

**BALBOA RESERVOIR COMMUNITY ADVISORY COMMITTEE  
CITY & COUNTY OF SAN FRANCISCO**

**DOCUMENTS RECEIVED FROM  
PUBLIC DURING  
1/11/16 REGULAR MEETING**

**AND**

**EMAILS RECEIVED FROM  
PUBLIC VIA [BRCAC@SFGOV.ORG](mailto:BRCAC@SFGOV.ORG)**

**Period: 12/18/15 – 1/13/16**

**BALBOA RESERVOIR COMMUNITY ADVISORY COMMITTEE  
CITY & COUNTY OF SAN FRANCISCO**

**DOCUMENTS RECEIVED FROM  
PUBLIC DURING  
1/11/16 REGULAR MEETING**

**City College of San Francisco  
Multi-Use Building, Room 140  
55 Phelan Avenue, San Francisco, CA 94112**

**Monday, January 11, 2016**

**6:15 PM**

**Regular Meeting**

Harry

**November 30, 2015**

p. 9

AS IS, MY COMMENTS DON'T MAKE SENSE

i. Reverse priority of principles. Performing Arts Center needs to be constructed. What are you asking for and who are you talking to?

[left out the specifics that two of the principal CCSF people in charge of facilities were Fred Sturner, a Director of Facilities Planning and Construction, who was fired earlier this month, and Mark Zacovic, an interim Vice-Chancellor of Finance and Administration who is expected the leave towards the end of the year.]

This is my full statement:

As Sunnyside resident aj has noted, your transportation Principles and Parameters should reverse the priority of trying to place the burden of traffic and parking inadequacies on the existing residential communities and on the College's students, faculty and staff.

I agree with a previous speaker that the CCSF Performing Arts Education Center, which is continuing to be planned, needs to have been considered in the 2014 draft plan of the SFPUC. The requirements for this facility, twice approved by the voters, needs to be accommodated in the immediate future, including access and its parking needs before a new housing project is added on an adjacent lot that has been termed surplus. This arts facility will be an asset to the College and to the surrounding Ocean Avenue district.

Peter and Jeremy have made references to working with City College in terms of how the College will be using its space and working out relations with the surrounding neighborhoods and with the proposed Balboa Reservoir projects. Who is the contact that anyone is expecting to make decisions or coordinate in lockstep with City College? Fred Sturner, the Director of Facilities Planning and Construction, who was working on the City College facilities master plan, was fired less than a month ago. Mark Zacovic, the

Vice-Chancellor of Finance and Administration, whose responsibilities include planning, is only an interim administrator who may be departing at the end of the year. The means for CCSF faculty, students and staff to get their ideas considered by administration is inadequate--which is why it's unclear who is responsible for the planning you have requested. The administration is seeking a 26% reduction of classes and hence faculty over the next few years.

<http://www.sf-planning.org/index.aspx?page=4224>

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December 14, 2015

Page 5 of 31

comment from Harry Bernstein

k. Harry Bernstein. D11 Resident. Instructor.

-- changes I want to make:

Then during the war there was building on it for a WACs barrack.

This should have been WAVES barracks.

-----  
i.

I have a comment about the legitimacy of these meetings. I understand that the land at the

reservoir site had ~~recently~~ <sup>originally</sup> been owned by the Spring Valley water company. Then during

the war there was building on it for a ~~WACs barrack~~ <sup>WAVES Training Facility</sup>. And then after the war that left

those buildings were temporary, they were given to the college as the college was really

exploded since it was established in 1940. There was even a thousand seat auditorium.

Until the mid-50s and by prior agreement those properties were torn down. At that time I

understand the PUC develop needs I'm not sure if it was water storage or some kind of

nuclear threat and they needed the land for something. Essential agreement was the PUC

no longer needed the land for any other purposes it claimed. Then the land would revert

would be returned to the college. Let me repeat that. The land the PUC didn't need would

be returned to the college. I've seen college planning documents showing 2015 projected

(incorrect transcription)



xviii.

1. So I second the request that another speaker made to make public consultation, agendas, minutes between representative of City agencies and City College

administration. I had heard that there may have been 3 monthly meetings but also heard rumors that there had been meetings for far longer than that. Why don't we <sup>Know this?</sup> notice? Why

isn't this known? It seemed some of you seemed to say "well, I understand why there would be consultation. <sup>This CdC is supposed to be a</sup> transparent body and this double layer of things going on that we don't know is unhelpful.

1. Another thing. Based on discussion with planning department there's into the upper reservoir, where the City College owns it, you have <sup>three</sup> access ways. One of them at least is 60 feet wide. And I've been told that the college is expected to build these at its own cost. I've only seen 1 document, which is not signed off on. There are lots of signature lines that are not filled. I have asked about this. I've been told yes that's definitely going ahead and we'll talk about it in this body sometime later on. Let's get that out there into the public discussion. Because you should show that one, 3 stripes across it. With this road if it's going to be built. If it's optional let's talk about that.

2. Another topic, I feel performing arts center must be built. It's a resource for educational purposes and you already said you don't want to interfere with educational purposes. It's for trainings in jobs, <sup>omit this common</sup> in the arts, in the entertainment industry as well as for the general public and it is also an important resource for the business district here.

3. And last thing principle 3 you have to prioritize the needs of City College. It's not making the college fit into the project. It's the other way around. <sup>cut jobs in the future</sup>

build out covers the west campus. This whole area. So, when the PUC declared the land surplus in 2012 the understanding that the land should revert to the college, what happened to that and why isn't that on the table? We're only talking about how to sell this how to give for-profit housing. Let's have the full story.

=====

p. 30, Monday, December 14, 2015

xvii. Harry Bernstein. Resident, District 11. Instructor, CCSF.

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3. And last thing principle 3 you have to prioritize the needs of City College. It's not making the college fit into the project. It's the other way around.





## BOARD OF SUPERVISORS

### *Resolution*

**BE IT KNOWN**, That the Board of Supervisors of the City and County of San Francisco hereby issues, and authorizes the execution by the subscribing Supervisor, of the following commendation:

**WHEREAS**, The residents of the Westwood Park neighborhood have spent the last five years studying their neighborhood in order to develop a special Residential Character District, and;

**WHEREAS**, The Westwood Park Association and its president, Anita Theoharis, undertook the task of studying the neighborhood's architecture, topography and lot sizes and collected input from the neighbors of the area in order to develop the Residential Character District, and;

**WHEREAS**, After years of study, resident input and research, the Association, working with the Planning Department, developed the Westwood Park Residential Design Guidelines to use as the City's first Residential Character District, and;

**WHEREAS**, Anita Theoharis and members of the Association then advocated and promoted the new guidelines and secured the endorsement of the Planning Commission and the unanimous recommendation of the Housing and Land Use Committee of the Board of Supervisors, and;

**WHEREAS**, Other neighborhood associations should use the efforts of the Westwood Park Association as a model for developing neighborhood design guidelines and for shepherding the guidelines through the City's legislative process, and;

**WHEREAS**, City departments should view the efforts of the Westwood Park Association and the Planning Department as a model for developing legislation with the highest level of public participation; now, therefore, be it,

**RESOLVED**, That the City and County of San Francisco commends Anita Theoharis and the members of the Westwood Park Association for their efforts in developing and advancing the first Residential Character District in San Francisco.

  
KEVIN F. Shelley, President  
San Francisco Board of Supervisors  
February 20, 1996



Laura Fry

Planning Department review of projects and development of guidelines should build on adopted local controls, including recently adopted Area Plans, neighborhood specific design guidelines, and historic preservation district documents. Planning staff should be aware of, and be a resource for, on-going individual community efforts that support good planning principles, such as neighborhood-specific Covenants, Conditions, and Restrictions (CC&R's) and design guidelines. New development and alterations or additions to existing structures in these neighborhoods should refer to these controls in concert with the citywide Residential Design Guidelines, although only those guiding documents approved by the Planning Commission may be legally enforced by Planning staff. Also projects in historic preservation districts should refer to related design documents.

#### **POLICY 11.3**

**Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.**

Accommodation of growth should be achieved without damaging existing residential neighborhood character. In community plan areas, this means development projects should adhere to adopted policies, design guidelines and community review procedures. In existing residential neighborhoods, this means development projects should defer to the prevailing height and bulk of the area.

To ensure character is not impacted, the City should continue to use community planning processes to direct growth and change according to a community-based vision. The Planning Department should utilize residential design guidelines, neighborhood specific design guidelines, and other documents describing a specific neighborhoods character as guideposts to determine compatibility of proposed projects with existing neighborhood character.

The Department should support the adoption of neighborhood-specific design standards in order to enhance or conserve neighborhood character, provided those guidelines are consistent with overall good-planning principles and help foster a more predictable, more timely, and less costly pre-development process. To this end, the Department should develop official procedures for submittal of neighborhood-initiated design guidelines, for review by Department staff, and for adoption or endorsement.

#### **POLICY 11.4**

**Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.**

Current zoning districts result in land use and density patterns shown on the accompanying Generalized Permitted Housing Densities by Zoning District, Map 6; and the accompanying table illustrating those densities, Table I-64, in Part 1 of the Housing Element. The parameters contained in the Planning Code under each zoning districts can help ensure that new housing does not overcrowd or adversely affect the prevailing character of existing neighborhoods. The City's current zoning districts conform to this map and provide clarity on land use and density throughout the city. When proposed zoning map amendments are considered as part of the Department's community planning efforts, they should conform generally to these this map, although minor variations consistent with the general land use and density policies may be appropriate. They should also conform to the other objectives and policies of the General Plan.

#### **POLICY 11.5**

**Ensure densities in established residential areas promote compatibility with prevailing neighborhood character.**

Residential density controls should reflect prevailing building types in established residential neighborhoods. Particularly in RH-1 and RH-2 areas, prevailing height and bulk patterns should be maintained to protect neighborhood character. Other strategies to maintain and protect neighborhood character should also be explored, including "neighborhood livability initiatives" that could examine guidelines and principles to preserve what is beloved about the area. Such an initiative could result in strategies to improve the appearance and accessibility of neighborhood commercial districts, or neighborhood specific design guidelines for specific RH-1 and RH-2 neighborhoods.

# Final EIR 2 Dec. 2008

Tier 1 (0-5 yrs.)	mm.
upward	200
phalan loop	80
Krogen auto	175
Sunset garage	0
gover n offic	0
Ocean Ave. in fill	135
San Jose Ave in fill in Statu area	200
	<hr/>
	790

Tier 2 (5-20 yrs.)	
Fitchville	80
Ocean Ave in fill	330
San Jose Ave in fill in Statu area	80
Reserve?	500 <sup>9</sup>
	<hr/>
	990

9 City College and west 40%  
 - SPPW controls 60%

1780  
 total



## 2014 HIGHLIGHTS

San Francisco is growing. Plan Bay Area, developed by the Association of Bay Area Governments (ABAG), projects that the Bay Area region will grow by 2 million people by 2040. San Francisco is projected to grow by 90,000 housing units and 190,000 jobs in that same timeframe, roughly equal to San Francisco's existing share of the region's population and jobs. San Francisco has already created plans for the capacity to accommodate the majority of this growth – over 95,000 housing units and 140,000 jobs – through various planning efforts, such as Community Plans, Redevelopment Plans, and Development Agreements on major development sites.

Along with the new housing and jobs comes a need to serve this new population with new and improved infrastructure, including transportation, complete streets, open space, childcare facilities, and other services. In many of these areas, there are also significant deficiencies in terms of adequately serving existing populations with transit service, open space, and other infrastructure needs. Without this new infrastructure service, our existing infrastructure systems would be overcrowded, overtaxed, and would not adequately serve existing and future populations.

This annual report describes the City's capital planning to support projected housing and job growth within the City's recently-adopted Area Plans. This report also includes a detailed description of each Area Plan's infrastructure plan relative to projected development impact fees and other known funding sources.

In 2014, the IFIC reviewed the previous year's capital plans, coordinated on grants and other funding sources, and reviewed agencies' work programs as they relate to Area Plans, and updated impact fee revenue projections. Additionally the IFIC brought recommendations to and received feedback from the Market and Octavia and Eastern Neighborhoods Citizens Advisory Committees to provide direction on the capital plans for the respective Area Plans. This report includes the IFIC's recommendations for development impact fee budgeting for FY2015/16 and FY2016/17, and forecasted impact fee expenditures through FY2019/20.

PLAN AREA OR PROJECT	PROJECTED HOUSING	PROJECTED JOBS
5M	750	4,000
Balboa Park	1,780	725
Candlestick/Hunters Point Shipyard	10,500	10,000
Central SoMa	12,400	50,600
Downtown (C-3 & other non Transit Center)	3,000	5,000
Eastern Neighborhoods	9,000	9,500
Executive Park	1,600	75
HOPE SF (Sunnydale & Potrero)	1,800	75
Market and Octavia	5,500	3,000
Mission Bay	3,000	10,000
Mission Rock (SAL 337)	1,000	5,000
Parkmerced	5,700	900
Pier 70	2,000	12,000
Rincon Hill	3,500	75
Transbay Redevelopment & Transit Center	4,500	25,000
Treasure Island	7,000	2,750
Visitation Valley	1,600	500
Western SoMa	2,900	3,200
REST OF CITY	20,000	
	<b>TOTAL PLANNED</b>	<b>143,050</b>
	<b>PlanBayArea – TOTAL PROJECTED</b>	<b>191,000</b>



rehabilitation projects for Eastern Neighborhood Parks. The CAC approved and incorporated the proposed rehabilitation in this year's IPIC expenditure plan for the Eastern Neighborhoods. The proposed rehabilitation projects include smaller scale near-term projects along with initial funding commitments for larger, longer-term projects as a way to leverage additional needed funding.

