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TRANSCRIPT OF
PUBLIC SCOPING MEETING
of the
Planning Department
City & County of San Francisco

Tuesday November 18, 2003
First Baptist Church Basement
22 Waller Street
San Francisco, CA

Project Title: 2003.0347E - Market and Octavia
Neighborhood Plan

REPORTED BY: Barbara Fenton Bernstein, C.S.R.

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P R O C E E D I N G S.

MR. MALTZER: It's now about 6:35. I think I'll give us about five minutes or so before we get started. You could all start finding chairs. I would like to get started at about 6:40.

(Short recess)

MR. MALTZER: Please take your seats now. I'd like to get started.

You'll have to excuse us. I guess we've had a failure of our PA system and we're on a back-up plan.

We're going to share a mike here. I'll start off and then I'll put the mike up for the speakers. Please speak up for the people here in the back.

I'm Paul Maltzer and I'm the Environmental Review Officer with the Planning Department here in San Francisco.

As I'm sure all of you know, the City is in the middle of planning for and proposing this Market and Octavia Better Neighborhood Plan and program, and before that can come to a decision point before your Planning Commission we need to complete the environmental review process in accordance with the California Environmental

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Quality act.

It is that work that this hearing is most directly related to.

The environmental review document that

05 we're beginning to prepare for this project is an
06 EIR, or Environmental Impact Report, and one of the
07 required steps, as we're preparing that
08 Environmental Impact Report, is a public scoping
09 meeting, and we're going to be getting to that as
10 well.

11 We'll explain a little more about this as
12 we move along.

13 I want to make some introductory remarks
14 so people understand who is here and what our roles
15 are with respect to this process.

16 I'm Paul Maltzer, and our office, with the
17 Planning Department, one section within the
18 Planning Department, is actually proposing this.
19 Our Long Range Planning Group is essentially the
20 proponent of this project.

21 Our role, the group that I work in, the
22 Major Environmental Analysis Group, is a section
23 that conducts environmental review. We work on
24 those Environmental Impact Reports from outside
25 consultants, but ultimately we assume authorship of
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01 those reports, so that's why we're taking the lead
02 in this scoping meeting.

03 I want to introduce some of the people,
04 first off, from my office, Environmental Review.

05 Rana Ahmadi is the program coordinator
06 working on this project.

07 Lisa Gibson is one of our senior planners
08 and supervisors and will be working with me as well
09 on the Environmental Impact Report.

10 We also have two of the key consultants
11 working with us on that report - Rebecca
12 Kohistrand, as well as Sally Maxwell. They're from
13 the consultant team working on the Environmental
14 Impact Report for us.

15 From the City-wide group, some of you know
16 John Billovits.

17 I want to point out I'm going to be taking
18 longer than I hoped to, but it has come to our
19 attention that there was an error in the noticing
20 for this meeting, particularly with respect to the
21 address of this building.

22 When there's such an error, we're never
23 sure who may be affected by it, if there are people
24 out there looking for the meeting, and we're not
25 going to know that today.

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01 I want to provide assurances to you and
02 the people who maybe haven't heard about this
03 meeting, or aren't here because of any error, we
04 aren't going to have people left out of this
05 scoping process, but we need to wait and find out
06 how many people may have been misdirected and were
07 not able to find their way here.

08 We're hoping those people, once they find
09 out, will get in contact with us. If any of you

10 hear from some of those people who were affected,
11 who were hoping to come to this meeting, please
12 direct them to Mr. Billovits or Rana Ahmadi.

13 Once we're able to assess who was affected
14 and how many people were affected, we can better
15 decide whether we can do it in a more informal way.
16 If there's just a few people, maybe we can do it
17 informally by having them come to our offices. But
18 first we need to understand how many people, if
19 any, were affected by that error in the address.

20 The purpose of this meeting, the
21 Environmental Impact Report Scoping Meeting, in
22 spite of how much I'm talking - and you're going to
23 hear from other staff as well --

24 The main purpose of this meeting is for
25 the City, for us, to hear from you and to hear from
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01 you specifically with regard to the issue of what
02 you think belongs in the Sentimental Impact Report.

03 You'll hear a little more about this from
04 my staff as well.

05 The EIR is an informational document,
06 talking about what changes could occur in this
07 area, in the physical environment, over time, if
08 this plan were to be developed.

09 It is through this scoping meeting that we
10 want to hear from you as to what issues you believe
11 need to be addressed in this Environmental Impact
12 Report.

13 It's an informational document that
14 reports on the anticipated changes and the
15 significance of those changes in the physical
16 environment.

17 Our staff, and our consultants, as well,
18 have years and years of experience in doing
19 environmental review. What I'm learning --

20 The scoping process is a new process
21 started this year. What I'm learning is that what
22 is most effective in these meetings is to hear from
23 the public about some of the unique issues or the
24 particular circumstances that are unique to their
25 area that we may not be aware of.

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01 We have a general knowledge of the
02 environment in the City, but not necessarily of
03 your neighborhood, not as much as you do, so it's
04 helpful for you to bring those issues to our
05 attention so we can include those in the
06 Sentimental Impact Report.

07 I want to point out that this is not a
08 project approval hearing. I know some of you may
09 have strong opinions about whether it's a good
10 project or a bad project. That's not the focus of
11 this meeting.

12 The purpose of this meeting is to hear
13 from you about what types of information you think
14 belongs in the EIR. The EIR is an informational

15 document that ultimately will be read and used by
16 the Planning Commission and the Board of
17 Supervisors in order to make decisions on this
18 project, and we're trying to make that
19 informational document as complete and thorough as
20 possible, with your help, and find out what belongs
21 in that report.

22 As to the format for this meeting, I'm
23 going to have Lisa speak a little bit about CEQA
24 and what we mean by an EIR, and what types of
25 information belong in an EIR.

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01 And John will speak about the project
02 description.

03 And then we'll turn the microphone over to
04 you.

05 We have some speaker cards, and if you
06 intend to speak and have not already filled out a
07 speaker card, I'll ask that you fill it out or hold
08 your hand up and get Rana Ahmadi's attention and
09 she'll bring those up to me.

10 This is not a question and answer session.

11 We're going to transcribe -- take down all
12 the comments we receive and do our work and respond
13 to those comments by plugging that information,
14 that analysis, into the Environmental Impact
15 Report, but we're not prepared to, and do not
16 intend to, answer questions here today. We're just
17 here to take down your questions and advice, and
18 then begin our work, or continue our work, on the
19 Environmental Impact Report.

