

**Potrero Yard Neighborhood Working Group Meeting #37 Minutes**

Tuesday, October 3, 2023, 5:30 p.m. to 7:15 p.m.

Fully 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.

<b>Members Present:</b>	<b>PNC Staff:</b>	<b>SFMTA Staff:</b>
Alexander Hirji	Chris Jauregui	Bonnie Jean von Krogh
Christian Vega	Clementine Howard	John Angelico
Erick Arguello	Jackson Smith	Kerstin Margary
Heather Dunbar	Jennifer Moore	Mike Sallaberry
Jolene Yee	Jennifer Trotter	Sean O'Brien (DPW)
J.R. Eppler	Michelle Feng	
Kalia Price	Monica Almendral	<b>Other Attendees:</b>
Manuel (Dino) Santamaria	Myrna Ortiz	Alejandro (no last name)
Mary Travis-Allen	Natalie Jenkins	Jacky Tang
Peter Belden	Pelesani Satele	Josef Nelson (SF Bike)
Raven McCroey	Seth Furman	Shawn Troedson
Roberto Hernandez	Tony Gill	Smita (no last name)
Scott Feeney		Phone number ending in 04
Shellena Eskridge	<b>Members Not Present:</b>	Phone number ending in 81
	Amy Beinart	Jackie von Treskow (SFAC)
	Claudia DeLarios Morán	
	Jorge Elias, Jr.	
	Magda Freitas	
	Marie Soreson	

**Purpose of the meeting**

*PNC to share updates around 100% draft schematic designs.*

## **Item 1. Welcome**

John Angelico: (Slide 1) Welcomed Working Group, public, and introduced agenda.

## **Item 2. SFMTA Announcements and Working Group Announcements**

John Angelico: (Slide 5) Muni events and updates including Heritage Weekend and the SFMTA Podcast.

John Angelico: (Slide 6) Highlighted a current campaign which advertises transit in SF and local neighborhood exploration across the City. The SFMTA was awarded an IAP2 Public Participation award for the Project. Introduced new Working Group member, Christian Vega.

Comment: I am very excited to be involved in the Working Group and have been living in the neighborhood for many years. (Christian Vega)

John Angelico: (Slide 7) Working Group member announcements.

- Potrero Hill Rhythm & Blues Festival on 10/21 from 10-4. (J.R. Eppler)
  - Response: (John Angelico) The SFMTA will attend and table on behalf of the Project.
- Park Cleanup Day with Friends of Franklin Square on 10/21 from 9:30-12:30. (Jolene Yee)
- Sunrise Ceremony and Yerba Buena Gardens event for Indigenous People's Day on 10/9 from 12-3. (Mary Travis-Allen)

## **Item 3. Schedule Update**

John Angelico: (Slide 8) Introduced Jennifer Trotter and Schedule Updates.

Jennifer Trotter: (Slide 9) Spoke on recent participations including listening sessions, community open house, and other specific events.

- Recent engagement sessions: SF AACC, SF Bike Coalition, Together SF, The Hyper Hyper Local Business Group.
- Schematic design finalized and gave updates around the next step in CEQA process and EIR.

John Angelico: (Slide 10) Showed recent Project inreach events at Potrero Yard with maintenance staff including a staff BBQ with over 100 attendees.

Jennifer Trotter: (Slide 11) Shared summary of community open house on 9/20.

- Held bus yard tours and ensured live interpretation in both Chinese and Spanish with headsets.

## **Item 4. Bike Infrastructure Update**

John Angelico: (Slide 12) Introduced bike activity area and focuses – consistent with proposal plan and public feedback process.

Jennifer Moore: (Slide 13) Showed existing condition on 17th Street with painted buffer and post.

Jennifer Moore: (Slide 14) Showed existing bike lane improvements on 17th Street with feedback considerations.

Jennifer Moore: (Slide 15) Showed a new proposed condition with a raised median/6-inch curb that requires removing parking on 17th while remaining mountable for emergency vehicular access.

Jennifer Moore: (Slide 16) Showed plan for bike improvements on 17th street, proposing raised crossing on Hampshire because intersection is not controlled – high visibility crosswalks.

Jennifer Moore: (Slide 17) Showed renderings of bike lanes on 17th Street from pedestrian level/ perspective.

Jennifer Moore: (Slide 18) Showed renderings of 17th Street sidewalk improvements and pieces that animate streetscape.

Jennifer Moore: (Slide 19) Discussed bike parking surrounding options.

Jennifer Moore: (Slide 20) Showed long-term parking spaces for employees and bikes. Employees will access from the lobby of 17th and Bryant streets.