For the smaller scale projects, the CAC approved lighting improvements to trails within the Potrero Center Recreation Center, addition of a par course exercise trail at Franklin Square, and resurfacing the play area at Jackson Playground.

Medium-term park improvements including committing \$1.2M to the pool rehabilitation. Recreation and Park staff state that the additional funds provided through impact fees will enable the improvements to include a full "Aquatic Center" treatment for the facility instead of a more typical rehabilitation. The "Aquatic Center" treatment would enable greater capacity of the pool, and make it more attractive for a greater range of aquatic uses.

Long-term improvements include pledging initial amounts for complete rehabilitations for Gene Friend/South of Market Recreation Center in South of Market, Jackson Playground in Showplace Square, and Mission Recreation Center in the Mission.

In previous years, the CAC also made commitment to rehabilitating South Park. Of the total \$3M project cost, one half is coming from Eastern Neighborhoods impact fees.

## CHILD CARE

In implementing the community facilities component of the Eastern Neighborhoods plan, funds are allocated for child care and library materials. The child care component has been partially realized through the establishment of a new child care center at 2235 Third Street, as part of the Potrero Launch mixed-use development, which opened this past year. The center serves roughly 66 children.

## Balboa Park<sup>20</sup>

The Balboa Park Station Area Plan was adopted in the spring of 2009. The plan calls for a number of major transportation and public realm infrastructure improvements and 1,780 new housing units. The Planning Department projects approximately \$ 476,000 in impact fee revenue in the Plan Area over through Fiscal Year 2020. The current projections are based on actual development projects in the pipeline likely to be entitled in the coming years. Previously, impact fee projections were based on long-range capacity for development.

<sup>20</sup> <http://www.sf-planning.org/index.aspx?page=1748>

BALBOA PARK: PROJECTED IMPACT FEE REVENUE		
Transportation and Streetscape	49%	\$233,000
Recreation and Open Space	29%	\$137,000
Community Facilities	18%	\$ 87,000
Administration	4%	\$19,000
<b>Total</b>		<b>\$ 476,000</b>

The Balboa Park Station Area differs from other plan areas for several reasons. First, a significant majority of expected new development is proposed on publicly owned land which gives priority to the development of affordable housing. For that reason, and that the plan area contains generally few privately-owned developable sites, the plan is not expected to generate a significant amount of impact fee revenue in the next five years.

As well, the Balboa Park Station Area Plan is subject to continued planning efforts to identify and refine transportation recommendations. Building on the Balboa Park Station Area Plan, the SFMTA completed two planning studies of the Area: the Balboa Park Pedestrian and Bicycle Connection Project (2009) and the Balboa Park Station Capacity Study (2011). The latter recommended specific transportation improvements in and around the Balboa Park Station – many of which have been completed or are underway. The San Francisco County Transportation Authority (SFCTA) recently completed the Balboa Park Circulation Study, which recommended a set of freeway-related access and circulation improvements based on the conceptual vision set forth in the Balboa Park Station Area Plan and refined in subsequent community meetings and technical analyses. Two streetscape planning projects are currently underway along Ocean Avenue. Separate efforts to study the reuse of the Upper Yard of Balboa Park Station and the PUC-owned Balboa Reservoir were also initiated in Fiscal Year 2014–2015.

Due to these on-going planning efforts, the IPIC recommends reserving impact fee funds to remain unallocated until the completion current studies. With the limited amount of funding available in the Plan Area, future funds could help close a funding gap and complete a project or projects. But assessing the best use of funds will not be possible until current development projects and planning efforts are closer to completion.

## COMPLETED INFRASTRUCTURE PROJECTS

- » Short-term pedestrian improvements identified by the SFMTA in the **Balboa Park Pedestrian and Bicycle Connection Project** were constructed in the past year. Improvements include a new signal-protected pedestrian crossing of Ocean Avenue near I-280, pedestrian

- Golden Gate Annex (1601 Turk Street)
- The Former Gloria R Davis Middle School Campus (1195 Hudson Street)
- **San Francisco Community College District (SFCCD)/ San Francisco Public Utilities Commission (SFPUC):** Both the SFCCD and the SFPUC's Water Department share ownership of the 25-acre Balboa reservoir site. The reservoir is also within the Planning Department's Better Neighborhoods Balboa Park Station study area. Planning estimates between 575 to 1,000 new housing units could be built on this site. A planning process for this site is underway.
- **Central Freeway Parcels:** Demolition of the Central Freeway freed up some seven acres of public lands for residential development. The freeway parcels have an estimated housing development potential capacity of 900 units. About half of these public lands will be dedicated to affordable housing.

*Table F-69*  
**Summary of  
 Housing Potential in  
 City-Owned Lands**

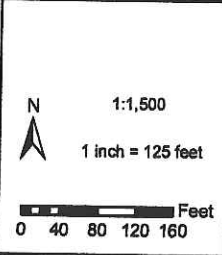
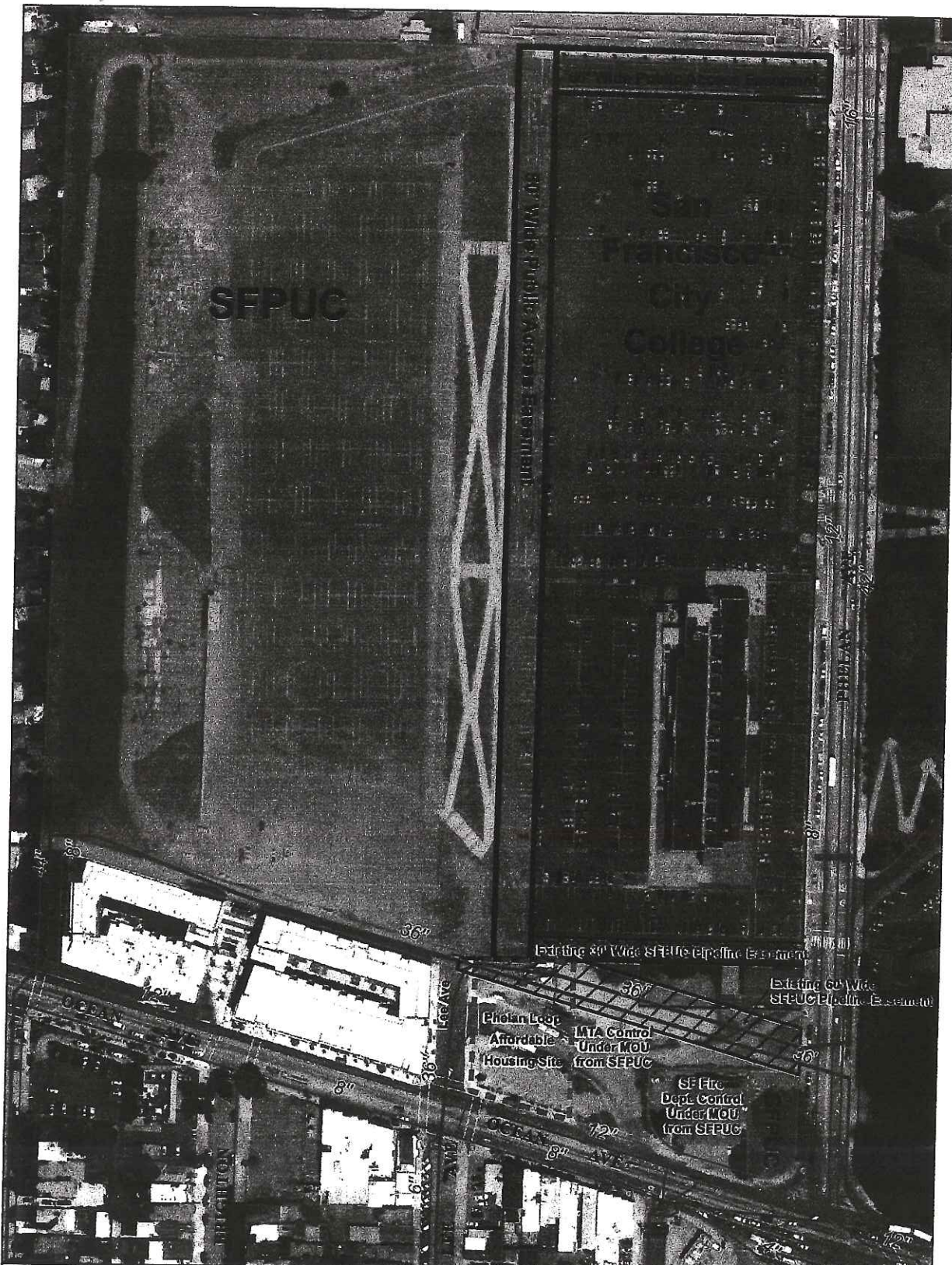
Site	Acreage	No. of Potential Units
MTA Phelan Loop Turnaround	1.4	80
MTA Green LRV Division Upper Yard	1.8	200
MTA Balboa Park Station Infill Housing on San Jose Avenue	7.7	222
MTA Presidio Trolley Division Yard	5.4	392
MTA Woods Motor Coach Division Yard	3.9	1,000
MTA Potrero Trolley Coach Division Yard	4.4	318
SFCCD Balboa Reservoir	10.0	575
PUC Balboa Reservoir	15.0	425
Central Freeway Parcels	7.0	900
<b>TOTAL</b>	<b>66.6</b>	<b>4,112</b>

*Copy p 114*









	Public Access Easement		SFPUC
	60' Wide SFPUC Pipeline Easement		San Francisco City College
	30' Wide SFPUC Pipeline Easement		MTA Control Under MOU from the SFPUC
	Phelan Loop		SF Fire Dept. Control Under MOU from SFPUC
	Affordable Housing Site		
	Existing SFPUC Pipelines		

Aerial Photo Flown in 2012

Hetch Hetchy  
Regional Water System  
Servers of the San Francisco Public Utilities Commission

REAL ESTATE SERVICES

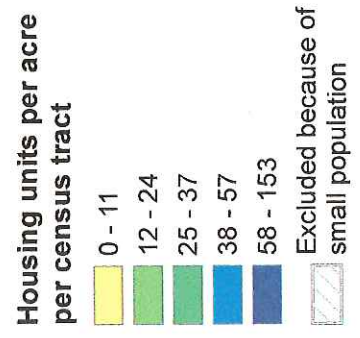
**Balboa Reservoir**

The City does not guarantee that the information is accurate or complete. The City provides this information on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. The City is not responsible for any damages arising from the use of data. Users should verify the information before making project commitments.



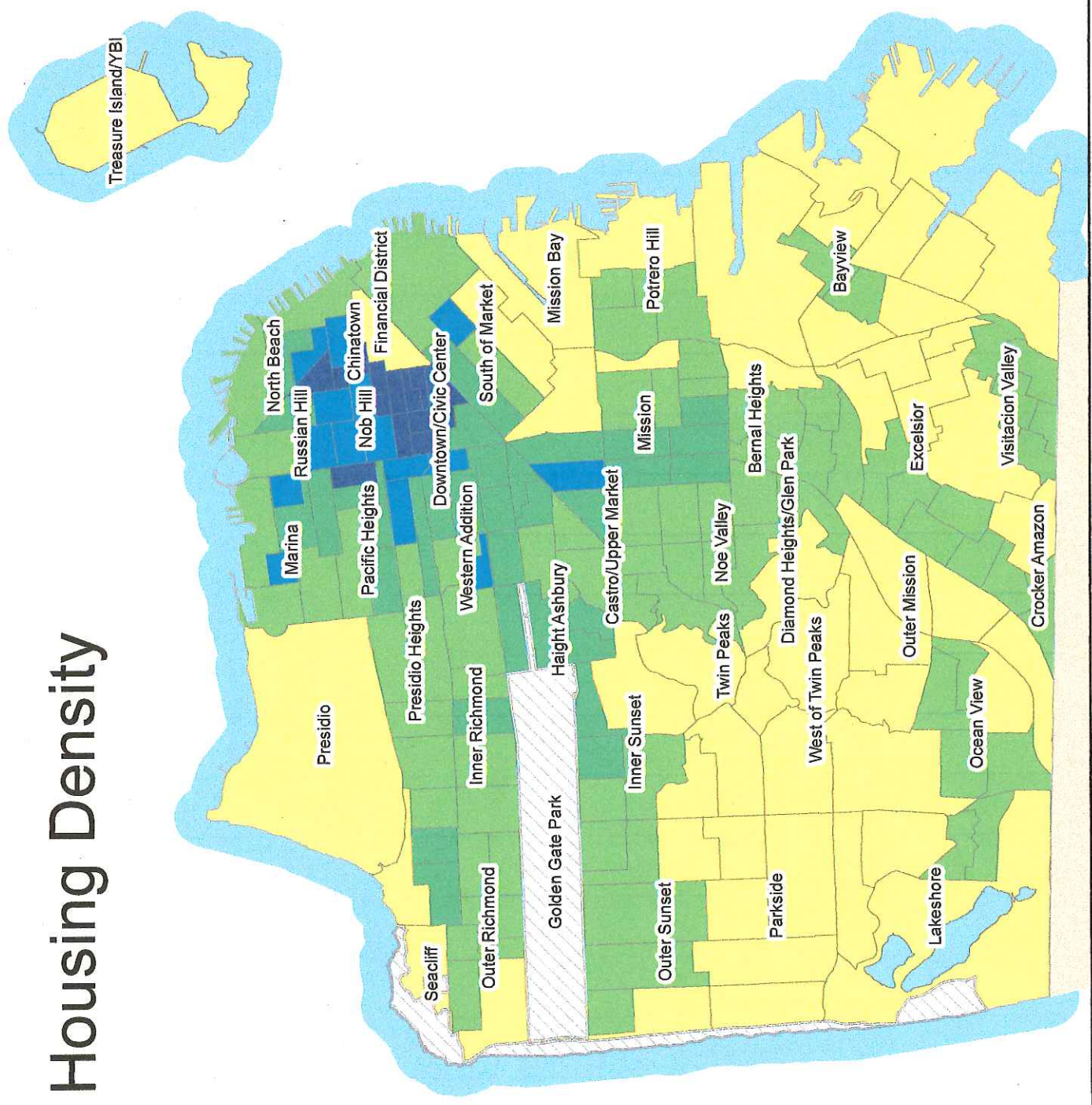
Maureen Westwood Park

# Residential Housing Density



Source: US Census 2010

City and County of San Francisco  
Department of Public Health  
Environmental Health Section  
Available at [www.thehdmt.org](http://www.thehdmt.org)