20 I have a timer here. I don't think we'll
21 set up a timer, but there could be a fair number of
22 speakers, so I'm hoping people will confine
23 themselves to about five minutes of speaking time.

24 If we have trouble with that, I may have
25 to interrupt people and start putting people on a

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01 timer, but I hope we can avoid that and people can
02 keep it down to a few minutes on their own.

03 We do have a court reporter and I would
04 like to point out a couple of things.

05 We have, in the back of the room, a sign-
06 in sheet for names and addresses.

07 There will be formal documents produced in
08 the future. If you want to be included on the
09 distribution list for those documents, make sure
10 you leave your name and address.

11 I would also ask that you provide your
12 name for the court reporter so we can have that
13 information in the transcript as well.

14 The court reporter has asked that if
15 anyone tonight is speaking from a prepared text or
16 script, if at all possible, if they could leave
17 that with her as well, so she can make sure to get
18 that into the transcript accurately, that would be
19 helpful.

20 I think I've talked all I want to.
21 We do have handouts in the back of the
22 room.
23 There are restrooms to the right here
24 (gesturing).
25 I think many of you are familiar with this
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01 room.
02 There are drinks and cookies in the back.
03 I would like to turn it over to Lisa
04 Gibson, to give a brief presentation regarding
05 CEQA, and the EIR.
06 Paul Billovits will be talking about the
07 plan itself.
08 And then we'll get to the public comments.
09 LISA GIBSON: Thank you, Paul.
10 I'm going to take a casual approach and
11 sit down.
12 Again, my name is Lisa Gibson, and I work
13 for the Planning Department, and I'll be assisting
14 Rana Ahmadi in the preparation of the EIR.
15 Before describing the EIR process to you,
16 I thought it would be helpful to explain the
17 purpose of the EIR process.
18 The reason we're all here today is because
19 of a State law enacted in 1970 called the
20 California Environmental Quality Act, or CEQA,
21 which requires agencies to prepare environmental
22 impact assessments of proposed projects that may
23 have significant environmental effects, and to
24 circulate those documents to other agencies and the
25 public for comment before making any decisions
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01 whether to approve a project or not.
02 The main objectives of CEQA are to
03 disclose to decision makers and the public the
04 significant environmental effects of proposed
05 activities and require agencies to avoid or reduce
06 the environmental effects by implementing feasible
07 alternatives or mitigation measures.
08 Other objectives of CEQA include
09 enhancement of public participation in the planning
10 process; hence this public scoping meeting.
11 There are various types of environmental
12 documents that can be prepared under CEQA,
13 depending on whether the proposed project would
14 result in potential significant environmental
15 impacts.
16 The Planning Department has determined
17 that the proposed Market and Octavia Neighborhood
18 Plan could have significant environmental impacts,
19 and thus, an EIR is required.
20 The first step in the process will be
21 issuance of a Notice of Preparation, soliciting
22 participation in determining the scope of the EIR
23 from agencies and the public. The notice will
24 include a brief description of the proposed

25 project, the location of the site, probable
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01 environmental effects of the project, and where
02 written comments on the scope of the EIR may be
03 sent. That notice will be sent out sometime after
04 this meeting.

05 The next step of the EIR process will be
06 publication of the draft EIR. The Planning
07 Department has already begun collecting the
08 preliminary information and preparing the impact
09 analysis for the EIR.

10 The comments we receive tonight, and the
11 later comments we receive in writing, will be
12 carefully considered and taken into account in
13 preparation for the EIR.

14 The Planning Department will accept
15 written comments on the draft EIR for a period of
16 about 45 days.

17 Oral comments will also be accepted at a
18 hearing held before the Planning Commission and
19 that hearing will be held in about 30 days
20 following the publication of the draft EIR.

21 We anticipate publishing the draft EIR
22 next year in the late summer or early fall. That's
23 subject to change but that's the approximate time
24 frame.

25 The draft EIR will be sent to various
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01 agencies and interested parties, including those
02 requesting copies by that sign-in list.

03 There will be a notice published in the
04 San Francisco Independent Newspaper, indicating
05 that's available; and there will be a notice of
06 completion filed with the State Clearinghouse,
07 which coordinates review of environmental documents
08 by state agencies.

09 The Planning Department will then prepare
10 a draft Comments and Responses document, which will
11 contain written responses to all substantive
12 comments that we receive on environmental issues,
13 pertaining to the environmental review, received
14 during the environmental review period.

15 It will also identify any changes to the
16 draft EIR that may be necessary to fully respond to
17 comments we receive.

18 The Comments and Responses document will
19 be distributed to those who commented on the draft
20 EIR, various agencies and other interested parties,
21 and anybody else that requested a copy.

22 About two weeks later there will be
23 another hearing in this case, before the Planning
24 Commission, where the Commission will be asked to
25 certify the EIR, basically certify that it's

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01 essentially adequate and fulfills the requirements
02 of CEQA.

03 The final EIR will consist of the draft

04 EIR together with the Comments and Responses
05 document. That will give environmental clearance
06 for the proposed plan.

07 This does not in any way constitute
08 approval of the project. That's a separate
09 process. But it can proceed only after the EIR has
10 been certified.

11 Now I would like to talk about the content
12 of the draft EIR.

13 Unlike other single-topic environmental
14 laws, such as the Clean Air Act, CEQA encourages
15 protection of all aspects of the environment by
16 requiring preparation of multidisciplinary
17 environmental impact analyses, in this case 13
18 different environmental topics.

19 I'm not going to go into detail about all
20 of them, but I'll highlight a few of the issues
21 that will receive detailed review in the draft EIR.

22 The handout that was available --

23 I think there are no more copies
24 available, but there was an outline of the EIR
25 topics and questions that we'll be answering for
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01 all those environmental issues.

02 One of the big issues is land use. This
03 plan will be proposing changes to zoning, and the
04 EIR will look at how those changes could affect
05 land use, densities, scales, use districts, and
06 height and bulk controls. It will also look at how
07 the project will affect the physical arrangement of
08 the community.

09 Another big issue is transportation and
10 circulation. There's a transportation impact
11 analysis that's also being prepared and that
12 analysis will look at how the project may affect
13 traffic, transit, pedestrian traffic and bicycles.
14 It will also include travel demand projections for
15 intersections in the area, a parking inventory
16 within the area and a transit capacity analysis.

17 Another big issue is visual quality, or
18 how the project will affect aesthetics in the area,
19 how it will affect scenic public views or vistas.

