can email me and we can consider that request. There are already some in the neighborhood and it was great to see there are Zipcar spots. Let us know if there is a preference for Zipcar versus Getaround. (Andy Thornley)
 - Peter Belden: commented this can be an area where seeing that data would be super useful. Especially data from similar buildings from the PNC team that have no parking so we are not just making assumptions. This will help us not speculate for future projects similar to Potrero Yard.
- Q: The lot on 18th and Bryant St, is that going to be developed? Could this be an opportunity for Potrero Yard parking? (On slide)
 - A: That lot is still on track to be developed as a lab, it was recently sold in December for \$31 million dollars. It was approved for lab space 135,000 square feet. The lot at Franklin Square is managed by Rec and Park. (Kerstin Magary)
- Q: I have seen that the Rec and Park parking lot has no time restrictions where employees park there for the whole day since it is unregulated. Can we agree that individuals will use that lot for all day parking? (Alejandro Abogado)
 - A: I will flag for them that they may want to add regulations for that reason. (Mari Hunter)
 - Alex Harkar: noted that the lot is DPW land not Rec and Park. Recommend going through DPW instead.
- Q: Could SFMTA provide a bike subsidy or transit incentive? Has PNC considered the same incentive for residents? (Peter Belden via email prior to meeting)
 - A: Both SFMTA and PNC are considering this. (Jennifer Trotter & Bonnie Jean von Krogh)
- Q: Let's not forget the operators who need to arrive for early morning pull outs. Will they have parking options? (Jorge Elias)
 - A: These staff members would be able to pay for meters ahead of time. We have done outreach to approve timelines at Potrero. We will ensure yard staff members understand how to use the meters. (Mari Hunter)

- Q: In the past, operators have received tickets for expired meters. Some shifts are 12 hours and we can't keep coming out to pay the meter. Is that something we can address? (Jorge Elias)
 - A: Part of implementation to ensure people know how to prepay the meter, but also if operators are out on a run they will be able to extend that. (Mari Hunter)
- Commented he coached soccer and the Franklin Square lot gets full when we have games or events – something we need to coordinate. He gave feedback that building housing with no parking does not mean people will move in without cars especially when it is affordable housing. If the goal is to reduce cars on the street there are a lot of rideshare cars on the street. People living in affordable housing can't afford to use rideshare. He is offended by the thought of building housing for the working class but then not having parking solutions. The people this housing is being built for require a car. (Roberto Hernandez)
- Q: How many seniors, how many people with disabilities, how many families, is it going to be for single people? If you take all that and do a projection of residents in these units you can create a parking need plan. (Roberto Hernandez)
 - A: noted later slides will break down how many senior and family units there will be. (Bonnie Jean von Krogh)

Karoleen Feng: (Slide 24) Having had a couple of NWG Meetings, the Open House, and in listening sessions – we know the needs of the residents and operator is something we need to address and we know we aren't going to solve in two meetings. We want to keep talking and have feedback sessions. To your point Roberto, we conducted a survey of the residents in the neighborhood and identified trends. Looking at who the residents actually are, their demographics, and their needs, parking demands, and transportation demands, and bringing these two together to meet some of the resident transportation needs. This is a multi-step process.

Bonnie Jean von Krogh: (Slide 25)

- Q: (On slide) What is the existing employee parking capacity at Potrero Yard?
 - A: Currently at Potrero Yard there are spaces where operators and buses park. These are not designated spots. There are a few spots at the lower part of the yard where maintenance staff park. I do not have the exact number but this can be something that we take a look at. It is mixed in terms of current parking.
- Q: (On slide) Can a bike subsidy be provided to employees?
 - A: This is something that is being explored in TDM plan to try to incentivize employees not to drive to work.

Transit Operations

Chris Jauregui and Jennifer Moore: (Slide 26) Transit Operations: Input Received at Public Meeting (3/18)

- Q: (On slide) How will garbage collection in front of 475 Hampshire Street building happen?
 - A: Garbage will be collected in the basement. Workforce will have garbage collection on Hampshire between the busyard entrance and housing entrance. Workforce Housing will have garbage collection on Hampshire, in between the housing

entrance and the employee entrance. We have eliminated the curb trash and we now have perpendicular parking. Trash pick up hasn't been finalized yet.

- Q: I live on 475 Hampshire - we are concerned about citations - we are having problems, and my building is much smaller than Potrero Yard. We are having problems with mosquitos and animals. We want to understand how you plan to deal with that amount of garbage. What I understand is right at the sidewalk - how will we protect that - if collecting at night issues with sound, how many cars in that area to pick up trash - we want to understand that. See if we can find a good solution to not affect existing residents in that area. This can be an eyesore too to have trash next to the building entrance. What is the amount of trash that will be in that room? (Magda Freitas)
 - A: We will come back to you about this to confirm concerns are noise, sanitation, the size of the garbage basement and what this space will attract. We are confirming with Ecology about the trash logistics. We can come back with the specifics of the room size details. (Chris Jauregui)
 - Jennifer Trotter: commented pest management is also a topic down the line and it seems that is an important piece.