Comments from: Ray Kutz  
Sunnyside

## ADDITIONAL PUBLIC BENEFITS PRINCIPLES BR CAC MEETING COMMENTS- UPDATED

**Principle #1:** Accommodate a childcare facility and additional youth-friendly elements within the project.

*Principle should include all youth 5-16.*

b. The design and construction will need to ameliorate any possible noise impacts of in-home childcare businesses on neighboring residential units.

**Principle #2:** Maximize active ground-floor uses to complement the neighborhood's existing retail and ground-floor uses.

a. Parking should be added as an important ground or below ground floor use.

b. The burden of proof should be on the developer and site manager to show that a comparable service is not available nearby. More vacant commercial spaces are not needed and do not enhance the neighborhood.

**Principle #3:** Explore including additional programming and/or amenities designed to enhance quality of life for both new residents and neighbors.

~~a. **Principle #3:** Explore including additional programming and/or amenities designed to enhance quality of life for both new residents and neighbors.~~

a. The local arts priority is to provide/ensure parking for the expected Performing Arts Education Center of City College. The PAEC is expected to provide theater and music space that would be beneficial to the broader community, new residents and City College and regional affiliates.

A large public meeting space that can hold at least 100 people and doesn't charge more than a nominal fee (no more than \$100) for use would be of great benefit to the community. Such a space would be beneficial for local non-profits, particularly neighborhood associations, and could address multiple needs if it doubled as a center for activities for seniors, touring theater and children's camps. These uses can be successful if the site is well-maintained and managed for the safety of seniors and children. Again, we encourage pedestrian and improved transit options to improve access to the site.



FROM Anita Theo Harris

Jenny Perez  
Westwood

Good Day,

I have seen very little communication from the Westwood Park board representatives regarding Residential Character District designation, which is codified in Planning Code section 244.1. I have not ~~also~~ seen response from city representatives on how to meet RCD requirements that protect our unique neighborhood characteristics.

The City Supervisors granted our Residential Character District in 1992, all city representatives are legally obligated to insure that all residents on Plymouth and surrounding streets are not denied the legally protected neighborhood that we all bought into and live in.

And while there is one statement in the staff responses to public input that indicate that some consideration of the fact that Westwood Park has been designated as an RCD district, is not legally binding and, more importantly, does not recognize the city's legal obligation to preserve our neighborhood character in going forward with this development.

Any development that borders Westwood Park must follow the RCD guidelines for our neighborhood. What has been proposed so far, <sup>is</sup> are not following The RCD Code.

We insist any RFP note on this.

# Maximizing Affordable Housing and Community Infrastructure at the Balboa Reservoir

Council of Community Housing Organizations, January 11, 2016

San Francisco is in the midst of an affordable housing crisis in which most San Francisco residents cannot afford to live in the market-rate units currently being built. Meanwhile the City and nonprofits are forced to compete on the open market to purchase land for affordable housing. Sites like the Public Utilities Commission's (PUC) Balboa Reservoir represent an indispensable public resource that should be prioritized as a public good for this and future generations.

The Council of Community Housing Organizations (CCHO), representing 24 San Francisco affordable housing developers and advocates, believes that one key priority for the Balboa Reservoir site is to look at strategies to maximize affordability for a range of incomes and family sizes, while keeping in mind the need to also create community infrastructure and open space, and meet parking needs for adjacent City College. Arguing for "maximizing" the amount of affordable housing vis-à-vis market-rate or luxury housing, should not in any way be seen as a strategy that ignores the needs of CCSF and its neighbors. In particular, development (of any kind) on the site will have impacts that reduce available parking for CCSF students and for a possible future Performing Arts & Education Center (PAEC), and moreover has a potential to provide additional open space. Clearly the future of the Balboa Reservoir is a controversial topic. The political reality of achieving a viable consensus depends on pulling together the major themes and goals that have been raised, namely:

- 1. Maximizing affordable housing for a range of incomes and family sizes,**
- 2. Meeting CCSF's parking needs, and**
- 3. Providing community benefits and open space.**

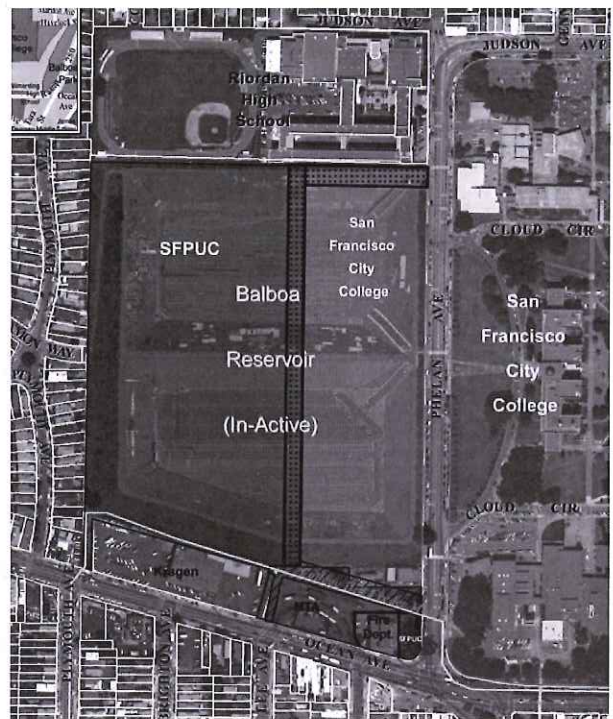
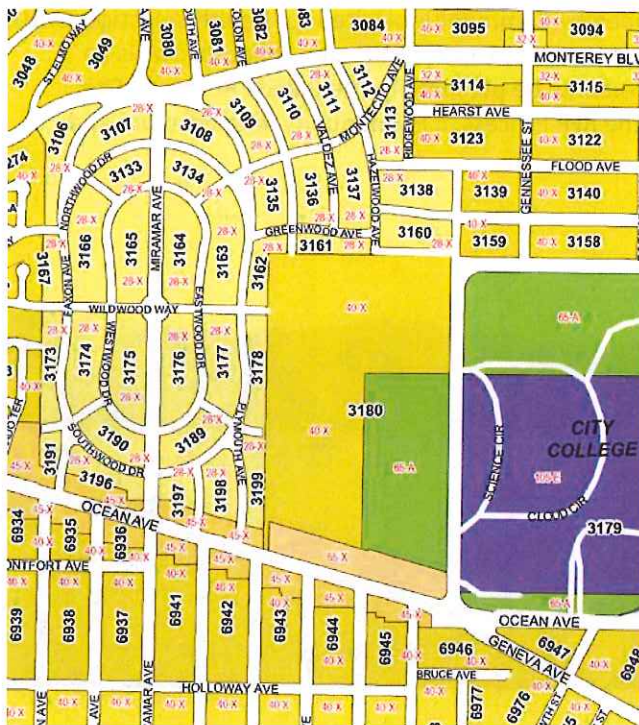
It is possible to achieve these goals with a master plan that maximizes 100% affordable housing with adequate on-site parking, a parking structure to relieve the parking needs of CCSF's working-class students and faculty, a half-acre to one-acre open space plan, and improved transit access to educational and employment destinations. Starting with the recommendations developed by Communities United for Health & Justice (CUHJ), CCHO consulted with our affordable housing development experts to analyze the site. What follows is an analysis of options available for the development parameters to be pursued for the Balboa Reservoir Site, touching on a number of issues: a.) Site Constraints, b.) the RFP Process, c.) Community Infrastructure and Parking, and d.) Affordability.





## SITE CONSTRAINTS

1. **SITE SIZE.** 17.5 acres, about 650' east-west x about 1,150' north-south. A large part of that includes the sloped sides, leading up to the City College campus to the east and the residential areas to the west.
2. **DENSITY.** Developers could probably build anywhere between 600 and 1600 units depending on height and land devoted to open space and parking. At 40', 70% lot coverage results in about 1.5 million rentable s.f. on floors 2-4 (3 floors), probably more than 800 units @1250 gross s.f. each. This number increases if heights are raised.
3. **ZONING AND HEIGHT LIMITS.** The current zoning is 40'. Adjacent heights vary from 28' on the single-family homes to the west and north, 55' on Ocean Ave to the south, and 65' uphill on the City College half of the site along Phelan to the east. Because of the slopes, even 65' buildings may be far lower than the surrounding existing buildings. Taller building heights would allow smaller footprint buildings, and therefore more space for open space. Most affordable housing development in the area (such as the adjacent Phelan Loop building) builds at approx. 55' heights (4 stories of wood frame over a concrete podium with parking and retail/services), but we are starting to see 65' buildings as well. Sometimes affordable developers will build some 3-story townhouses, but usually the density is too low for that to support an entire development – this may be appropriate bordering the single-family home area to the west.
4. **PARCEL SIZE AND PHASING.** Typically affordable developers will build single buildings with 50-100 units, sometimes larger, rarely smaller, because of financing constraints. To get a sense of how large each building might be, a 100-unit family building, with four residential floors above a ground floor (55' height) and a 25% open space/setback, would take up about 40,000 square feet, or an area about 200' x 200'. If that same lot had a total of six stories instead of five (65'), it could provide 125 units. If it only had a total of 40' (current zoning) it could only provide 75 units. In larger parcels, these buildings may be built all at once, incrementally, or built in phases by different developers.





## RFP PROCESS

1. **MASTER DEVELOPER AND PHASING.** The CAC and OEWD should be clear on setting minimum parameters for density, affordability, open space, parking and community benefits that are accepted by the City College and neighboring community, or else the planning process will be extremely difficult for all. The RFP should be for a master developer (and partners) to conduct a master planning process with community. The project could be phased with all parcels as 100% affordable, with the City as master developer –similar to the model used for HOPE-SF. Alternatively, IF there is to be any market-rate housing, a master plan could be developed that partners with affordable developers, setting aside several 100% affordable sites and imposing a certain amount of inclusionary on the market-rate sites.
2. **"FAIR MARKET VALUE."** The Public Utilities Commission (PUC) is required by rate-payers to get a fair market value from the land. One way to look at this is that under current zoning, fair market value would be calculated as development capacity at 40' heights, so, for example, subtracting some reasonable amount for slopes, streets and parks (perhaps 40%), the development capacity is for 3 floors of housing, assuming a certain amount of "inclusionary" affordable housing on the site. If we use the Prop K "public lands" standards as a model (which we acknowledge only apply to non-enterprise properties), this would be inclusionary units at 33% low-mod and another 17% middle. The fair market land cost would also need to subtract the cost of basic infrastructure improvements.