20 And then there's a bunch of other topics,
21 such as population, noise, air quality/shadows/
22 wind, public services and utilities. You can see
23 them in the list, but it's a full gamut of issues,
24 such as biology or birds and bunnies, cultural
25 resources, growth inducement.

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01 For each of these issues, the EIR will
02 identify if there's a significant impact, and if
03 there are any identified, there will be mitigation
04 measures identified to avoid or minimize those
05 impacts. These are mitigation measures.

06 The EIR will also evaluate and compare
07 impacts of alternatives to the proposed project.
08 These alternatives assessed should avoid or

09 substantially lessen any significant environmental
10 impacts, and they may include low growth and high
11 growth scenarios for residential and commercial
12 developments within the plan area.

13 In addition, there will be a No Project
14 alternative assessed by the EIR, which allows
15 comparison of the impacts of approving the project
16 with the impacts if it doesn't go forward.

17 That wraps up my presentation.

18 PAUL MALTZER: John Billovits is going to
19 talk to us about the plan, give us a plan overview.

20 JOHN BILLOVITS: I'm another planner with
21 the Planning Department, long-range.

22 I've been working on this for a few years.

23 It's great to see so many of you turning
24 out.

25 Obviously, the purpose of this meeting is
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01 to take testimony on the content of the EIR.

02 We've had lots of meetings about the plan,
03 developing the plan. There's a plan draft that was
04 distributed almost a year ago.

05 We had a meeting in the spring, talking
06 about the comments and our responses to those
07 comments. Those have all been fed into the project
08 description as it would go into the EIR.

09 The plan proposes rezoning of virtually
10 all the land or alterations of the zoning of the
11 property in the larger plan area.

12 The focus of the plan is to try and help
13 this area's evolution as an urban walkable
14 neighborhood, and sort of encourage housing to come
15 into this area in a scheme and pattern that's
16 similar to the traditional functions in this area,
17 which is very transit-based.

18 So there's not only the zoning initiatives
19 and parking control changes, but a series of public
20 space improvements that are meant to give, through
21 improvements in the lines serving the area, an
22 improved transit operation, as well as provide
23 pedestrian improvements that make the streets more
24 walkable and create more civil places that sort of
25 hold a neighborhood together.

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01 The primary changes are reductions,
02 eliminations, such as eliminating the minimum
03 parking requirement, which is one-to-one, or one
04 parking space per unit.

05 We're proposing that there no longer be a
06 minimum parking requirement, and that there be a
07 parking cap.

08 Essentially, in terms of housing and
09 walkable space, we're limited by the amount of cars
10 we can park. We can make it a better place if we
11 can build some of that housing without parking.
12 That, in addition to urban design controls and a
13 more refined set of height districts --

14 One of the maps back there (gesturing)
15 deals with height controls.

16 Most of it was at a 50-foot height, and
17 now you'll find blocks of 45 feet and 55 feet, in
18 order to create a hierarchy of places and support
19 organization of the neighborhood in the way of the
20 design guidelines that we present in the plan, and
21 that height control we're proposing would allow
22 housing to take place in a rather free-form manner,
23 and not regulating them to two or three per lot or
24 per area as exists now, but rather to allow them to
25 come in within that housing form we're trying to

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01 encourage.

02 As you know, the plan does take this
03 rather comprehensive approach and proposes planned
04 use changes, changes to streets, changes to
05 policies as to how streets are used in the area.

06 This is an opportunity for new open
07 spaces, new public spaces to be realized where
08 there is excess traffic capacity.

09 All those things will be carried forward
10 in the EIR.

11 There's one change I would like to note
12 that may affect some people.

13 On the map, the zoning map, there's an
14 area along south of Market Street, between Market
15 and Mission, that extends from Ninth Street to half
16 way between 10th and 11th Streets.

17 That's an overlap of the Mid Market Plan
18 area, which is a redevelopment plan area in process
19 right now.

20 We were working on a different zoning and
21 planning proposal for that same area so we had an
22 overlap there. We had a Downtown Neighborhood Plan
23 we were looking at in our office and we looked at
24 that plan and resolved it by not proposing any
25 changes in this plan to what amounts to a block and

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01 a half, so that's a change in the boundary that
02 wasn't discussed at the spring meeting but it's on
03 the diagrams here.

04 So, that's it in a nutshell. We have a
05 web site which you should feel free to visit if you
06 want more information about planning,
07 betterneighborhoods.org.

08 I would like to reiterate, since we're
09 taking testimony in this scoping meeting, I know a
10 lot of people are going to be concerned about the
11 freeway touchdown.

12 I'll be here after the meeting if you want
13 to talk to me. My phone number is 558-6390. My
14 link to my email on the web site --

15 Well, we can answer those questions after
16 the meeting and I can give you references to folks
17 elsewhere for further information.

18 So, without further ado, I'll turn it over

19 to Paul.

20 PAUL MALTZER: Thank you, John.

21 This is the portion that's most important.

22 This is where we hear from the public as to their
23 comments and what they think belongs in the EIR.

24 I want to reiterate, we're not expecting
25 this to be a question and answer session. We would
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01 like you to make your testimony and then we'll move
02 on to the next speaker.

03 I'm be around after the meeting, as John
04 will, and in days and weeks to come, if you have
05 further questions or conversation, I would be happy
06 to get into those after the meeting, rather than as
07 part of your testimony.

08 What I would like to do --

09 I think we're going to have to be passing
10 this microphone back and forth. What I would like
11 to do is call a few names at a time.

12 If I call your name as second or third, I
13 would ask you to step up and get ready to speak, so
14 we don't have to wait for everyone to come up from
15 the back of the room.

16 I would also, again, request that you try
17 to keep your comments to about three minutes or
18 less.

19 The first is Bruce Qualls, and then Matt
20 Francois and then Nancy Boas and John Boas.

21 BRUCE QUALLS: I'm the Real Estate Manager
22 for Safeway. We're in a portion of this overall
23 plan.

24 I just want to start off by saying that
25 Safeway is in favor of mixed use projects.
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01 We're in construction now at Mission Bay
02 on such a project.

03 We also did the Fulton Masonic store,
04 which ended up being an Albertson's.

05 A week ago we opened a store in Seattle
06 that's part of a mixed use project, and we have one
07 in Vancouver, and one in Portland, and other places
08 across the country. So it's something we look at
09 as a matter of course.

10 In this particular instance, I think we
11 could have added more information to this process
12 had we been more involved in it earlier. I don't
13 know that we got any notification that we were
14 doing this. Well, it's not too late and we're
15 chiming in now.