Chris Jauregui: (Slide 27)

- Q: (On slide) Level 2 and 3 are planned to be enclosed with mesh metal screening. How will noise from Level 2 and 3 stay inside of the bus yard, especially during the night?
 - A: PNC will have to abide by the design guidelines to ensure proper noise mitigation. We are working with an acoustic noise consultant. This is also for residents at Potrero Yard. We want to make sure we are mitigating noise for residents in the area.

Activation and Streetscape on 17th Street

Jennifer Trotter: (Slide 28) Streetscape at 17th Street: Input Received at Public Meeting (3/18)

- Q: (On slide) What type of amenities would you like to see on the sidewalk area on 17th Street?
 - A: (On slide) Public Restroom, Space for deliveries, Farmers' Market, Artist/craft fair, Dog park, Protected bike lanes w/concrete, Retail and food courts, Reasonably priced café / snack place, Food store, Mini Target, Locally based, Rainwater capture / swales.

Commercial and Retail

Karoleen Feng: (Slides 29 - 31)

- Q: (On slide) What kind of neighborhood-servicing organizations or businesses would you like to visit?
 - A: Ideas were community kitchen, transitional age job support, library, medical service / clinic, cafe, sandwich shop, local food vendors. Street vendors, frutaria, elote, farmers market.
- Q: (On slide) What is the plan for keeping commercial spaces affordable? Will they be subsidized?

- A: We will be conducting a commercial market study. We know the commercial market has changed over the course of the pandemic. We will be looking at demands and rents. What we have done at other spaces is provide low market rents, provide subsidies for tenant improvements, and offer stable, long term rent for tenants. In addition, business coaching programs have succeeded in helping small businesses sustain. Business spaces will not be ready until 2027-28, we will lease closer to that time, so they have time to prepare but are not sitting around waiting for commercial space to be ready.

Housing Plans

Karoleen Feng: (Slide 32 -33) Sought input for housing amenities. Ideas included: pool, art, youth workshop spaces, indoor fitness, reading support, social services, safe places for adults, senior activities, computer rooms, activities for children, separate spaces for seniors.

Chris Jauregui: (Slide 34)

- Q: (On slide) Are the housing units for rent?
 - A: Yes, they are all for rent.
- Q: (On slide) How will the housing be managed?
 - A: Property management - PNC will manage all housing. This will be one property manager or each building will have its own manager. This is a PNC obligation not SFMTA.

Karoleen Feng: (Slide 35)

- Q: (On slide) What are the affordable housing levels? What dollar ranges do the AMI percentages translate to?
 - A: Senior: 30-70% AMI. Most seniors will receive subsidies. \$29K-\$68K 1 person
Family: 35%-80%, \$34K-\$97K 1 person, \$49K-\$139K 4-person household WFH
80-120%, \$77K-\$116K, 1 person, \$110K-\$166K for 4-person household
- Q: (Peter Belden) I remember hearing 40-60% for the family. Is it 100% new?
 - A: The highest we would go is 80% AMI for the affordable Family Housing buildings. As we continue to explore the financial feasibility we might go as high as 80%. (Karoleen Feng)
 - Peter Belden: responded that's disappointing. I'm sure everyone wants housing but 60% is more appealing than 80%.
- Q: For seniors are we assuming the 101 units are going to be one senior per unit or two? On family 1 North, those 89 units, are they 1, 2, 3, or 4 bedrooms? What is the breakdown of workforce housing? (Roberto Hernandez)
 - A: Studios and 1 bedrooms, will have a range of 1.2 to 1.3 seniors per unit. The family units are a range of studios to 3 bedrooms. Workforce housing is a range from studio to 3 bedrooms.
- Roberto Hernandez: noted if we take this and do a deep dive, we would have a better snapshot of the population and their transportation needs.
- Q: How much bike parking will be available for all the units?(Roberto Hernandez)

- A: For the senior housing, the ratio is 1 to 4, so every 4 seniors will have 1 parking space. For every 2 families there will be 1 bike parking space. This breakdown is continuing to evolve starting with a certain number of beds and units, and as testing financial feasibility. The unit health is evolving but the analysis of where you're going trying to break down number units, etc. is something that we are hoping to take as those next steps as we firm up the unit count too. (Karoleen Feng)
- Roberto Hernandez commented that he knows this will be a process. During the pandemic at the Mission Food Hub, we heard from parents that their kids were dealing with depression, anxiety, suicide. We proposed doing bike ride-outs where before the town was a ghost town. We raised money to give bikes to kids. At one point, we had over 2K kids and 90% wouldn't have been able to afford a bike. We created a new generation for kids riding bikes (exercise, health). Our plan should include the idea to give bikes away and promote bike riding. I have been in some buildings that include bike parking. I have seen the majority of bike parking is not utilized. I think this should be a goal of PNC to promote and provide bikes to residents. We can also educate the community about the benefits of bike riding.
- Karoleen Feng: thank you for that comment. I remember the Santa Giveaways for the bikes and one of our buildings is running the [Bicis Del Pueblos](#) program to help young people do the ride outs and learn how to fix their bikes. I think the opportunity to offer bikes and programs could foster the feeling of safety on urban streets.