## COMMUNITY INFRASTRUCTURE AND PARKING

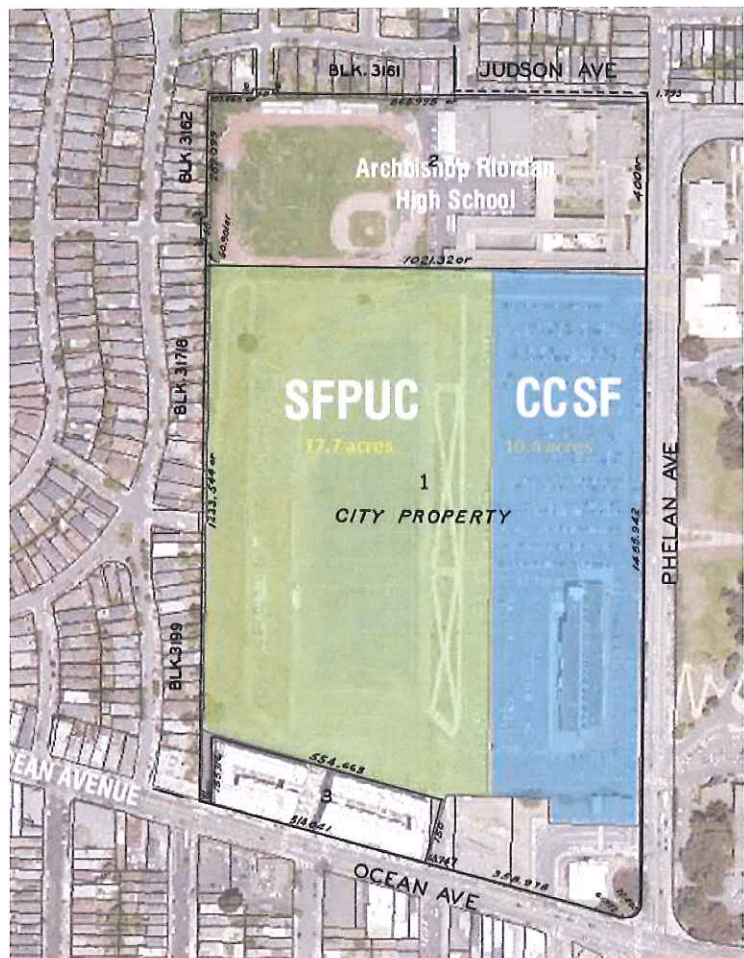
1. **INFRASTRUCTURE.** Balboa is non-serviced land and would require that all infrastructure be built (sewer, water, electrical, streets). Two options available. One option is for infrastructure to be built by city, as is being done in the HOPE-SF projects, with potential for accessing State infrastructure money. Second option is to support some portion of the infrastructure costs by creating an IFD, which would require some amount of market-rate housing to throw off the property tax increment. The master developer would pay for the infrastructure. A preliminary estimate of the infrastructure based on CCHO developer's experience is about \$50K additional per unit, or about \$1-1.5 million per acre.
2. **OPEN SPACE.** Open space has also been brought up repeatedly in public conversations. A good amount of "passive" open space and community garden and fruit-bearing trees could be part of the sloping areas to the north and east of the site. However, for this amount of development, something with a gathering area, grass, and interactive exercise and play area would probably make sense to center the development. Also as a rainwater catchment swale, given the topography of the site (it's a reservoir!). Ideally it would be fronted by other active uses, for example whatever community facilities or childcare center might be contemplated on the ground floor of an adjacent building. For comparison, another park currently being built on PUC land, at 17<sup>th</sup> & Folsom, is 0.74 acres, or about 30,000 s.f.
3. **PARKING.** A major concern has been raised by City College students, faculty, and advocates has been about the loss of parking for City College, especially if the Performing Arts Center ever gets built. Approximately 300,000 s.f. of the site is currently being used as parking, or about 1,000 parking spaces, parking that is currently used for student and faculty parking, especially during peak periods. If that parking were to be retained in a 6-story parking structure, much of the current parking could be accommodated in a 50,000 s.f. parcel within the site, and, if located adjacent to the City College parcel, could be accessed directly from the existing City College parking at an upper floor. One can imagine a state-of-the-art "green" auto and bicycle parking structure with solar power, electric car outlets and car-share pods, and possibly play fields on the top floor. Additionally, at 4-6 story buildings, affordable developers are typically able to accommodate at least 0.5 to 1 parking space for every unit, provided on the ground floor of the building, and hidden behind either commercial space or townhouse units, depending on location within the site.



## AFFORDABILITY

1. **AFFORDABILITY MIX.** A 17-acre site that is 100% affordable housing (below 60% AMI), with community amenities, is absolutely possible, just a question of funds available and phasing. Note that 60% AMI (not adjusted for SF) is a single person earning \$40,000/yr. or a family of four earning \$60,000/yr. Combining this with moderate (60-90% AMI) or middle (90-120% AMI) is more difficult because developers can't leverage Federal funds which are only available for low-income units. For comparison, 90% AMI is a single person earning \$64,000/yr. (a tenured teacher), and 120% AMI is a single person earning \$85,000/yr. or a family of four earning \$120,000/yr. We can look at other master planned projects in the City for comparison. The Schlage Lock development in Vis Valley is approx 20-22 acres, 1600 units, with new park, neighborhood retail, TIDF, all new infrastructure (plus haz mat clean up) and 25% affordable with a chunk of units as supportive housing. On the other hand, PUC is a public site, with a superior location for real estate and transit, etc. The Giants Mission Rock project, on public land, is providing 40% affordable units at a range of incomes, all on-site, as inclusionary units (no stand-alone affordable buildings). Finally, the HOPE-SF projects are each done by a Master Developer specializing in affordable housing, for a range of incomes but with a majority of units for extremely low-income residents.
2. **LOW-INCOME UNITS (0-60% AMI).** Affordable buildings built by affordable developers typically serve families earning 0-60% of the median income and below. If MOHCD funding is available, the capacity to develop as 100% affordable is there, probably phased, as tax credit developments, built as stand-alone affordable developments that are financed by MOHCD and 4% credits. Each stand-alone affordable housing development would be average 100 units in order to be cost efficient and operate well. This would require \$250K/unit in MOHCD gap funds x 100 units each = \$10 million for each stand-alone building. Infrastructure costs (streets, electricity, water, sewer) need to be analyzed, but could probably be an additional \$50K/unit.
3. **MODERATE-INCOME UNITS (60-90% AMI).** Units btwn. 60-90% AMI are hard to develop and finance b/c they are low enough not to be economical but high enough that LIHTC and welfare exemptions don't apply. Units btwn 60-90% typically are inclusionary units, because these are not financeable with tax credits, and market-rate development can internally cross-subsidize them. There was a part in the last Prop A housing bond for middle income, which could potentially be used to subsidize some of those units as part of affordable housing developments. One back-of-the-envelope estimate is that the mod-income units would require an additional \$100K subsidy (so \$350K) from MOHCD.
4. **MIDDLE-INCOME HOMEOWNERSHIP / TOWNHOUSES (70-120% AMI).** The area adjacent to the single family homes would best be some kind of low-rise development, probably townhouses with back yards against the adjacent homes. These could be three-story buildings, with two story townhouses stacked over one-story accessible units. These would typically be targeted at 70-120% AMI, perhaps with 1-bedroom units up to 90% AMI and a mix of 2- and 3-bedroom units up to 120% AMI. Being clear on the definitions of "middle-income" is extremely important – for example, when a number like "150% AMI" is discussed, it is important to understand that this is a single person earning \$110,000/year!
5. **MARKET-RATE UNITS.** One way provide moderate-income units is to allow some amount of market-rate development and require a high-percent of inclusionary at a range of AMI levels between 60-120% AMI. Thirty or even fifty percent inclusionary would seem reasonable given that this is public land and there is precedent (Giants Prop D required 40% on-site affordable units). However, the question remains whether it should be City policy to allow any market-rate units on public land. While applying only to City department properties, the voters in last November's Proposition K Public Lands measure weighed in that public lands, when not used for other public functions, should be reserved for affordable housing to benefit current and future generations.

6. **ALTERNATE AFFORDABILITY SCENARIOS.** Following are five possible alternative scenarios that could be analyzed for feasibility. The first three allow some amount of market-rate housing to cross-subsidize moderate income housing and provide future property tax revenue to pay for infrastructure and other community benefits; the last two would depend on a commitment to public subsidy and would likely have to be phased in over time.
- 50/50 split:** 25% low-income built by nonprofits (basically, two new buildings with 100+ units each), 25% “middle-income” as inclusionary within the market rate, and 50% market rate (so the market would have a 33% inclusionary). This scenario allows three-quarters of the site to be controlled by market-rate developers.
  - 60/40 split:** We had a year ago presented to OEWD the idea of minimum 50% low-income (half the site, built by nonprofits), another 10% moderate income inclusionary, and the final 40% as market-rate. The “inclusionary” could be provided by the market-rate developer as an “80/20” deal, as is being done in the Pier 70 development.
  - 66/33 split:** Another scenario would provide 50% low-income, 17% moderate, and 33% market (so 50% inclusionary), to achieve a two-thirds affordable to one-third market-rate split.
  - 100% low-income:** This scenario, entirely subsidized by public funds, would have to be phased over time and by different nonprofit developers, as funding becomes available.
  - 100% low-mod:** As suggested by CUHJ, another model would evenly split the income targets, with 1/3 low-income (0-60% AMI), 1/3 moderate (60-90% AMI), and 1/3 middle (90-120% AMI).





DATE: January 11, 2016

TO: Members of the Balboa Reservoir Community Advisory Committee

FROM: Linda Judge, WPA Balboa Reservoir Committee Chair

RE: Revised Principals and Parameters (Housing, Public Realm ["Open Space"], Urban Design and Neighborhood Character).

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Dear Members of the BR CAC:

Following distribution of the revised Principals and Parameters ("P&P") by City Staff, the attached matrices were compiled by the Westwood Park Balboa Reservoir Committee. They compare WP submitted Community concerns to the Revised P&P's.

Please consider:

1. Comparison Results:

There were many draft parameters in the original P&P's proposed by the Planning Department and MOEWD that WPA accepted without request for changes.

It appears only minor revisions were made in response to WPA proposed items. However, the larger changes were not incorporated (e.g., affordability mix weighted toward middle-class, contiguous open space and total amount of open space, recognition and respect of the Westwood Park RCD status and concerns of WP neighbors immediately adjacent to the site).

The results are of significant concern to the WP Community.

REFERENCE	TOPIC	INITIAL CITY PROPOSED	WPA BRC PROPOSED (AND WPA BOARD APPROVED)	REVISED - BR CAC APPROVED (CITY PUBLISHED)	WPA RECOMMENDATIONS IMPLEMENTED?
H	HOUSING				
H-P1	Principal #1: Build new housing for people at a range of income levels				
H-P1a		"Make at least 33% of total housing units permanently affordable to low or moderate- income households. (Note: This is consistent with Proposition K (2014), which is described above. "	"Make at least maximum 33% of total housing units permanently affordable to low or moderate income households..."	"Make at least 33% of total housing units permanently affordable to low or moderate - income households, consistent with Prop K (2014). (Note: This is consistent with Proposition K (2014), which is described above.)"	No
H-P1a1		"Make at least 15% of total housing units affordable to low-income households (earning up to 55% of Area Median Income [AMI])."	"Make at least 15% of total housing units affordable to low-income households (earning up to 55% of Area Median Income [AMI])."	"Make at least 15% of total housing units affordable to low-income households (earning up to 55% of Area Median Income [AMI])."	No
H-P1a2		"Make an additional 18% (or more) of total housing units affordable to low or middle income households (earning up to 120% of AMI)."	"Make an additional the remaining 18% (or more) of total housing units affordable to low or middle income households (earning up to 120% of AMI)." Note: Since the most underserved group is the middle income household, they should have the larger percentage of the housing allocation.	"Make an additional 18% (or more) of total housing units affordable to low or middle income households (earning up to 120% of AMI)."	No
H-P1b		"Maximize the number of affordable units for low (55% of AMI), moderate (120% of AMI), and middle income (earning up to 150% of AMI) households; aim to include at least 50% of housing affordable to low, moderate and middle income households."	"Maximize the number of affordable units for low (55% of AMI), moderate (120% of AMI), and middle income (earning up to 150% of AMI) households; aim to include at least 50% of housing affordable to low, moderate and middle income households)." Note: This is not acceptable to Westwood Park community. See note above re: middle income households.	"Maximize the number of affordable units for low (55% of AMI), moderate (120% of AMI), and middle income (earning up to 150% of AMI) households; aim to include at least 50% of housing affordable to low, moderate and middle income households."	No
H-P1d		None	None	CAC Added: "Exceed these minimum affordable housing percentages to the greatest extent possible provided that all other development parameters are also met."	No
H-P1e		None	None	CAC Added: "Provide a mix of rental and ownership units"	No
H-P2a		"Maximize the proportion of affordable housing that is provided on-site (as opposed to off-site or paying an in lieu fee)."	WPA Community Comment: We agree that development of on-site affordable housing is key to facilitating an integrated and vibrant neighborhood, one which crosses over socio-economic boundaries in order to bring residents together and create a strong community. We feel it is important for SF Planning and MOEWD to consider holding all developers in San Francisco to this same standard, and exclude any future approved city residential developments from off-site affordable housing, or "in-lieu" fees, which have placed an undue burden on current and future developments in existing cohesive and historic San Francisco neighborhoods.	"Maximize the proportion of Provide all affordable housing that is provided on site (as opposed to off-site or through paying an in-lieu fee)."	Yes
H-P3a		"Within the confines of other relevant parameters (e.g. neighborhood character, open space, transportation), and subject to the desired units and family-oriented units cied above, maximize the amount of new ousing created to address the current and projected affordability challenges faced by the neighborhood and the City."	"Within the confines of other relevant parameters (e.g. Principal 1(a), neighborhood character, open space, transportation), and subject to the desired units and family-oriented units cied above, maximize the amount of new ousing created to address the current and projected affordability challenges faced by the neighborhood and the City as proposed and outlined by the 2009 Balboa Park Area Station Plan."	"Within the confines of other relevant parameters (e.g. neighborhood character, open space, transportation, City College), and subject to the desired units and family-oriented units cied above, maximize the amount of new ousing created to address the current and projected affordability challenges faced by the neighborhood and the City."	No
H-P3b		"Maximize the pace of housing creation without compromising the quality of design or construction or outpacing needed transportation infrastructure."	"Create Maximize the pace of housing creation without compromising the quality of design or construction or outpacing needed transportation infrastructure."	"Maximize the pace of housing creation without compromising the quality of design or construction or outpacing needed transportation infrastructure."	No