16 This is a very successful store for us on
17 Market Street and it's a big part of the fabric of
18 the community here. Many of you shop there, I'm
19 sure.

20 We want to be involved in this process
21 going forward, but because this is a legal
22 proceeding, I want to make sure that some of the
23 legal issues are addressed, so Matt Francois is

24 here to do that for me.

25 MATT FRANCOIS: Thank you, Bruce.

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01 Good evening, Mr. Maltzer and members of
02 the public.

03 We're happy to be here tonight.

04 As Bruce mentioned, we believe the process
05 the City has undertaken is a worthwhile goal. We
06 think it clearly implements the voters' wishes. In
07 passing Proposition E in '98, the voters clearly
08 spoke and wanted to see a new neighborhood to
09 replace a concrete barrier that had divided a
10 community.

11 I'm here tonight on behalf of Safeway.

12 As you know, Safeway has a store at 2020
13 Market, which is a fairly successful store and
14 they're happy to be a part of this neighborhood and
15 happy to be a part of this planning process.

16 We're a little bit concerned. The first
17 point I think we need to make is that we believe
18 the plan is not yet ripe for environmental review
19 because major owners such as Safeway were kept out
20 of the process.

21 It was presented as a fait accompli, and
22 then a public meeting was held.

23 Because of numerous reasons, mixed use
24 housing is infeasible on this site, and had Safeway
25 been involved in the process from the beginning,

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01 perhaps something could have been worked out and a
02 consensus reached regarding moving forward.

03 We're here to submit a letter to outline
04 some of the reasons why mixed-use housing simply
05 does not work on the Market Street Safeway site.

06 Perhaps the first and foremost reason is
07 that Safeway does not own this property, but rather
08 it's owned by several property owners and the plan
09 calls for a redevelopment strategy that would be
10 triggered by -- potentially by any minor alteration
11 or addition to the existing Safeway store.

12 It should be pointed out that our store
13 was recently remodeled to the tune of over fourteen
14 million dollars and the redevelopment strategy
15 would suggest that mixed use housing would be
16 mandatory on this site, which again, Safeway does
17 not own, and which would be triggered by any minor
18 modification.

19 I think it's the case that had Safeway
20 been involved in the process from the beginning,
21 these concerns could have been raised, as well as
22 the concern that there's just blatant inaccuracies
23 in the plan.

24 The store and associated retail shops are
25 approximately 70,000 square feet, and the plan

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01 portrays them as 50,000 square feet.

02 The parking is also misrepresented.

03 The redevelopment strategy calls for
04 Safeway to demolish an existing store, which it
05 spent fourteen million dollars rehabilitating, and
06 build a smaller store with 185 new housing, along
07 with other retail.

08 Safeway doesn't own the site, and can't
09 unilaterally decide to build housing.

10 It's feasibility is further undermined
11 because you would require multiple owners to do
12 mixed housing on this site without consideration to
13 obtaining financing to make this happen.

14 Some of the other inadequacies in the plan
15 deal with parking maximums. The plan would provide
16 for a maximum of one parking space per 2500 square
17 feet, and applying that standard to the Safeway
18 site, Safeway would be left with 15.2 parking
19 spaces; and a grocery store can't operate with 15
20 parking spaces. It doesn't work. It doesn't work,
21 not in an area that is admittedly adequately served
22 by transit and inadequately served by parking.

23 The plan also calls for an expensive
24 construction staging plan which we feel would be
25 infeasible and would require the construction of a
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01 temporary three-level garage; and its five phases
02 are actually five different projects, which would
03 eliminate economies of scale and so costs of
04 construction would be infeasible also.

05 So while, as Bruce pointed out, Safeway is
06 committed to mixed use housing projects when
07 they're feasible, such as Mission Bay, Safeway
08 feels the Market Street site is not a feasible
09 location and the property should be excised from
10 this plan and Safeway should be involved in any
11 further considerations as the plan moves forward.

12 We'll be submitting written comments to
13 Mr. Maltzer, and would like to be actively involved
14 in the plan as it moves forward.

15 Thank you for your consideration of
16 Safeway's concerns.

17 PAUL MALTZER: If I could remind people,
18 that was about six or seven minutes.

19 I would like not to have to put a stop
20 watch on people, so if we can try to keep comments
21 down to about three minutes, please.

22 We do have a lot of speakers and people
23 are going on a little too long. Let's see if we
24 can keep the comments a little shorter.

25 Okay.

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01 JOHN BOAS: John Boas and my mother Nancy.
02 We represent San Francisco Honda, which is
03 at the corner of Market and Van Ness. We do not
04 have prepared notes but do have some comments.

05 Like some other people earlier, we've been
06 somewhat surprised by the process, as well as
07 knowing other large business owners that have

08 expressed the same surprise.

09 Although we may be expressing a minority
10 view here tonight, we're certainly all for making
11 San Francisco a friendlier city.

12 We've been a business owner in San
13 Francisco for many years, in the Market location
14 for 25.

15 We're going on record to give voice to a
16 corporate citizen with over 100 employees and pay
17 taxes that help fund the City budget and public
18 works.

19 We would like to be able to say we'd like
20 to be considered for excising, but we don't
21 necessarily know all the impacts involved. We're
22 just concerned by the process that is unfolding and
23 we would like to call for a balanced approach by
24 the Planning Commission.

25 My Mom has a few points she would like to
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01 make.

02 PAUL MALTZER: Nancy Boas, and then Ivan
03 Balarin and David Silverman.

04 NANCY BOAS: I would like --

05 5,000 square feet of retail ground floor
06 is allowed near downtown residential zoning for
07 properties of 50,000 square feet in size.

08 Strong retail may be needed to make a
09 development work. The 5,000 square foot limitation
10 should be removed.

11 The plan to limit parking to one stall per
12 four units will substantially reduce the ability to
13 sell these units and may well make a residential
14 development impossible to achieve. Builders do not
15 want to build buildings like that.

16 I think the EIR should examine whether the
17 requirements as proposed now are too stringent for
18 a successful result, for the property owner, as
19 well as for the plan.

20 I would also like to add, in thinking
21 about zoning, we live in a dynamic city and some
22 needs and uses change. The idea of wanting to
23 emphasize and encourage residential use is one that
24 is certainly interesting and useful, but I think we
25 should all think about the fact that needs of the

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01 City change and so what seemed like very good
02 ideas, let's say South of Market, 15 years ago, are
03 no longer such good ideas, whether it's building
04 lofts or -- industrial lofts or residential lofts.