Kerstin Magary, Karoleen Feng and Chris Jauregui: (Slide 36-37)

- Q: (On slide) Is the Mayor's Office in Support of the Project?
 - A: We are meeting weekly with MOHCD, they have committed funding (\$35 million) to support the project. The affordable and senior housing units are under the MOHCD, and Plenary and SFMTA have stepped forward regarding the workforce housing.
- Q: (On slide) Can a preference be created for City and School District workers for workforce housing (in addition to Muni employees)?
 - We are doing a survey of our SFMTA employees, to see if there is an interest, and can we do a preference for SFMTA employees. School districts across the State, including San Francisco, have educator housing examples, the first example in SF is Shirley Chisolm which is about to start construction.
- Q: (On slide) How is affordability determined?
 - A: We are in the process of Pre Development Loan to receive funding. The Mayor's Office is handling how the financing will work. We hope to receive this loan in late May. This will be the first step to learn more about senior and workforce housing. Affordability is determined in two ways: what are the needs of the neighborhood – families are 40% AMI and below and seniors 30% AMI and below. For determining the eligibility of the residents we will use the City lottery system. If rank ordered 1-86 or 1-200 then they will then be contacted and show documentation to prove eligibility.
- Q: (On slide) What will happen if housing funding is not secured?
 - PNC's approach is to get all the housing done. Securing these funds is a process. The funds are non-city revenue funds. We have identified \$35 million from MOHCD.

Affordable and workforce funding is based on factors outside of SFMTA's control. The Bus Yard constraints are construction schedule and timeline for securing funding. Workforce is also based on economic constraints. We are exhausting all opportunities to get funding.

- Q: There was a 5% cut a few months ago in the City budget and it was brought up that another 5% needs to be cut. When will this be a shovel ready project? (Roberto Hernandez)
 - A: Senior housing in 2025 & Family/WorkForce Housing 2026. (Karoleen Feng)
- Q: Why is there a difference between the years? (Roberto Hernandez)
 - A: Senior housing is being built with the Bus Yard and once those two are complete and the podium is built, we can build the Family and Workforce following. (Karoleen Feng)
- Q: When is it projected that these projects will be entitled by the planning department? (Roberto Hernandez)
 - A: We are in the planning process right now. The project application for current planning will be submitted this month, and then starting the entitlement process will be submitted by the 3rd quarter of this year. The anticipated construction start will be in May 2024 - Nov. 2024. We will start construction of the Bus yard and senior housing first and then start construction of the family and workforce housing. (Chris Jauregui)
- Q: So you're saying the project will be entitled by September this year? And what is the total budget for this project? (Roberto Hernandez)
 - A: Project will be entitled Q3 2023. (Chris Jauregui)
 - A: For all the housing it is \$500 million and affordable housing is just \$250 million. The City has committed \$35 million towards affordable housing. Leaving an additional \$215 million to raise for affordable housing. (Karoleen Feng)
- Discussion on time available to additional slides. Group agreement to skip slides related to Public Spaces, Look and Feel, and Bus Operations. With limited time available preference to discuss Public Art (slides 47 - 49)

Public Art

- (Slide 47) Public Art: Input Received at Public Meeting (3/18)
- Jennifer Trotter: (Slide 46-47) We have heard requests for murals, happy colors, people featured in the art, reflects the history of the neighborhood, includes local youth, and considers the size and scale of the artwork. There is a desire to highlight the site's history, celebrate the bus yard and the surrounding neighborhood, and uplift local artists and Indigenous and Latinx art.
- Tony Gill: (Slide 48-49) 17th street, there's an opportunity for a glass and back wall art - that's where the ramp comes down from park looking South would see this ramp and buses coming in - opportunity for interactive art – Could use glass, combo of glass and wall behind, use buses, lots of opportunities and a very large piece. Corner of Bryan and 17 - want to connect to the playground area with more of a mosaic piece of art that could go on that 17th

side. Entry point on Bryant could be a mosaic or sculptural piece in the courtyard or lobby area.

- Two more opportunities for art. There is a screen that goes around the bus yard, and will be some type of art but managed and controlled by the architect due to air flow, etc. The highlighted areas, those 3 areas as you come straight down York St. It is an opportunity to do metal screening, also all glass stairwells. On the corner of Hampshire and Mariposa is another screen for an artist to design work. On Hampshire and Mariposa next to the stairwell is another location to incorporate art. On Hampshire, there is a big space for a tall piece.
- Jennifer Trotter: All public art is in coordination with the SF Arts Commission.

Item 5. Next Steps

Jennifer Trotter: (Slide 50) planned upcoming activities:

- Next working group meeting is May 2, 2023 - Location TBD
- Listening Sessions
- CTA Community Advisory Council: April 26 at 6 pm
- SFMTA Board Meeting: May 2, 2023 at 1 pm
- CTA Board Meeting: May 9, 2023 at 10 am

Item 6. Public Comment

(Slide 50) No public comments.