REFERENCE	TOPIC	INITIAL CITY PROPOSED	WPA BRC PROPOSED (AND WPA BOARD APPROVED)	REVISED - BR CAC APPROVED (CITY PUBLISHED)	WPA RECOMMENDATIONS IMPLEMENTED?
OS	OPEN SPACE				
OS-P1	<i>Principal #1: Develop a cohesive public realm (network of street and open spaces) which provide a range of programmed and unprogrammed spaces for functional, recreational and social activities. Public spaces should be visible and activated from adjacent street and uses; connect gathering places, destinations and residences on the site and beyond; and provide a sense of identity unique to the neighborhood.</i>				
OS-P1a		"Create a publicly-accessible open space network, totaling at least 4 acres, including off-street walking routes or linear parks, and privately owned public spaces (POPOS) but excluding streets. Aim to exceed this minimum requirement."	"Create a publicly-accessible open space network, totaling at least 4.5 to 7 acres, including off-street walking routes or linear parks, and privately owned public spaces (POPOS) but excluding streets. Aim to exceed this minimum requirement." <b>Note: The Westwood Park community feels strongly that a minimum of 5 to 7 acres of parks and open space should be included.</b>	"Create a publicly-accessible open space network, totaling at least 4 acres <b>at ground level</b> , including parks, playgrounds, gardens, picnic areas, off-street walking routes or linear parks, and privately owned public spaces (POPOS) but excluding streets. Aim to exceed this minimum requirement. <b>Spaces should accommodate multiple types of open space activities or programs within a given day, week, or time of year.</b> "	No.
OS-P1b		"Create one significant open space to serve as a park for the site and neighborhoods beyond the Balboa Reservoir (aka Balboa Public Site). Include a mix of programmed and unprogrammed spaces based on community input and neighborhood need. Rather than creating a large void, the park should be varied in design and uses, be scaled appropriately with the pattern of blocks and buildings, and create a sense of shared neighborhood identity. This contiguous open space (which may extend multiple blocks if intersected by shared public ways or pedestrian-priority streets), should be at least 1.5 acres and would constitute a portion of the minimum 4 acres of open space referenced in Section 2.a. This park will be designed with the community in a public process."	"Create one significant open space to serve as a park for the site and neighborhoods beyond the Balboa Reservoir (aka Balboa Public Site). Include a mix of programmed and unprogrammed spaces based on community input and neighborhood need. Rather than creating a large void, the park should be varied in design and uses, be scaled appropriately with the pattern of blocks and buildings, and create a sense of shared neighborhood identity. This <b>contiguous continuous significant</b> open space <b>(which may be intersected only by pedestrian pathways) (which may extend multiple blocks if intersected by shared public ways or pedestrian-priority streets)</b> , should be at least <b>1.5 2</b> acres and would constitute a portion of the minimum 4.5 to 7 acres of open space referenced in Section 2.a. This park will be designed with the community in a public process." <b>Note: Please note, the Westwood Park specific survey as well as the City Planning Survey both favor the need of large open spaces.</b>	"Create one significant open space <b>at ground level</b> to serve as a park for the site and neighborhoods beyond the Balboa Reservoir (aka Balboa Public Site). Include a mix of programmed and unprogrammed spaces based on community input and neighborhood need. Rather than creating a large void, the park should be varied in design and uses, be scaled appropriately with the pattern of blocks and buildings, and create a sense of shared neighborhood identity. This contiguous open space (which may extend multiple blocks if intersected by shared public ways or pedestrian-priority streets), should be at least 1.5 acres and would constitute a portion of the minimum 4 acres of <b>at grade</b> open space referenced in Section 2.a. This park will be designed with the community in a public process."	No
OS-P1d		"Create a walking route or network of walking routes which facilitates walking for recreational purposes, minimizing street crossings and connecting or defining on-site open spaces. Pedestrian networks should connect to surrounding networks of streets, paths and open spaces."	"Create a walking route or network of walking routes which facilitates walking for recreational purposes, minimizing street crossings and connecting or defining on-site open spaces. Pedestrian networks should connect to surrounding networks of streets, paths and open spaces <b>while minimizing the impact on the adjacent Westwood Park neighborhood.</b> "	"Create a walking route or network of walking routes which facilitates walking for recreational purposes, minimizing street crossings and connecting or defining on-site open spaces. Pedestrian networks should connect to surrounding networks of streets, paths and open spaces. <b>Walking routes should be supportive of and consistent with parameters 1(e) and 1(f).</b> "	No, but see "CAC Response to Open Space Comments which addresses the change. (i.e., City and CC agree with privacy concerns of WP and are expanding that same concern to CCSF, Avalon, and Riordan).
OS-P1f		"Respect the privacy and scale of adjacent uses, especially Westwood Park neighbors to the west with appropriate public space design, landscape, topography or walking routes to serve as a buffer or transition from the new buildings on the Balboa Public Site."	"Respect the privacy and scale of adjacent uses, especially Westwood Park neighbors to the west with appropriate public space design, landscape, <del>or</del> topography <b>and</b> walking routes to serve as a buffer or transition from the new buildings on the Balboa Public Site."	f. Respect the privacy and scale of <b>all</b> adjacent uses, <b>especially Westwood Park neighbors to the west</b> with appropriate public space design, landscape, topography and walking routes to serve as a buffer or transition from the new buildings on the Balboa Public Site.	No, but see "CAC Response to Open Space Comments which addresses the change. (i.e., City and CC agree with privacy concerns of WP and are expanding that same concern to CCSF, Avalon, and Riordan).
OS-P1g		"Build in enough flexibility to the open space network to allow for it to evolve with changing neighborhood needs, incorporating successive layers of programming, public art, and community stewardship over time."	"Build in enough flexibility to the open space network to allow for it to evolve with changing neighborhood needs, incorporating successive layers of programming, public art, and community stewardship over time." <b>Note: In order to preserve the open space in perpetuity, any open space buffer zone between the new and the Westwood Park neighborhood, as well as the open space defined in Principal 1(b), should be deeded to San Francisco Recreation and Park Department, or otherwise legally protected from any future development.</b>	"Build in enough flexibility to the open space network to allow for it to evolve with changing neighborhood needs, incorporating successive layers of programming, public art, and community stewardship over time. <b>As these elements evolve to respond to changing needs, the spaces shall remain unbuilt and open to the public.</b> "	Yes
OS-P1h		"Prioritize views of Mt Davidson, Mt Bruno and the main entrance to the CCSF Science Hall".	"Prioritize views of Mt Davidson, Mt Bruno and the main entrance to the CCSF Science Hall <b>without impeding the views of residents in the surrounding neighborhoods</b> ".	"Prioritize views from public spaces to <del>of</del> Mt Davidson, Mt Bruno and the main entrance to the <b>City College CCSF</b> Science Hall".	No
OS-P1i		"Emphasize the special nature of the area through distinctive landscaping and other features that complement and respect adjacent neighborhoods".	"Emphasize the special nature of the area through distinctive landscaping and other features that complement and respect adjacent neighborhoods <b>and Bishop Riordan High School</b> ".	"Emphasize the special nature of the area through distinctive landscaping and other features that complement and respect adjacent neighborhoods <b>and educational institutions</b> ".	Yes
OS-P1	<i>Principal #2: Design the public realm as a useful, safe and welcoming part of daily experience for diverse neighbors of all ages, visitors to the site, and CCSF affiliates.</i>		n/a	<i>Principal #2: Design the public realm as a useful, safe and welcoming part of daily experience for diverse neighbors of all ages, visitors to the site, and City College CCSF affiliates.</i>	



REFERENCE	TOPIC	INITIAL CITY PROPOSED	WPA BRC PROPOSED (AND WPA BOARD APPROVED)	REVISED - BR CAC APPROVED (CITY PUBLISHED)	WPA RECOMMENDATIONS IMPLEMENTED?
OS-P2c		"Incorporate linear spaces, smaller common areas, courtyards or mid-block alleys into the site and buildings to moderate building scale , provide intimate spaces and diversify activities in the public realm. Wherever possible, pair spaces with complementary adjacent land uses to help activate the public realm, for example small plazas near natural gathering places, playgrounds near daycare etc".	"Incorporate linear spaces, smaller common areas, courtyards <del>or mid-block alleys into the site and buildings to moderate building scale</del> , provide intimate spaces and diversify activities in the public realm. Wherever possible, pair spaces with complementary adjacent land uses to help activate the public realm, for example small plazas near natural gathering places, playgrounds near daycare etc".	"Incorporate linear spaces, smaller common areas, courtyards or mid-block alleys into the site and buildings to moderate building scale , provide intimate spaces and diversify activities in the public realm. Wherever possible, pair spaces with complementary adjacent land uses to help activate the public realm, for example small plazas near natural gathering places, playgrounds near daycare etc".	No. See "CAC response to Open Space Comments" for more details.
OS-P2e		"Propose a gradual transformation of the site, maintaining access to usable open space throughout all construction phases to allow people to experiment with new ways of using the site, and to give the community time to adapt to the physical changes of the site. For example, create a nursery for trees to mature on-site in advance of future site construction".	"Propose a gradual transformation of the site, maintaining access to usable open space throughout all construction phases to allow people to experiment with new ways of using the site, and to give the community time to adapt to the physical changes of the site. For example, create a nursery for trees to mature on-site in advance of future site construction <b>with careful consideration of any site changes on the neighboring 98-year-old foundations, as well as displacement of wildlife</b> ".	"Propose a gradual transformation of the site, maintaining access to usable open space throughout all construction phases to allow people to experiment with new ways of using the site, and to give the community time to adapt to the physical changes of the site. For example, create a nursery for trees to mature on-site in advance of future site construction".	No. "CAC Response to Open Space Comments" addresses law re: wildlife, but no discussion on WP 98 year old foundations and plaster walls.
OS-P3	<b>Principal #3: Incorporate the different needs and hours of activities dor diverse users in the area.</b>				
OS-P3a		"Ensure opportunities for people of all ages, including students, seniors and families, to utilize the public realm".	"Ensure <b>safe</b> opportunities for people of all ages, including students, seniors and families, to utilize the public realm".	"Ensure <b>safe and accesible</b> opportunities for people of all ages, including students, seniors and families, to utilize the public realm".	Yes
OS-P3c		"Locate gathering places at natural confluences of pedestrian activity, walking routes, and public life".	"Locate gathering places at natural confluences of pedestrian activity, walking routes, and public life <b>and away from the private Westwood Park backyards</b> ".	"Locate gathering places at natural confluences of pedestrian activity, walking routes, and public life, <b>in support of the privacy concerns addressed in parameter 1(f)</b> ".	Yes, although Westwood Park is the only adjacent residential neighborhood. Please see comments to P1(f).
OS-P4	<b>Principal #4: Privately-owned public open spaces (POPOS) should read as part of an overall, coordinated pattern of open space. Recognize that per City policy, buildings will be required to provide a minimum 80 square feet of private open space per unit or 60 square feet of public open space per unit (above and beyond the public open space requirements above).</b>		<b>Westwood Park Community Comments:</b> Please define how POPOS in Principal #1 is different from POPOS in Principal #4. The requirement in Principal #4 appears to suggest that the 80 sq.ft. or 60 sq.ft. will be in addition to the open space described in Principal #1, please confirm.	<b>Principal #4: Privately-owned public open spaces (POPOS) should read as part of an overall, coordinated pattern of open space. Recognize that per City policy, buildings will be required to provide a minimum 80 square feet of private open space per unit or 60 square feet of public open space per unit (above and beyond the public open space requirements above). Private open spaces should meet or exceed City regulations that require a minimum of 80 square feet of private open space per unit, or 60 square feet if the space is made publicly accesible (above and beyond the project-wide public open space are minimums in Principle #1). Any publicly accesible open space associated with an individual building should read as part of an overall, coordinated pattern of open space.</b>	Yes.
OS-P4b		"Connect courtyards and/or mid-block alleys wherever possible".	"Connect courtyards <del>and/or mid-block alleys</del> wherever possible". <b>Westwood Park Community Comments:</b> The community would like to be provided with examples within San Francisco where alleys have been successfully implemented in recent new or reconfigured developments, and where safety is prioritized and enforced. The WP Community prefers that alleys are well lit and safe, and that alleys are not considered as part of the proposed developments' total open space.	"Connect courtyards and/or mid-block alleys wherever possible".	No. "CAC Response to Open Space" gives details of alleys, why they think they are safe and will work, and gives examples of 'sucessful' alleys.
OS-P4c		"Private open spaces should be intimate and inviting. They should maximize green space, programmable spaces and visibility from residential units".	"Private open spaces should be <del>intimate and</del> inviting. They should maximize green space, programmable spaces and visibility from residential units". <b>Westwood Park Community Comments:</b> WP assumes if Principal 4(c) is specific to POPOS within new buildings on the site, then WP does not have any comments.	"Private open spaces should be <b>human scale</b> , intimate and inviting. They should maximize green space, programmable spaces and visibility from residential units".	"Human scale added" to address concern over 'intimate' - please see 'CAC Response to Open Space'
OS-P5	<b>Principle #5: Design a variety of open spaces within the public realm network to create a variety of sensory experiences, incorporating the surrounding natural and/or cultural environment into the siting and design.</b>				
OS-P5b		"Maximize sun exposure in public spaces".	"Maximize sun exposure in public spaces <b>without impacting sun exposure to surrounding neighborhoods</b> ".	"Maximize sun exposure in public spaces".	No
OS-P6	<b>Principle #6: All public rights of way should be attractive, safe and useable public open spaces with generous landscaping, lighting and greenery as appropriate to the scale and use of buildings and the site. Street design should be built to standards established in Better Streets Plan.</b>				