05 Things change and therefore, when you have
06 crucial places in the plan, crucial areas, like Van
07 Ness and Market, it may be that in 10 years you
08 might -- where there's such a transportation mix,
09 it may seem feasible to a succeeding Planning
10 Department to have a hospital there, if, say, one
11 of the hospitals has to rebuild because of seismic
12 retrofitting.

13 It's good to have a plan and an approach,
14 but if you're too restrictive you may find that new
15 needs can't be met.

16 Thank you.

17 PAUL MALTZER: Ivan Balarin.

18 IVAN BALARIN: My question is, you
19 identify new trees and you talk about livable
20 streets and what exactly do you mean by that? We
21 already have one-way streets, we already have
22 lights and we already have trees.

23 Do you plan to eliminate parking? Would
24 you respond to that?

25 PAUL MALTZER: We're not here to respond.

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01 After the meeting you can perhaps address that
02 question to John.

03 We want to get your comments here or in
04 writing so we can evaluate them.

05 IVAN BALARIN: You have a proposal for a
06 park.

07 What are you going to do to police the
08 park so we don't attract the negative environment?

09 What do we want to do for parking in case
10 we try to eliminate parking?

11 That's about it.

12 Thank you very much.

13 PAUL MALTZER: Things like community
14 services, police services, parking supply and
15 demand are things that are covered in the EIR.

16 IVAN BALARIN: That will attract a very
17 negative element.

18 PAUL MALTZER: Next is David Silverman,
19 and then Kate White and Mark Atkinson.

20 DAVID SILVERMAN: I'm David Silverman and
21 I'm appearing on behalf of the San Francisco
22 Symphony, Opera and Ballet.

23 Much of this plan is for development of
24 housing on former parking lots, parking lots that
25 have recently closed or will soon be closed; and

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01 while I think most of us here are in favor of the
02 development of more housing, there is a concern
03 about what the impact of the closure of all these
04 parking lots is going to be on the performing arts
05 venues in the Civic Center area, which include the
06 symphony, the opera, the ballet, the War Memorial,
07 the Asian Art Museum and others.

08 We're particularly interested in the
09 impacts on the nighttime users of these now
10 existing parking lots.

11 I understand the number of parking spaces
12 that will be lost will be in the thousands.

13 As anyone who came by car knows, there is
14 no real parking in this area.

15 I think the EIR should examine the impact
16 of the closure and loss of all these parking spaces
17 and examine what possible mitigation measures can

18 be proposed to address that.

19 Thank you.

20 KATE WHITE: My name is Kate White.

21 Thank you for having this scoping meeting.

22 I just want to recognize John Billovits
23 and his whole team. They have done a fantastic job
24 with this plan and I'm thrilled seeing the
25 wonderful results after lots of meetings and lots

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01 of input and thinking about this important,
02 centrally located, transit-rich area just on the
03 edge of downtown.

04 Thank you for your outstanding work. I
05 hope this very innovative, really visionary plan
06 can serve as an example of evaluating environmental
07 impacts and perhaps some new ways or some slightly
08 different ways of dealing with those.

09 I'd be interested in seeing in the EIR the
10 results of increased density, less parking, mixed
11 use policies, in terms of the increase in
12 pedestrian trips, increase in bicycle trips,
13 increase in transit trips and, overall, how all
14 these shifts away from automobile travel, and the
15 answer to the question of what happens if you build
16 less parking, less people have cars and less people
17 will drive; and looking at how all these shifts to
18 other modes will actually improve air quality,
19 improve environmental quality, improve public
20 safety, by saving lives, because cars are one of
21 the number one killers in this country.

22 I strongly recommend evaluating these
23 environmental impacts in terms of the increase in
24 trips that are more environmentally sound than car
25 trips.

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01 In terms of the Safeway site, I know all
02 of us who live and work and shop at Safeway know
03 that they provide a really wonderful service to the
04 neighborhood.

05 At the same time, the site, and the way
06 it's designed currently, is really a blight to the
07 neighborhood. It is really a suburban style retail
08 center, a huge parking lot that attracts a lot of
09 loitering and litter.

10 It's quite scary to walk through there at
11 night and I think anybody who has done that knows
12 it.

13 I think what's proposed in the plan makes
14 a lot of sense. It's not --

15 I want to reassure Safeway, we're not
16 saying you have to do this, but it's the long-range
17 vision for that site, in terms of knitting it back
18 into the urban fabric, so that it's a mixed use
19 project with maybe even a bigger --

20 Perhaps the planners can consider even a
21 bigger store but make sure the parking is not
22 surface but underground or something so it's not

23 surface parking and we can get some housing on that
24 site.

25 That's a lost opportunity if we never get
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01 housing on that site. That would provide a lot of
02 customers for Safeway if you had 100 units there.

03 I would love to live there and shop there
04 every day.

05 So I hope Safeway will be able to work
06 with the City and the public in the long term.

07 In terms of the owners, I understand there
08 are multiple owners and I hope they will be willing
09 to work with the City and the public to develop a
10 better suited, better designed, more pedestrian
11 friendly, more neighborhood friendly project.

12 Thank you.

13 MARK ATKINSON: I don't know Kate White,
14 but I would like to support and agree with all of
15 her comments, particularly those about the Safeway
16 site.

17 In general, I would say I think the Market
18 Octavia plan is going to have a substantially
19 positive impact on the character of the vicinity.

20 I do have a couple of comments.

21 One is on parking. I live in an area
22 where there are many older residential buildings
23 which do not provide one space per unit, and we all
24 seem to get along just fine.

25 The problem occurs on nights and weekends
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01 when people come from outside the neighborhood, and
02 particularly on Dolores Street near where I live,
03 cars are parked all along the median and the gaps
04 between the medians. And they occupy one traffic
05 lane so it makes it hard to navigate around on
06 weekends and nights and holidays and things.

07 The other comment I have is about the
08 Market and Van Ness intersection and the idea of
09 building tall buildings there. It's already quite
10 inhospitable there when the winds come whipping
11 over the hills, and I would hope any proposal for
12 development in those areas would take into account
13 the wind conditions there.

14 That's it. Thank you.

15 PAUL MALTZER: It's 7:32. We'll take a
16 10-minute break and we'll begin with Norman Rolfe
17 in 10 minutes.

18 (Short recess taken)

19 PAUL MALTZER: Back on the record.

20 If people would take their seats, I would
21 like to get started as soon as possible.

22 If people could come back to their seats,
23 we're going to begin in one minute.

24 I would like to resume now.

25 Our next speaker is Norman Rolfe, and then
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01 Jim Haas and Daniel Klingebrel.