Jennifer Moore: (Slide 21) Showed long-term bike parking for affordable and senior parking with entrances and specific locations.

Jennifer Moore: (Slide 22) Showed locations for Workforce long-term parking with 36 stalls on Hampshire Street and 132 stalls on the Podium.

Jennifer Moore: (Slide 23) Showed long-term parking with an additional 2 stalls located on level 7/Podium level, where 3 elevators can transport people to bike parking.

- Comment: Welcomed Mike Sallaberry who works with Livable Streets to answer any questions or concerns. (John Angelico)

Q: It is critical that this corridor is safe enough for kids to ride. We have a park, a soccer field, and a building for residents, but the bike facilities are just not there yet. We need to eliminate the remaining mixing zones and put in protected corners. There are three recommended changes I see as feasible, including making the travel lanes narrower. (Peter Belden)

- A: I will be conducting the pedestrian and bicycle review of the design and can work with the Project team to refine the designs based on feedback. (Mike Sallaberry)

Q: Thanks for addressing this issue. I am glad there will be additional safety considerations and I am pleased with the raised crosswalk at Hampshire. I would like to echo Peter with more consideration for safety. I am concerned that by removing parking, it will be less accessible for handicapped folks. (Jolene Yee)

- A: Does anyone know what accessible spaces are by the park? I did see one on 17th Street but it might be removed. (Jennifer Moore)

Comment: I thought there were one to two spots that would be removed along 17th Street. The spot that is East of the soccer field is quite chaotic and unsafe. This is a concern for people who want to access the park. (Peter Belden)

- Response: This is a concern that should be talked about. (Jolene Yee)
- Response: The only handicapped parking spot is next to the handicapped ramp that leads into the park. (Christian Vega)

Q: Would it be possible to add a handicapped spot on Hampshire where the raised crosswalk is? This way we aren't taking it away from someone who is disabled. (Jolene Yee)

- A: We will take this feedback and discuss it with the team. (Jennifer Moore)

Q: Will all of 17th Street have a separate bike lane or is this for the Project area only? (Heather Dunbar)

- A: This particular Project only addresses the section between Bryant and Hampshire. (Jennifer Moore)

Comment: We're happy to provide additional contacts for the [17th Street Bike Lane Project](#). The Project will create legislation to address the area east of the Potrero Yard site. (Peter Belden and Mike Sallaberry)

Comment: I support raising the inside lane and making one or more of the spaces handicapped in the existing parking lot. This could be a convenient access point versus having one across the street. (Scott Fenney)

- Response: We have heard this request for a protected intersection. We are at this present design based on the studies around the bus turn radius we have conducted. (Jennifer Moore)

Q: As a soccer coach familiar with the field and parking issues, I'm concerned about persistent handicapped parking problems. I am also a cyclist who has safety concerns due to speeding traffic on Potrero Avenue. Have these concerns regarding parking, Potrero Avenue traffic, and Bryant Street's impact been shared with SF Park and Rec and SF Planning? (Roberto Hernandez)

- A: This Project has gone through a committee with various City agencies. I can find out more about what communications have taken place with SF Planning and Park and Rec related to traffic and speed control. (Bonnie Jean von Krogh)

Q: Can you confirm whether a 6" non-mountable curb is compliant with the fire code? (Peter Belden, chat)

- A: I cannot speak for the fire department, but they have asked for a 4" curb with rounded curbs to be acceptable. The designs will need to be reviewed and approved by several agencies including the fire department. (Mike Sallaberry)

Q: We as a committee have the opportunity to make designs and accommodations that benefit the community and neighborhood. We do not always have this opportunity so let's use it to the best of our ability. (J.R. Eppler)

- A: Thank you for your comment. (John Angelico)

Q: Especially because this is going to be a car-free environment, the standard should be safety for all ages and backgrounds. Mixing zones do not cut it. (Scott Feeney)

- A: Thank you for your comment. (John Angelico)

Comment: We have a lot of bus traffic and will have 50% more buses at the yard. Bus optimization is our priority when analyzing the intersections which plays a major role in bicyclist and pedestrian safety. (Bonnie Jean von Krogh)

Comment: We made the crossings on Hampshire Street 10 feet shorter and the Bryant crossing five feet shorter. We have done what we can to shorten pedestrian crossings and make the conditions safer. We're assessing streetscape improvements for pedestrians, bikes, and buses. If buses can't navigate turns, it affects pedestrians and cyclists sharing the space. Bus maneuverability is a top priority, with adjustments to traffic light stop points to ensure safety for all. (Tony Gill and Jennifer Moore)