REFERENCE	TOPIC	INITIAL CITY PROPOSED	WPA BRC PROPOSED (AND WPA BOARD APPROVED)	REVISED - BR CAC APPROVED (CITY PUBLISHED)	WPA RECOMMENDATIONS IMPLEMENTED?
OS-P6a		"Design new streets and alleys as public spaces which create intimate, safe pedestrian environments, while encouraging social interactions between diverse users from the site, adjacent neighborhoods and CCSF. Use shared streets/public ways and living alleys where appropriate".	"Design new streets <del>and alleys</del> as public spaces which create intimate, safe pedestrian environments, while encouraging social interactions between diverse users from the site, adjacent neighborhoods and CCSF. Use shared streets/public ways and <del>living alleys</del> where appropriate".	"Design new streets and alleys as public spaces which create intimate, safe pedestrian environments, while encouraging social interactions between diverse users from the site, adjacent neighborhoods and CCSF. Use shared streets/public ways and living alleys where appropriate".	<b>No - see OS-P4b Community comment re: alleys.</b>
OS-P6b		"Street and sidewalk designs should be consistent with Better Streets Plan and other applicable standards, such as utility separation requirements. Streets will generally fall under neighborhood commercial , neighborhood residential, park edge, alley or shared public way Better Streets Plan types".	"Street and sidewalk designs should be consistent with Better Streets Plan and other applicable standards, such as utility separation requirements. Streets will generally fall under neighborhood commercial , neighborhood residential, park edge, alley or shared public way Better Streets Plan types". <b>Westwood Park Community Comments: The community would like to understand where "neighborhood commercial" will be placed.</b>	"Street and sidewalk designs should be consistent with Better Streets Plan and other applicable standards, such as utility separation requirements. Streets will generally fall under <b>Better Street Plan's Neighborhood Commercial, neighborhood-commercial , Neighborhood Residential neighborhood-residential, Park Edge park-edge, Alley alley</b> or <del>shared public way</del> <b>Shared Public Way</b> Better Streets Plan types".	<b>No. CAC indicates developer will decide.</b>
<b>OS-P7</b>	<b>Principle #7: Plan and design in coordination with a long-term, sustainable maintenance plan and community-serving programming.</b>				
OS-P7b		"Describe how parks and open spaces will be managed or programmed to promote safe and active use and enjoyment. Include a funding proposal to support these management and programming activities".	"Describe how parks and open spaces will be managed or programmed to promote safe and active use and enjoyment <b>and who will be accountable on a day-to-day and long-term basis.</b> Include a funding proposal to support these management and programming activities".	"Describe how parks and open spaces will be managed or programmed to promote safe and active use and enjoyment. Include a funding proposal to support these management and programming activities".	<b>No - Assume CAC and City's position is, the desired edit is already understood to be imbedded in the Parameter definition</b>



REFERENCE	TOPIC	INITIAL CITY PROPOSED	WPA BRC PROPOSED (AND WPA BOARD APPROVED)	REVISED - BR CAC APPROVED (CITY PUBLISHED)	WPA RECOMMENDATIONS IMPLEMENTED?
NC	<b>URBAN DESIGN &amp; NEIGHBORHOOD CHARACTER</b>				
NC-P1	<i>Principle #1: Connect and relate to the surrounding fabric of streets, blocks and open spaces.</i>				
NC-P1a		"Create a general block scale that respects nearby neighborhoods, provides permeability, and uses a pedestrian network to connect the surrounding fabric of streets and open spaces".	"Create a general block scale that respects nearby neighborhoods, provides permeability, and uses a pedestrian network to connect the surrounding fabric of streets and open spaces". <b>WP Community Comment: Please provide examples of permeability. One of the positive characteristics of the WP neighborhood is that there are very few 'through streets' from WP into other neighborhoods. This provides a sense of a close-knit neighborhood within an urban setting. WP residents purchased and retain high homeownership as a result of this desirable neighborhood characteristic. A new development would benefit from the same concept; reasonable but limited traffic access into and out of the neighborhood so that it is pedestrian oriented, family friendly, bike friendly, safe, and develops its own unique neighborhood character) This would also help with traffic calming within the two neighborhoods.</b>	"Create a general block scale that respects nearby neighborhoods, provides permeability, and uses a pedestrian network to connect the surrounding fabric of streets and open spaces".	<b>See City Staff comment (5) provided in "Responses to Public Comment and Questions" doc.</b>
NC-P2	<i>Principle #2: Harmonize the relationships between existing buildings, streets and open spaces.</i>				
NC-P2a		"Design the site and buildings to integrate with, respect and reflect local character, scale, design, and uses".	"Design the site and buildings to integrate with, respect and reflect local character, scale, design, and uses". <b>WP Community Comment: While the roots of the Sunnyside neighborhood go back to the early 1900s, Westwood Park homes were primarily built in the 1920s. The architecture of those neighborhoods reflects a shift from Victorian and Edwardian homes, which predominated before and immediately after the turn of the century. In the case of Westwood Park, it was developed as a "residence park" of bungalow-style homes primarily to offer middle class residents the opportunity to escape the noise, pollution and crowded conditions of downtown San Francisco. Any development on the Balboa Reservoir site should be respectful of the original intent of the development of the area West of Twin Peaks; complementing and highlighting the characteristics of the historic architectural style of the surrounding neighborhoods. Buildings that have recently predominated in new developments within the Mission District (boxy, glass fronts, loft style), are starkly out of character with the surrounding structures, just as six-story glass and steel buildings would be out of character in Cow Hollow, Steiner Street, Nob Hill or in the Inner Richmond district. Any project that follows the current architectural design trend in downtown and some of the adjacent neighborhoods would invoke a significantly negative response from existing residents in Westwood Park.</b>  "Ocean Avenue Historic Preservation Resource Guide" references additional material relevant to the BR site and is available here: <a href="http://www.oceanavenueassociation.org/the_cbd/reports">http://www.oceanavenueassociation.org/the_cbd/reports</a>	"Design the site and buildings to integrate with, respect and reflect local character, scale, design, and uses".	<b>See City Staff comment (14) provided in "Responses to Public Comment and Questions" doc.</b>
NC-P2c		"Locate taller buildings where adjacent buildings are tallest, with heights tapering down on approach to single-family neighborhoods. Buildings on the west side of site should generally be of lower height than the east, and respect the scale, privacy and light of adjacent homes to the west".	"Locate taller buildings where adjacent buildings are tallest, with heights tapering down on approach to single-family neighborhoods. Buildings on the west side of site should <b>generally</b> be of lower height than the east, and respect the scale, privacy and light of adjacent homes to the west".	"Locate taller buildings where adjacent buildings are tallest, with heights tapering down on approach to single-family neighborhoods. Buildings on the west side of site should <b>generally</b> be of lower height than the east, and respect the scale, privacy and light of adjacent homes to the west".	<b>Yes.</b>
NC-P2d		"Building heights should fall within a range of 25' to 65' feet, allowing for heights of up to 85' in the eastern portion of the site where, due to economic efficiencies, the additional height allows for additional community benefits".	"Building heights should fall within a range of 25' to <b>65' 40'</b> feet, allowing for heights of up to <b>85' 65'</b> in the eastern portion of the site where, due to economic efficiencies, the additional height allows for additional community benefits". <b>WP Community Comment: The current zoning of Westwood Park is 28'. The current zoning of the Balboa reservoir site is 40' on the west and a small slice on the east which is 65', as agreed to and implemented within the 2009 Balboa Park Station Area Plan, including the accompanying FEIR (Final EIR). Please describe for the community how an 85' height maximum was derived, given the significant community input that resulted in the 40' height restriction within the 2009 plan. The community concern is that desired open space will be negotiated for increased height and density. Please address this concern.</b>  <b>Please inform the public how the new Density Bonus (Affordable Housing Bonus Plan) would impact the BR development site. Please indicate and provide examples of current density guidelines compared to potential density guidelines under the new Bonus Plan.</b>	"Building heights should fall within a range of 25' to 65' feet, allowing for heights of up to 85' in the eastern portion of the site where, due to economic efficiencies, the additional height allows for additional community benefits".	<b>No. See City Staff comment (19) provided in "Responses to Public Comment and Questions" doc.</b>
NC-P2e		"Site and design buildings to enhance public spaces, while minimizing their impacts on existing residential privacy and access to light".	"Site and design buildings to enhance public spaces, while <b>minimizing maintaining their impact on</b> existing residential privacy and access to light".	"Site and design buildings to enhance public spaces, while minimizing their impacts on existing residential privacy and access to light".	<b>No</b>
NC-P4	<i>Principle #4: Express neighborhood character, celebrate cultural history and build on neighborhood activities.</i>				
NC-P4c		"Design the site and public realm to respect and reflect Westwood Park community heritage, the City College campus, and the role of Ocean and Phelan as a "gateway" to the neighborhood".	None	"Design the site and public realm to respect and reflect <b>Westwood Park</b> community heritage, the City College campus, and the role of Ocean and Phelan as a "gateway" to the neighborhood".	<b>City/CAC deleted Westwood Park - Why? Please return to the original text.</b>



**BALBOA RESERVOIR COMMUNITY ADVISORY COMMITTEE  
CITY & COUNTY OF SAN FRANCISCO**

**EMAILS RECEIVED FROM  
PUBLIC VIA BRCAC@SFGOV.ORG**

**Period: 12/18/15 – 1/13/16**

## Wong, Phillip (ECN)

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**From:** ajahjah@att.net  
**Sent:** Tuesday, December 22, 2015 12:18 AM  
**To:** mzacovic@ccsf.edu; Ronald Gerhard; Steve Bruckman; Susan Lamb; mlam@ccsf.edu; Guy Lease; R. Mandelman; Thea Selby; Shaw, Linda (MYR); Lesk, Emily (ECN); Martin, Michael (ECN); Shaw, Jeremy (CPC); Exline, Susan (CPC); Danielle J. Harris; Walton, Kim (MTA); Lisa Spinali; Westwood Park Association; BRCAC (ECN); Brigitte Davila; Robert Muehlbauer; Howard Chung; Wendy Aragon; Christine Godinez; Jonathan Winston  
**Subject:** Balboa Area Transportation Demand Management Study

SFCCD Admin & BOT, OEWD, Planning, SFMTA, BR CAC, BPS CAC--

The 11/30/2015 BR CAC subject was transportation. City Staff talked about two TDM's--one for the Reservoir Project and one for the "Area", which got extended beyond the Balboa Park Station Area Plan's northern boundary of Riordan/Judson/Havelock, southern boundary of the Ocean Ave Commercial Corridor.

Here's info on the Balboa Area TDM from SF County Transportation Authority website. I think it is telling that it admits: "They also encourage more intensive development than what has traditional[ly] characterized the area, calling for the establishment of new programs to reduce undesirable transportation impacts often generated by growth;

We, who live in the real world, know that 500 units in the Reservoir Project will introduce more than half-a-car per residential unit (0.5 parking space per residential unit as planned) into the area (unless residents are required to live-work in the neighborhood). Without a live-work restriction, you can be dang sure that there will be-- at very minimum--150 or more cars parking in Westwood Park, Sunnyside, Ingleside.

If you look at the TDM project description, you will see that the planners have limited, tunnel vision. Their tunnel vision is that the "intensive development" of the Reservoir is a given, and that "creative", innovative solutions [in reality, wishful thinking] will take care of congestion problems (please note that the TDM description fails to talk about parking/blocked driveways--something that is of prime real-world concern to CCSF students and neighborhoods.).

Another part of the TDM tunnel vision is that it only addresses transportation, in and of itself, in isolation from the reality of the monumentally important public service that CCSF provides for the entire Bay Area community.

In my critique of the Transportation Principles & Parameters, I wrote: "Congestion impact is a function of residential density. Access and circulation design will have relatively little effect because essentially all car traffic has to feed into Phelan."