02 NORMAL ROLFE: I would like to address
03 parking, or rather not providing parking, which I
04 think is very good, considerably less than one to
05 one parking.

06 I live in a dense neighborhood where
07 parking is more than that, and I can give you
08 anecdotal evidence of people who have sold their
09 cars, and they're still living in the neighborhood
10 because there's shopping within walking distance.

11 I would ask you to analyze the
12 environmental impact. I think academics have made
13 studies that have tied parking and traffic to car
14 ownership. I believe some study by the
15 Transportation Institute was done on the
16 relationship of parking and traffic and automobile
17 ownership and so forth.

18 As the previous speaker said, you should
19 analyze the impact of this. But you have to have
20 mixed use development so people can walk to all the
21 shopping and entertainment. So you could do an
22 analysis, if we do this kind of development and we
23 don't provide parking and get people walking and
24 doing these things, do we get a reduction in
25 vehicle miles, and compare it to some suburban
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01 development where it's all sprawl where there's
02 more vehicle miles and pollution and so forth, to
03 prove this type of development is the way you want
04 to go - in other words, less than one for one
05 parking, preferably mixed use development with a
06 lot of different uses.

07 One of the problems with single use
08 development is that everything is spread out and
09 you have to go elsewhere for your shopping.

10 I think you should compare the effect of
11 this plan on vehicle miles traveled and air
12 pollution as against some other type of
13 development. You have to make sure it's mixed use
14 development so people can walk to do their errands
15 and things.

16 Thank you.

17 JIM HAAS: I'm Jim Haas and I'm Chairman
18 of the Civic Center Improvement Group.

19 I have some remarks.

20 The EIR study needs to take into
21 consideration that this area is not just
22 residential, but contains important governmental
23 and educational facilities.

24 Some of these are even of a regional
25 importance and significance and attract people
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01 widely and at various times during the day, not
02 just at peak hours.

03 The environmental report and the
04 transportation section shouldn't be concerned just
05 with peak hour issues, but needs to look at the
06 parking and traffic issues from seven in the

07 morning to midnight, and including weekends.

08 In the past 10 years the greater Civic
09 Center area, which includes a portion of the Market
10 Octavia neighborhood area, has experienced the
11 relocation and expansion of a number of facilities
12 and there are more in progress and planned.

13 Previous transportation studies done for
14 the Octavia Boulevard project assumed no growth in
15 demand and used a base of July of 2001. That's
16 totally unrealistic in terms of what's happening in
17 the area.

18 In particular, the environmental impact
19 report needs to consider the Conservatory of Music
20 now in construction, and which has several
21 different auditoria and will have one or two events
22 there every evening during the week.

23 The School for the Arts has been stalled
24 for a number of years, but as a result of Prop A
25 there are now monies to do the first phase of that.

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01 That will attract possibly --

02 That could possibly be active four or five
03 nights a week.

04 The National Center for International
05 Schools has expansion plans that need to be
06 factored in.

07 Several months ago the building at 425
08 Golden Gate, owned by the City, was announced as
09 the new home for the law library, which will
10 include offices and a new justice center.

11 The Asian Art Center is now open and
12 getting 9,000 visitors a week.

13 The Federal Building on Mission and 7th
14 will have some 600 employees.

15 The City is in the planning process for an
16 office building.

17 Those are all growth-generating factors,
18 because transportation issues are going to be
19 impacted.

20 An Environmental Impact Report was done
21 for the Market Redevelopment Area, which has been
22 certified. The area that was studied was along Van
23 Ness and will overlap the study that you're going
24 to be doing, and those two studies need to be
25 coordinated so the data inter-relates.

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01 Those are my three points.

02 Thank you.

03 PAUL MALTZER: The next speaker is Daniel
04 Klingebrel, followed by Michael Wisdom and Paul
05 Page.

06 DANIEL KLINGEBREL: I would like to go
07 over some of the items Jim Haas has brought up
08 concerning parking in the neighborhood,
09 specifically short-term parking in the mornings and
10 afternoons, and also street vehicular traffic
11 safety in the neighborhood in general, and vehicle

12 speeds on Oak and Fell, as well as pedestrian
13 safety needs on Oak and Fell, with particular
14 emphasis on the intersection of Gough and Fell
15 Streets.

16 PAUL MALTZER: Next is Paul Page, followed
17 by Chris Pederson and Ron Hartman.

18 PAUL PAGE: Paul Page.

19 I just wanted to address the parking and
20 open space issues in the EIR.

21 I think there's a mismatch between the
22 various elements, so that while on the one hand
23 we're reducing parking for residences, we'll be
24 increasing traffic through the neighborhood and
25 doing nothing, from what I can tell, to improve

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01 pedestrian movement across some of the smaller
02 streets.

03 There's traffic planning on the major
04 streets, but all the various alleys that the plan
05 calls for are being treated as being insignificant
06 and fairly minor, and yet there's quite a lot of
07 pedestrian traffic and bike traffic that uses that
08 area, and crossing Gough and Franklin and Van Ness
09 is virtually impossible, and when you throw in
10 Octavia it will be impossible to move anywhere in
11 that area.

12 We've dropped the freeway and so have
13 actually increased the amount of surface traffic,
14 whereas in the past the overpass allowed the
15 traffic to at least bypass the surface area.

16 The plan doesn't really address any of
17 that aspect.

18 Octavia shows new park areas, but all that
19 area from CalTrans is free to the City. The City
20 could put one or two parks on some of those
21 parcels.

22 The only other new park planned is in the
23 area of Hayes, toward Gough.

24 I would just want to urge a more careful
25 consideration to improving tree plantings in these

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01 alleyways and pedestrian access along alleyways,
02 and give thought to not continuing the offramp or
03 rebuilding there to Market Street and leave it in
04 the south of Market Street area and let Octavia
05 continue to be a pedestrian boulevard.

06 PAUL MALTZER: Next is Chris Pederson,
07 followed by Ron Hartman.

08 CHRIS PEDERSON: My name is Chris Pederson
09 and I would like to start off by saying I'm excited
10 and very strongly supportive of the plan as a
11 whole.

12 Certainly transportation issues are some
13 of the more controversial components of that. I
14 think it will be very important for the EIR to
15 evaluate strategies for minimizing the amount of
16 automobile traffic generated by new development in

17 the plan.