- Response: Buses operating well means decreased need to drive and safety for the public and bikers in the area. (Mike Sallaberry)

Comment: I'd like to read some of the comments in the chat. (Jennifer Trotter)

*Good point Roberto about the dangerous speeds on Potrero Ave. The SFMTA 17th St. Project which does go to Potrero Ave as it stands now does not have a protected intersection at Potrero Ave. You make a good point about the need for reducing speed and increasing safety at the intersection with Potrero Ave. (Peter Belden, Chat)*

*The crossings on 17th are key also. We could make them safer with 10' lanes and or corner islands. Either would result in a shorter crossing than bulb-outs. (Peter Belden, Chat)*

*I agree buses safely making turns is non-negotiable. I think that the highest standard of bike/ped safety should also be non-negotiable. In contrast, private cars through travel on 17th St. should be negotiable. (Scott Feeney, Chat)*

- Response: We often aim for 10' lanes and have occasionally done less than 10'. Since this is a two-way street, it is unlikely to go narrower as the buses are 10' wide from mirror to mirror. (Mike Sallaberry)

## **Item 5. Housing Update**

John Angelico: (Slide 24) Seth Furman from MEDA will present the housing update.

Seth Furman: (Slide 25) Shared changes to housing composition.

- Three tiers of affordable housing will be prioritized for seniors and families to maximize housing within the community. In Phase 1, senior housing will be converted to family housing to enhance competitiveness for state and federal grants and to increase the number of bedrooms. CEQA entitlements are being pursued while adhering to guidelines. The commitment remains to maximize housing opportunities.

Q: When will you have an answer regarding if this building will change from senior-only to all-family? (Shellena Eskridge)

- A: We expect to have this answer in the coming months. (Seth Furman)

Q: In making this decision, how much community input is the MTA gathering to understand the needs of the community? (Mary Travis-Allen)

- A: Our intention is to make this Project as competitive as possible to get the funding needed to build as many units and types of units as possible. We value community input and want to see senior housing on the property. (Seth Furman)

Q: Would changing the housing type reduce the count of units? (Erick Arguello)

- A: While this may reduce total units, it could increase the number of bedrooms. The senior building primarily has studios and one-bedroom units, while the family buildings offer one-, two-, and three-bedroom units. Our aim is to align with Project plans and CEQA applications while optimizing for better funding access. For questions, please feel free to contact me directly. (Seth Furman)

### **Item 6. Public Art – Community Representative**

John Angelico: (Slide 26) Introduced the Public Art section.

Bonnie Jean von Krogh: (Slide 27) Gave updates on behalf of Jackie von Treskow regarding the artist panel composition, structure of commitments, and opportunities. Community representatives from the Working Group were encouraged to participate.

Bonnie Jean von Krogh: (Slide 28) Discussed requirements for community participation and compensation for panelists.

- Time will be split up for people to participate due to the commitment and participants are all compensated at \$50/hour.

Bonnie Jean von Krogh: (Slide 29) Summarized application review process.

- Panel 1 reviews 15 – 30 artist applications shortlisted from the Artist Qualification Panel to identify 3 final artists.

Bonnie Jean von Krogh: (Slide 30) Discussed artist orientation.

- All review panel members are invited to attend orientation voluntarily with the artists.

Bonnie Jean von Krogh: (Slide 31) Discussed artist proposal process.

- Once the artists present their final proposals for each site, panelists will deliberate, score and select the final artist in each opportunity.

Q: Are these meetings in the evening or on weekends to make it accessible for people who work? (Erick Arguello)

- A: I believe these are during working hours. We will double-check with the Arts Commission and follow up. (Bonnie Jean von Krogh)

Q: What is the time frame that these panels will take place? (Erick Arguello)

- A: The staff at the SFAC hosting a kick-off with the Arts Commission later this month. The timeline of these panels is still being determined. (Bonnie Jean von Krogh and Chris Jauregui)

Bonnie Jean von Krogh: (Slide 32) Emphasized need for community knowledge that represents the history values and culture of the community and the SFMTA.

- Art should be specific to the Project, but submissions are not limited to professional working artists.

Bonnie Jean von Krogh: (Slide 33) Reviewed the art program goals.

- Four Working Group members are allowed on the panel – recommended considerations in the voting or nomination process if there will be more than one member of the Working Group on the panel.
- Asked for interested Working Group members to share their interest in participating in the Committee.