The TDM's inherent assumptions and design fails to acknowledge this simple truth. So the solution to the "intensive development" is creative vaporware to encourage walking, biking, public transit and to discourage car usage in the immediate area--but which anyone who lives in the real world can see will fail to have sufficient impact to mitigate increased congestion and parking problems.

And, to be repetitive, students getting quality education at CCSF is far more important than discouraging students from driving!

--Alvin Ja

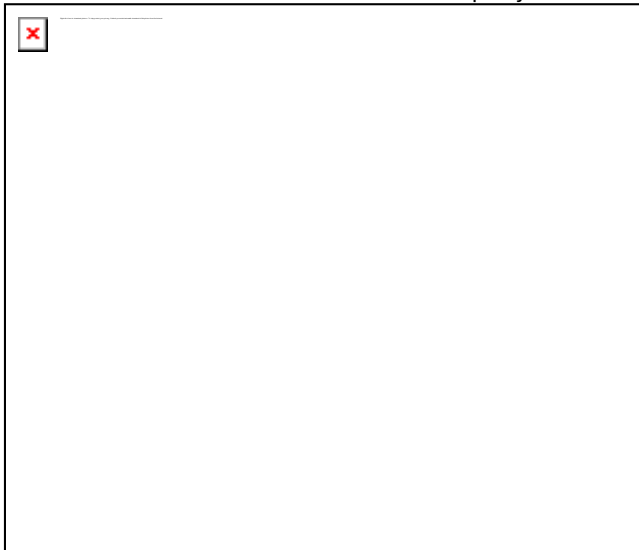
# Balboa Area Transportation Demand Management Study

- [RETURN TO NTIP HOME PAGE](#)

## PROJECT BACKGROUND

The Balboa neighborhood is an area located in southcentral San Francisco characterized by the Balboa Park BART station, City College of San Francisco (CCSF) Ocean View campus, the Balboa Reservoir, and the commercial corridor along Ocean Avenue. Planning efforts completed in the area include the [Balboa Park Station Area Plan](#), adopted in 2009, and the [CCSF Master Plan](#), adopted in 2004. Both plans aim to enhance the area's transit performance, public realm, land use pattern, and economic vitality. They also encourage more intensive development than what has traditionally characterized the area, calling for the establishment of new programs to reduce undesirable transportation impacts often generated by growth; namely single-occupant vehicle trips.

The Planning Department and SFMTA are proposing a Transportation Demand Management (TDM) study in coordination with CCSF Ocean Campus to reduce single-occupant vehicle trips by college staff, faculty, students, and neighborhood residents. TDM activities range from information and education programs, incentive programs, physical changes, innovative technologies, and pricing strategies. With new and emerging TDM strategies in San Francisco, the proposed Balboa Area Transportation Demand Study will build upon City College of San Francisco's TDM program in its 2004 master plan and public comment on the Balboa reservoir project site.



## PROJECT description and benefits

The Balboa Area Transportation Demand Study will develop clear strategies for reducing single-occupant vehicle trips and outline a coordinated framework for future TDM programs and policies between CCSF, the Balboa Reservoir project, and the City of San Francisco. Potential TDM activities will



produce a wide-range of benefits to individuals and the transportation system as a whole, from reducing traffic congestion, vehicle emissions, and fuel consumption to supporting physical activity and enhancing safety. Additionally, TDM activities will make existing transportation investments perform better, extending the life of existing infrastructure and improving the outcomes for new transportation investments.

The Balboa Area Transportation Demand Study will plan for current and future CCSF enrollment and workforce, potential future Balboa Reservoir development, and local travel patterns of the neighborhoods surrounding the Balboa Reservoir. The scope of work includes the following activities:

- **Outreach:** building on past public participation and using informed public dialogue to identify solutions with members of the community, CCSF and Citizen Advisory Committees (CACs).
- **Technical Needs Analysis:** compiling previous studies, collecting remaining data needs, and developing data collection methods for ongoing analysis, future EIRs and well-informed TDM solutions.
- **TDM Program:** proposing TDM solutions unique to the area comprising CCSF Ocean campus, Balboa Reservoir and neighborhoods as consistent with emerging TDM policy.
- **Implementation and Monitoring:** implementation plan, ongoing monitoring plan and monitoring budget to ensure recommendations are implemented and achieve stated goals.

## community outreach

Outreach activities will engage community members from adjacent neighborhoods, CCSF students and staff, the supervisor's offices, and other relevant stakeholders to develop TDM measures. The Planning Department will lead the project in coordination the SFMTA and Mayor's Office of Economic and Workforce Development. The Planning Department anticipates completing a final report by July 2016 with key findings, proposed TDM measures (i.e., a toolkit specific to study area), and an implementation and funding strategy.

## Wong, Phillip (ECN)

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**From:** ajahjah@att.net  
**Sent:** Thursday, January 07, 2016 8:00 PM  
**To:** Lesk, Emily (ECN); Martin, Michael (ECN); Exline, Susan (CPC); Shaw, Jeremy (CPC); Wong, Phillip (ECN); BRCAC (ECN); Lisa Spinali; Westwood Park Association; BRCAC (ECN); Brigitte Davila; Robert Muehlbauer; Howard Chung; Rebecca Lee; Wendy Aragon; Christine Godinez; Jonathan Winston  
**Cc:** SNA Brick; Rita Evans; Ellen Wall; Monica Collins; Bob Byrne; Ray Kutz; Jennifer Heggie; wpa.balboa.reservoir@westwoodpark.com; Linda Judge; Adrienne GO; Laura Frey; Caryl Ito; Chris Hanson; Harry Bernstein; Madeline Mueller; Saveccsf Info; Susan Lamb; Steve Bruckman; Ronald Gerhard; Jeff Hamilton; mlam@ccsf.edu; pwilHITE@ccsf.edu; Aaron Goodman; Yee, Norman (BOS); Low, Jen (BOS); Guy Lease  
**Subject:** INADEQUATE RESERVOIR REVISED PRINCIPLES AND PARAMETERS

OEWD, Planning, CAC--

The revised Principles & Parameters fall far short of responding to the substantive concerns that have been expressed by the public in written and oral comment.

The revised P & P has incorporated changes gleaned from public input. However the nature of the accepted public input falls in the category of details, but not in the category of big picture concerns. OEWD and Planning have avoided addressing the big picture question of the environmental impact of the BR Project upon the existing setting of the surrounding area.

The City Attorney of San Luis Obispo did a piece entitled "Land Use 101" for the benefit of its City government. It included a section on CEQA. The following is an excerpt:

### *THE CALIFORNIA ENVIRONMENTAL QUALITY ACT*

*The California Environmental Quality Act ("CEQA") is a comprehensive statutory scheme that requires cities and other public agencies to consider the environmental consequences of their actions before approving plans or policies or otherwise committing to a course of action on a project. Typically, the city acts as the lead agency for CEQA environmental review for its projects or projects which fall within its jurisdiction. While CEQA has come to be used as a weapon against development in some contexts, it is fundamentally a process and tool to facilitate environmentally informed decision making. **In the big picture, the CEQA process forces public agencies and decision makers to ask and evaluate the answers to the following questions:***

- 1. What is the current environmental condition in which the subject property is situated?*
- 2. What environmental impacts are likely to result from the public agencies' approval or decision on a proposed project?*
- 3. Are these potential impacts significant?*
- 4. Are there any alternatives to the proposed project or ways to lessen (mitigate) those impacts of the project so they are not significant?*
- 5. Do those alternatives or mitigation measures render the project infeasible?*
- 6. If so, does the public agency nonetheless want to approve a project with significant environmental impacts because its other benefits outweigh those unavoidable environmental impacts?*

It appears to me that OEWD/Planning has skipped addressing Items 1, 2, 3, and 5 (highlighted) in Land Use 101. It appears that OEWD/Planning has jumped straight to Item 6 without dealing with the BR Project's impact on the existing setting. After already having decided on Item 6, OEWD then backtracked to Item 4 as mitigation.



At past CAC meetings and in written communications to OEWD/Planning I have contended that the burden of mitigation of parking and congestion impacts are being shifted onto Sunnyside, Westwood Park, Ingleside and CCSF.

Mike Martin of OEWD wrote this in a December e-mail:

*"In particular, I wanted to make it clear that we at the City share your outlook on what any proposed housing project should do to address its effects on its neighbors, and that our work with the CAC is in no way trying to force the neighborhood to mitigate impacts of the project."*

I was encouraged when Mr. Martin wrote this.

Unfortunately, the revised Transportation P & P, which is substantially the same as the original P & P, doesn't appear to correspond to Mr. Martin's statement.

Since the revised Principles and Parameters have not addressed the substantive concerns and input from the community, I suggest that the CAC pass a motion to:

- direct Staff to report on the legal obligations of the City and BR Project to the surrounding community relative to CEQA and EIR requirements at the next meeting;
- reject the revised Principles & Parameters for failing to have **substantively** incorporated or addressed community feedback and concerns; and
- direct Staff to come back with an overhauled P & P that truly reflects the substantive concerns and issues that have been raised by the public within the context of CEQA and EIR requirements.

Sincerely,

Alvin Ja

Sunnyside resident, CCSF lifelong student

## Wong, Phillip (ECN)

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**From:** Yonathan <yonathan@gmail.com>  
**Sent:** Sunday, January 10, 2016 9:35 AM  
**To:** BRCAC (ECN)  
**Subject:** Nov 30 minutes correction

Within the Nov 30, 2015 Transportation meeting minutes, I am disappointed at the summary of my comment, which to my memory misses the main thrust of my comment. The summary reads, "Did not grow up with access to a vehicle. Millennials tend to not drive." I would appreciate it if you change my summary in the minutes to the following:

More and more millennial households are happy to live in the City with no cars when they are allowed no parking. Since we are concerned about automobile congestion, the number of cars that new residents bring to the Balboa Reservoir absolutely should be limited. However, the number of car-free households should not be limited; car-free households put far less pressure on the transportation system. Therefore, I support principle 3.b (at most 0.5 parking spots per housing unit) and support adding more housing units as long as the number of cars is capped.

Yonathan Randolph

p.s. Is there an audio recording for this meeting?



## Wong, Phillip (ECN)

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**From:** Aaron Goodman <amgodman@yahoo.com>  
**Sent:** Sunday, January 10, 2016 1:46 PM  
**To:** BRCAC (ECN)  
**Subject:** City college building - why give more if the existing sites are underutilized?  
**Attachments:** IMG\_0649.JPG; ATT00001.txt

BRCAC

Why give more land to CCSF if they are underutilizing Existing property?

Agoodman D11





## Wong, Phillip (ECN)

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**From:** Aaron Goodman <amgodman@yahoo.com>  
**Sent:** Monday, January 11, 2016 1:13 PM  
**To:** BRCAC (ECN)  
**Cc:** Keith Tanner  
**Subject:** Re: Draft Sustainability Principals and Parameters - Minutes Corrections December 14th 2015

Thank you due to the lack of comment time on each issue its hard to stay coherent and clear on comments which is why I went back over it all for my sanity

Agoodman

Sent from my iPhone

On Jan 11, 2016, at 11:31 AM, BRCAC (ECN) <[brcac@sfgov.org](mailto:brcac@sfgov.org)> wrote:

Hi Aaron,

Good morning.

Thank you for your email.

I listened again to the audio recording of your public comment, and the minutes almost exactly transcribe what you said during the meeting, with a few exceptions for minor parts of speech.

I will attach your email as an addendum to the amended minutes to show you would like to clarify the comments you made on December 14, 2016.