18 There should be design strategies, in
19 terms of building standards, like the cost of
20 housing, and also evaluating other kinds of
21 mechanisms to make sure that some of the plan's
22 proposals relating to transit and pedestrian and
23 bike traffic actually occur, looking at transit
24 fees and other fees so there are resources
25 necessary to carry these out.

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01 Looking at strategies that are more suited
02 to major employers and institutions, like how can
03 automobile use by employees be reduced.

04 A common pitfall of EIRs is that they take
05 a tunnel vision approach. For example, they'll
06 identify congestion at a particular intersection
07 and they'll say that's an adverse environmental
08 impact and we need to scale that back to reduce the
09 environmental impact, and they don't adequately
10 take into account that if you reduce density of
11 scale in one location, what you might do is end up
12 disbursing the effect.

13 So the EIR should take that into account
14 so that we don't just push down here and spread the
15 effects out.

16 I think the plan should take into the
17 account the closure of the U.C. Extension School
18 and evaluating possible development plans there.

19 I agree with the previous speaker that the
20 plan should also explore opportunities for moving
21 the freeway touchdown some place further south of
22 Market.

23 Finally, I notice in the notice here where
24 it's talking about transit improvements, Van Ness
25 Avenue was left off. I assume that's an oversight.

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01 If it wasn't, I hope the plan does look at Van Ness
02 Avenue transit improvements.

03 Thank you.

04 PAUL MALTZER: Next is Ron Hartman,
05 followed by Carlos Romero and then Mike Grisso.

06 RON HARTMAN: My name is Ron Hartman.

07 We very much support the plan and the work
08 of John Billovits and very much the aspect of
09 increasing density along Octavia.

10 One aspect is a parcel which is a full
11 square block between Octavia and Laguna and Fell
12 and Oak, which is the largest lot available.

13 We support some of the possibilities, some
14 of the options for that lot.

15 We would want to make sure there's
16 consideration of the height restrictions to make
17 sure that surrounding residences, surrounding homes
18 are of similar height.

19 With the plan right now, it calls for an
20 alley going between, and some have expressed the
21 idea that it could be a green belt. That would be

22 good.

23 Thank you.

24 PAUL MALTZER: Next is Carlos Romero and
25 then Mike Grisso.

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01 CARLOS ROMERO: Good evening.

02 First of all, thank you very much to the
03 planning staff who, over the last three years, has
04 really done an incredible job of connecting with
05 the community and certainly reflecting that
06 feedback in the present plan that's before us and
07 the EIR we're going to be dealing with.

08 I wanted to address the parking
09 recommendations that are in the plan, and I would
10 encourage the report itself, the EIR Report, to
11 look at the possibility of certainly reducing the
12 parking. A maximum of .75 cars per unit. Reducing
13 that. That's the maximum number. Looking into how
14 reducing that could indeed promote the development
15 of additional affordable units in the neighborhood.
16 Not necessarily affordable to low income, but above
17 60 percent, 80 percent. To remove that parking,
18 that's 30, 40 thousand per parking. Looking at
19 that impact is beneficial to the entire
20 neighborhood and creates a non-homogenous
21 neighborhood, with people working in the hotels and
22 providing services to the community.

23 I don't know if it's possible to look into
24 the possibility of having some flexibility, looking
25 into the impact of having some flexibility on the

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01 height on the different parcels, and potentially,
02 if there's a larger percentage of affordable
03 housing on some of those parcels, so in exchange
04 for promoting more affordable housing, it would be
05 a benefit to the neighborhood and you might be able
06 to add a floor. I don't know if it's possible to
07 look at alternatives. There are some zoned sites
08 that could be zoned -- publicly zoned.

09 One in particular is the five and a half
10 acre parcel that the present U.C. Campus is on.
11 Some of you know that U.C. Is interested in
12 developing that as either mixed use or a housing
13 site, using the existing buildings or creating new
14 buildings that somehow work with the neighborhood.

15 As presently zoned, there's a 45-foot
16 height limit on that site, but there are numerous
17 buildings of seven or eight stories around that
18 site, so is there a possibility of looking at an
19 alternative for that site.

20 Thank you.

21 PAUL MALTZER: The next speaker is Mike
22 Grisso, and then the last three speakers.

23 If anyone else would like to speak, I
24 would request that you fill out a speaker card and
25 please get that up to the front here.

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01 So, next is Mike Grisso, followed by Tess
02 Welborn and Jason Borne.

03 MIKE GRISSO: Good evening.

04 Mike Grisso from the Redevelopment Agency.

05 Like previous speakers, I would like to
06 comment on the Planning Department, on the
07 excellent work that's gone into this plan, and we
08 look forward to continuing progress.

09 We support the proposed revisions that are
10 contained in the May 13, 2003 summary of proposed
11 revisions for public review.

12 This is a tremendous opportunity to build
13 housing for the City, consistent with the goals in
14 the plan. We would like to see those maximized,
15 especially affordable housing on this parcel.

16 Along those lines, we would like to see
17 explored the possibility of higher heights than
18 what's contained in the revisions of the plan for
19 parcel O.

20 The revised plan removed a 50-foot height
21 limit along part of Laguna Street. We would like to
22 see those higher heights explored again, consistent
23 with the goal of maximizing housing, especially
24 affordable housing on the entire plan area and this
25 particular site.

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01 Thank you.

02 TESS WELBORN: I also feel very thankful
03 to the Planning Department for the creativity and
04 the involvement that we have had in this process,
05 and certainly these things I never thought became
06 possible as they brought up different examples of
07 good and bad design.

08 I have several miscellaneous comments.

09 One, I would like to encourage more
10 neighborhood commercial. It looks like it's more
11 clumped together. More like Hayes Street. But
12 almost any street corner could have a small
13 business that could be neighborhood serving, such
14 as a shoe repair or dry cleaning, food, grocery
15 store.

16 Another off the wall thing is, there is
17 some underground streams in this area. Is there a
18 possibility of addressing that? I know from my
19 looking at the USGS map, this area was pretty much
20 sand and I think there was a stream in this area.

21 Another comment, I favor allowing
22 additional units within a building, without
23 requiring parking. This will increase both
24 affordable housing and make potential units
25 available to seniors or disabled people who need

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01 ground-floor units but are limited by current
02 zoning.

03 On traffic circles, in the upper Haight
04 they have been finding that the traffic circles
05 have been creating hazards for pedestrians, and I

06 would request that that be looked at a little bit
07 more, and other possibilities for making the area
08 safe for bicycles be looked at, such as four-way
09 stops with bikes don't stop signs.