Comment: If you can confirm the meeting times, that would help us determine availability. (Christian Vega)

- Response: We will get back to you all with that information when we send the email with nominations. (Bonnie Jean von Krogh)

Q: Will you be looking for a diverse panel? (Erick Arguello)

- A: We are looking for a diversity of perspectives. (Bonnie Jean von Krogh)

Q: Are you looking for a certain number of People of Color? (Erick Arguello)

- A: We only have four seats and are looking to fill the spots. (Bonnie Jean von Krogh)

Comment: I suggest the numbers are very important to ensure diverse voices are included. Erick Arguello)

#### **Interested individuals:**

- I have lived in the neighborhood for over 20 years and worked with the SFAC to develop the Brotherhood of Man mosaic at Franklin Square Park. (Jolene Yee)
- I grew up in the Mission District and represent the uniqueness of the American Indian Community. I also identify with the Latin American people and have a close relationship with Calle 24. I worked for 32 years at the SFMTA as a Senior Operations Manager and understand the needs of the community. (Mary Travis-Allen)

Response: Thank you for volunteering — we will share the interested individuals' names with the SFAC team. The SFMTA will confirm and report back the meeting timing and requirements. We will continue to accept nominations until Friday. We are open to considering proxies if opportunities are still available since we understand that not all working group members have the time available. (Bonnie Jean von Krogh)

#### **Item 7. Next Steps**

Bonnie Jean von Krogh: (Slide 35) Introduced Chris and next steps.

Chris Jauregui: (Slide 36) Gave updates about continued listening sessions and the Community Advisory Committee presentation on October 25.

## Item 8. Public Comment

Bonnie Jean von Krogh: (Slide 37) Opened public comment.

Q: Has the shadow study been completed? (Jolene Yee)

- A: We are still completing all studies including the shadow study and an additional variant with a Paratransit consideration. We will share these findings with the Working Group once complete. (Chris Jauregui)

Q: Is a pedestrian scramble a possible option besides a protected intersection due to space constraints? (Josef Nelson, chat)

- A: PNC can discuss this with Mike Sallaberry and follow up with Josef. (John Angelico)

### CHAT transcript

**[5:58 PM] Jennifer Trotter:**

Thank you for your feedback Scott

**[5:59 PM] Peter Belden (Guest):**

the elimination of one of the mixing zones on the south side is also great. the one to the east

**[5:59 PM] Jennifer Trotter:**

Thank you for your feedback Peter

**[6:06 PM] Peter Belden (Guest):**

perhaps can mike confirm whether a 6" not mountable curb is compliant with the fire code and thus not needing a mountable curb.

**[6:10 PM] Angelico, John:**

Mike Sallaberry just referred to this Project: <https://www.sfmta.com/projects/17th-street-quick-build> 17th Street Quick-Build

The proposed design for the 17th Street Quick-Build Project will be heard at the September 1st Engineering Public Hearing. See the Related Reports and Documents section (right-hand side of this page)

**[6:13 PM] Josef Nelson (SFBC) (Guest)**

is a pedestrian scramble a possible option besides a protected intersection due to space constraints?

**[6:16 PM] Peter Belden (Guest)**

Good point Roberto about the dangerous speeds on Potrero Ave. The SFMTA 17th St Project which does go to Potrero Ave as it stands now does not have a protected intersection at Potrero Ave. You make a good point about the need for reducing speed and increasing safety at the intersection with Potrero Ave.

**[6:24 PM] Peter Belden (Guest)**

the crossings on 17th are key also. we could make them safer with 10' lanes and or corner islands. Elther would result in a shorter crossing than bulb outs.

**[6:25 PM] Scott Feeny (Guest):**

I agree buses safely making turns is non-negotiable. I think that the highest standard of bike/ped safety should also be non-negotiable. In contrast, private car through travel on 17th St should be negotiable.

**[6:35 PM] Claudia:**

Just wanted to say hi! I've been listening via "call in" but can't ask questions or comment

**[6:36 PM] Scott Feeney (Guest):**

glad you're here Claudia!

**[6:36 PM] Peter Belden (Guest):**

I have to jump off for a meeting for my kids school. Thank you for a productive meeting tonight.

**[6:37 PM] Jennifer Trotter:**

Thank you for joining and participating in conversation about bike/ped proposed improvements.

**[6:49 PM] Christian (Guest)**

if you can confirm the meeting times that would help some of us determine if we could possibly participate.

**[6:50 PM] Christian (Guest):**

(i mean confirm the meeting times in the email tonight/tomorrow, i know you don't know right now)

**[6:52 PM] Mary Travis-Allen:**

Agree with Erick