10 I'm also concerned about the U.C.
11 Extension conversion and I want to see that
12 anything that's done with that site take into
13 account the traffic and the Octavia neighborhood
14 plan.

15 I don't think the South Van Ness freeway
16 entrance, the traffic funneling into one little
17 place, has been addressed and that should be left
18 for some future generation but make sure we leave
19 some space for that to be rationalized in the
20 future.

21 JASON BORN: Good evening.
22 My name is Jason Born, founder of Soma
23 West, www.somawest.org.
24 First of all, I want to echo the thoughts
25 of some other people in the room that mentioned

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01 that outreach for these meetings was less than what
02 could be desired, specifically with respect to
03 property owners, business owners and residents that
04 live in the southwest-most portion of soma, and the
05 northeast portion of the Mission District.

06 I haven't seen any of these that was done
07 adequately.

08 I would like to acknowledge the hard work
09 that went into the Neighborhood Plan. It really is
10 pretty well conceived.

11 There is one page in particular, or
12 actually two pages, that I would like to draw
13 attention to, and those are pages 88 and 89.

14 There's a policy that mentions the further
15 dismantling of the Central Freeway that should be
16 looked at.

17 As noted, the Mission and South Van Ness
18 ramp requires motorists to make left turns through
19 a highly congested intersection.

20 The City should consider putting the
21 Central Freeway back to Bryant Street and building
22 a division street as an extension to Octavia
23 Boulevard.

24 Lastly, I noticed that the plan area
25 boundary, as it exists today, does not include

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01 anything south of Market. While this plan makes
02 allowance for beneficial things for people north of
03 Market, it has completely ignored mixed use and
04 poor neighborhoods south of Market.

05 Thank you.

06 PAUL MALTZER: The last speaker is Stefan
07 Hastrap.

08 STEFAN HASTRAP: I could also like to
09 compliment the Planning Department on the Better
10 Neighborhood Plan.

11 I think, as a long-time resident of the
12 neighborhood, it seems particularly innovative and
13 comprehensive in looking at the relationships
14 between housing, transportation, and business
15 institutions and it's the knitting together of the
16 big picture that's so important.

17 For that reason, I am concerned there not
18 be any exclusion of large business or property
19 owners in the neighborhood. I think necessary to
20 the success of this plan that it's all-inclusive.

21 I would like to comment regarding the
22 Safeway site in particular. It would be important
23 for the EIR study to examine the detrimental
24 consequences of leaving this suburban style
25 development along Market Street, in terms of
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01 pollution and pedestrian safety.

02 My understanding of the plan is that the
03 scenario laid out as one possible way is to move
04 from the current condition on that property to the
05 end goal of housing and mixed use, and an
06 appropriate frontage along Market Street, as I read
07 the plan, and adequate parking is provided, quite a
08 bit more than 15 spaces left for the market.

09 That's what I had to say.

10 Thank you.

11 PAUL MALTZER: Is there anyone else that
12 would like to speak?

13 I'll be very brief. It's getting late.

14 I would like to thank everyone for taking
15 the time out of your evening to come here and help
16 us with our efforts in producing the best EIR we
17 can for this plan.

18 I want to remind people that, as I said at
19 the outset, we had an error in the address in the
20 notice for this meeting.

21 In the event that we discover there were
22 people that wanted to come but were not able to,
23 we'll have a subsequent scoping session informally
24 and we'll notice it again. If so, you're all
25 welcome to come, but it would be a repeat,

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01 essentially, for the people that were able to come
02 this time around. You should not feel a
03 requirement to come to that meeting, if it's
04 necessary, but it would be an opportunity for
05 people who may have missed this one, people who
06 didn't get a chance to participate.

07 I want to repeat, in terms of the time
08 frame, the next document we expect to produce would
09 be the draft EIR, which would be circulated for
10 written comment and/or oral comment at our Planning
11 Commission.

12 We do not anticipate producing that until
13 late summer, months away.

14 If you want to be included on the
15 distribution list, make sure you sign your name and

16 give your address today, or that you submit a
17 written request to either Rana Ahmadi or Lisa
18 Gibson on our staff, or John Billovits, to make
19 sure your name and address is provided to us.

20 JOHN BILLOVITS: Before everybody leaves,
21 I want to mention a couple of issues.

22 One that I forgot is the U.C. Laguna
23 campus extension and what's going on.

24 As you may know, the University of
25 California Berkeley has issued a request for
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01 qualifications to find a group - presumably a
02 development group, a consortium of some sort - to
03 engage in a master planning process to come up with
04 a concept for changes and new development on that
05 site.

06 It's unclear what that development might
07 be at this point. There's discussion about
08 housing, affordable housing, and perhaps other
09 uses. That's open-ended.

10 What they're asking for is a group to come
11 forward with a concept that would be developed as a
12 master plan for that entire property.

13 I have had a couple of discussions with
14 the folks at the University. We're not going to
15 amend this plan to presume what the plan will be
16 for that property, but we want to have a policy
17 that the planning for that property should be done
18 in a community fashion and in a manner that
19 responds to the basic directives and policies and
20 provisions for that property area and that it's
21 done in a manner similar to how we developed the
22 Better Neighborhood Plan.

23 We're not intending to amend the plan to
24 presume what that plan is going to be at this point
25 because we don't know.

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01 We can't wait for that to happen in order
02 to have it in our draft, and certainly it won't be
03 in time to be analyzed in the EIR, but I want
04 people to know that we're going to be asking for a
05 pretty rigorous master planning process, and I
06 think the fact that we've had this planning process
07 will make that really effective, and that's not
08 going to be a problem for the university people or
09 the developers.

10 They'll need to go through a City process,
11 a community process. I just want to throw that
12 out.

13 CARLOS ROMERO: If we wanted to include
14 written comments to what we heard today, or if we
15 think of something over the next week or so, can we
16 direct that to whom?

17 PAUL MALTZER: You can direct those to
18 Rana Ahmadi or myself.

19 There's no formal close of written
20 comments but we're working on producing a draft

21 EIR, so as a practical matter, the sooner you get
22 comments in to us, the more seriously and the more
23 time we'll have to devote to them and to wrap them
24 into the EIR.

25 Having said that, though, once we produce
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01 the draft EIR, there's another opportunity for
02 people to review and comment, so any relevant
03 information you bring to us, it's our expectation
04 that ultimately we'll wrap that into the EIR. The
05 sooner it's in, the easier it will be and the more
06 time we'll have to devote to it.

07 Thank you for coming tonight.

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09 (Meeting concluded at 8:20 p.m.)

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