Best regards,

Phillip C. Wong

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Project Assistant  
Office of Economic and Workforce Development  
City Hall, Room 448  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4653  
Office: 415-554-6512  
Email: [phillip.c.wong@sfgov.org](mailto:phillip.c.wong@sfgov.org)

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**From:** Aaron Goodman [<mailto:amgodman@yahoo.com>]  
**Sent:** Saturday, January 09, 2016 11:59 PM  
**To:** BRCAC (ECN)  
**Cc:** Keith Tanner  
**Subject:** Draft Sustainability Principals and Parameters - Minutes Corrections December 14th 2015

Draft Sustainability Principals and Parameters - Minutes Corrections Thursday Nov 5th 2015  
Please note the following corrections I noted on the minutes published for the December 14th meeting on Sustainability

These corrections in **BOLD RED** are to the best of my recollection, as some comments did not appear properly transcribed.

e. Aaron Goodman. D11 Resident. Seat 8, Balboa Park Station CAC. i. I sent you an email summary **of my comments for this meeting, I would like to point out to the BRCAC on their CAC ground rule that says "make time to listen, process and reflect."** . As the key issue, I don't think we have time enough for all the topics. **We have a lot of information we got pushed on us for this single meeting and we had stated prior the need to look at sustainability in more than just the materials used in the buildings built, and on the communities needs for power/sewer/water needs, and one of the planner's said, "we want to wrap things up."** That's not the way to do things. We don't wrap things up when we try to address all the issues and we want to gear this design towards solutions **as noted in your ground rules**. You open the door **to other ideas**. You make it an open **design competition selected by the community**. You make it open in terms of ideas and policy. You don't close your doors towards anything. That's the key concern about all of this is how are we going to address this? Is it just housing we're putting on this site or energy needs **and services like sewer and water systems per the SFPUC mandate for the future population proposed**, are we looking at more things than just one program that might be shoved down our throats as a committee. That's what I'm hoping all of you are paying attention to when you hear all these comments tonight especially in regards to these 3 different items which carry a lot of weight in terms of the sustainability, CCSF **possible cumulative impacts, and** additional public ideas some of which **we diagrammed again and submitted comments earlier tonight via email**.

ii. Aaron Goodman. 1. Wanted to just point out the sustainability parameters the issues of district scale especially since this was called the Balboa Reservoir the key issue is are we just talking about chopping up blocks and creating gridded-space and not looking at the concept of a whole block? A whole block concept that includes a reservoir. Whether this reservoir is for water, whether the reservoir is for energy creation or storage. What other ways can we look at this site besides chopping it up into **a typical san Francisco** gridded street pattern? That's a concern and something we can look at as an option **or possible solution**. There's another issue here, we have the SFPUC where they had multiple **water games held at SFSU as well as another at Golden Gate park** and during **those** session most people put large storage facilities of water on the site and included in that was the issue of sewage treatment. We have 2 low lying plants on the east and west side of the city. We do not have a secondary system to deal with waste treatment. So part of the issue of including later on in the principle 6 site organic waste dealing with waste in general should be a serious consideration for any higher level elevation **development bringing** it down to 1 site **above where we may have a rising sea water concern** and processing it. Look at downhill theory for waste. Another item would be on item 4.a. conference or network of public parks. I think a lot of people **at initial Balboa Reservoir meetings** spoke in favor of Public Park and open space on the site. Something to keep consideration under principle 5 was to ensure that fuel trucks, construction vehicle, worker vehicles are energy efficient and they look at commuting to the site not just driving and parking in the area. The other concern is that enforcement of **speeding near transit platforms by people trying to cross the city via ocean ave, is a key impact**. Enforcements of speed as a transit issue for **pedestrian safety and especially children's safety near schools along ocean ave**, we also have to have enforcement of the **impacts of cars idling in traffic jams at ocean ave**, and lastly micro climate. This is a micro



climate here. So when we build up and build big we have to look into and consider what happens with mold and fog. It's something considered on the west side of the city a lot, and most people that **live here** realize that.

xi. Aaron Goodman. 1. I wanted to speak on behalf of the issue of project context. If you could put the slide back up Phillip on the project **site context map** in the site plan is something we really don't see enough of from the **Planning Department, BRCAC or City College**. And I think it's what Mr. Muehlbauer was addressing is that we're designing things in a vacuum. We don't have enough information from City College currently on their plans and project and what they're proposing and that slide alone is cut off because it's not showing the eastern edge of the campus. It's not showing, really, the southern edge correctly. You're getting cut off at both sides and the focus is only on SFPUC and CCSF land shown on the western edge. There's a concern they should look at the whole master planning issues of their existing facilities. A lot of the existing facilities are old and falling apart. They need to be looked at seriously. You have to look at the overall master plan, how much money needs to be spent in rehabilitation of existing facilities? **I disagree with handing City College more land**, The most sustainable way to approach a campus master plan is to work within your existing boundaries and don't look at expanding and handing over more land to a college that needs to already address a lot of issues on their existing campus. The east side could actually look at **actually a new off-ramp prior to ocean ave, directly to a parking garage structure, or onto Phelan** to help prevent some of the traffic coming onto Ocean Avenue and it might even funnel directly into an eastern edge parking garage and having it closer to the freeway, rather than bringing all that traffic straight up Ocean Avenue and into the area. There could be a lot of other solutions that come of it. I think the discussion on a better Southside presentation of the college **along Ocean Ave** is key. I think that was mentioned earlier. Lastly I just want to mention the issues of campus master planning. I've dealt with this prior by **submitting comments** with **S.F. State's Masterplanning impacts**. I hope Chancellor Lamb and the committees there look seriously at the negative impacts that happened with SF State's **acquisition of land**, with their master planning, transit wise, housing wise, parking wise, transportation wise. They ignored a lot of issues that **impacted Parkmerced working families**, and they're still just building away and taking over what was formerly open space that belonged to tenants out in Parkmerced. And I think that's a sad **and improper** way of looking at how you deal with the public and the public's needs.

**Last item in hindsight was that I wanted to re-emphasize in the email image submitted (diagram sketch ) was the need for a more diagrammatic initial design looking at the prior shape of the CCSF 1/2 horse-shoe design, and the race-track oval shape of the terraces as a possible idea for integrating a better scaled solution using a reservoir as a "uniting" feature. A map was brought into the meeting, but not discussed in terms of street neighborhood context and integration. A key solution should look at precedent in the integration of new denser buildings into the existing community. A parklike setting around a reservoir or designed landscape site might make a lot more sense similar to the precedent images we sent initially to the BRCAC.**

Thank you for the corrections submitted to be included as a formal correction to the minutes.

Aaron Goodman (BPSCAC) Seat 8 - Families + Children

cc: BPSCAC

## Wong, Phillip (ECN)

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**From:** Fernando Marti <fernando@sfic-409.org>  
**Sent:** Monday, January 11, 2016 3:37 PM  
**To:** Lisa Spinali; Kate Favetti; BRCAC (ECN); Brigitte Davila; Robert Muehlbauer; Howard Chung; Rebecca Lee; Christine Godinez; Jon Winston  
**Cc:** Exline, Susan (CPC); Shaw, Jeremy (CPC); Lesk, Emily (ECN); Mario de Mira; Kevine Boggess; Martin, Michael (ECN); Leslie Simon; Vicki Legion; James Tracy; Low, Jen (BOS); Mar, Eric (BOS); Raquel R. Redondiez; Alisa Messer; Gordon Mar; Shaw, Linda (MYR); rmandelman@ccsf.edu; Thea Selby; abacharach@ccsf.edu; bdavila@ccsf.edu; stevengo@ccsf.edu; alexrandolph@ccsf.edu; jrizzo@ccsf.edu; Bouchra Simmons; Whitney Jones; Ramie Dare; Carlo Sciammas; Lily Wong; Peter Cohen; Calvin Welch; George Wooding  
**Subject:** Affordable housing, CCSF parking, and public benefits at the Balboa Reservoir  
**Attachments:** Balboa CAC Notes 1-11-16.pdf

Dear Balboa Reservoir CAC members,

Thank you in advance for the opportunity to speak at this afternoon's CAC meeting. I wanted to forward you in advance the paper we will be sharing with you, regarding our summary analysis of affordable housing and community benefits opportunities at the Balboa Reservoir site. We believe that sites like the Balboa Reservoir represent an indispensable public resource that should be prioritized as a public good for this and future generations.

The Council of Community Housing Organizations (CCHO), representing 24 San Francisco affordable housing developers and advocates, believes that one key priority for the Balboa Reservoir site is to look at strategies to maximize affordability for a range of incomes and family sizes, while keeping in mind the need to also create community infrastructure and open space, and meet parking needs for adjacent City College. Arguing for "maximizing" the amount of affordable housing vis-à-vis market-rate or luxury housing, should not in any way be seen as a strategy that ignores the needs of CCSF and its neighbors.

In particular, development (of any kind) on the site will have impacts that reduce available parking for CCSF students and for a possible future Performing Arts & Education Center (PAEC), and moreover has a potential to provide additional open space. Clearly the future of the Balboa Reservoir is a controversial topic. The political reality of achieving a viable consensus depends on pulling together the major themes and goals that have been raised, namely:

- 1. Maximizing affordable housing for a range of incomes and family sizes,**
- 2. Meeting CCSF's parking needs, and**
- 3. Providing community benefits and open space.**

It is possible to achieve these goals with a master plan that maximizes 100% affordable housing with adequate on-site parking, a parking structure to relieve the parking needs of CCSF's working-class students and faculty, a half-acre to one-acre open space plan, and improved transit access to educational and employment destinations.

Thank you again, and looking forward to sharing this with you this evening.



Fernando Martí and Peter Cohen

Fernando Martí, *Co-Director*

**Council of Community Housing Organizations**

*The voice of San Francisco's affordable housing movement*

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# **Maximizing Affordable Housing and Community Infrastructure at the Balboa Reservoir**

Council of Community Housing Organizations, January 11, 2016

San Francisco is in the midst of an affordable housing crisis in which most San Francisco residents cannot afford to live in the market-rate units currently being built. Meanwhile the City and nonprofits are forced to compete on the open market to purchase land for affordable housing. Sites like the Public Utilities Commission's (PUC) Balboa Reservoir represent an indispensable public resource that should be prioritized as a public good for this and future generations.

The Council of Community Housing Organizations (CCHO), representing 24 San Francisco affordable housing developers and advocates, believes that one key priority for the Balboa Reservoir site is to look at strategies to maximize affordability for a range of incomes and family sizes, while keeping in mind the need to also create community infrastructure and open space, and meet parking needs for adjacent City College. Arguing for "maximizing" the amount of affordable housing vis-à-vis market-rate or luxury housing, should not in any way be seen as a strategy that ignores the needs of CCSF and its neighbors. In particular, development (of any kind) on the site will have impacts that reduce available parking for CCSF students and for a possible future Performing Arts & Education Center (PAEC), and moreover has a potential to provide additional open space. Clearly the future of the Balboa Reservoir is a controversial topic. The political reality of achieving a viable consensus depends on pulling together the major themes and goals that have been raised, namely:

- 1. Maximizing affordable housing for a range of incomes and family sizes,**
- 2. Meeting CCSF's parking needs, and**
- 3. Providing community benefits and open space.**

It is possible to achieve these goals with a master plan that maximizes 100% affordable housing with adequate on-site parking, a parking structure to relieve the parking needs of CCSF's working-class students and faculty, a half-acre to one-acre open space plan, and improved transit access to educational and employment destinations. Starting with the recommendations developed by Communities United for Health & Justice (CUHJ), CCHO consulted with our affordable housing development experts to analyze the site. What follows is an analysis of options available for the development parameters to be pursued for the Balboa Reservoir Site, touching on a number of issues: a.) Site Constraints, b.) the RFP Process, c.) Community Infrastructure and Parking, and d.) Affordability.



**SITE CONSTRAINTS**

1. **SITE SIZE.** 17.5 acres, about 650' east-west x about 1,150' north-south. A large part of that includes the sloped sides, leading up to the City College campus to the east and the residential areas to the west.
2. **DENSITY.** Developers could probably build anywhere between 600 and 1600 units depending on height and land devoted to open space and parking. At 40', 70% lot coverage results in about 1.5 million rentable s.f. on floors 2-4 (3 floors), probably more than 800 units @1250 gross s.f. each. This number increases if heights are raised.
3. **ZONING AND HEIGHT LIMITS.** The current zoning is 40'. Adjacent heights vary from 28' on the single-family homes to the west and north, 55' on Ocean Ave to the south, and 65' uphill on the City College half of the site along Phelan to the east. Because of the slopes, even 65' buildings may be far lower than the surrounding existing buildings. Taller building heights would allow smaller footprint buildings, and therefore more space for open space. Most affordable housing development in the area (such as the adjacent Phelan Loop building) builds at approx. 55' heights (4 stories of wood frame over a concrete podium with parking and retail/services), but we are starting to see 65' buildings as well. Sometimes affordable developers will build some 3-story townhouses, but usually the density is too low for that to support an entire development – this may be appropriate bordering the single-family home area to the west.
4. **PARCEL SIZE AND PHASING.** Typically affordable developers will build single buildings with 50-100 units, sometimes larger, rarely smaller, because of financing constraints. To get a sense of how large each building might be, a 100-unit family building, with four residential floors above a ground floor (55' height) and a 25% open space/setback, would take up about 40,000 square feet, or an area about 200' x 200'. If that same lot had a total of six stories instead of five (65'), it could provide 125 units. If it only had a total of 40' (current zoning) it could only provide 75 units. In larger parcels, these buildings may be built all at once, incrementally, or built in phases by different developers.





## RFP PROCESS

1. **MASTER DEVELOPER AND PHASING.** The CAC and OEWD should be clear on setting minimum parameters for density, affordability, open space, parking and community benefits that are accepted by the City College and neighboring community, or else the planning process will be extremely difficult for all. The RFP should be for a master developer (and partners) to conduct a master planning process with community. The project could be phased with all parcels as 100% affordable, with the City as master developer –similar to the model used for HOPE-SF. Alternatively, IF there is to be any market-rate housing, a master plan could be developed that partners with affordable developers, setting aside several 100% affordable sites and imposing a certain amount of inclusionary on the market-rate sites.
2. **"FAIR MARKET VALUE."** The Public Utilities Commission (PUC) is required by rate-payers to get a fair market value from the land. One way to look at this is that under current zoning, fair market value would be calculated as development capacity at 40' heights, so, for example, subtracting some reasonable amount for slopes, streets and parks (perhaps 40%), the development capacity is for 3 floors of housing, assuming a certain amount of "inclusionary" affordable housing on the site. If we use the Prop K "public lands" standards as a model (which we acknowledge only apply to non-enterprise properties), this would be inclusionary units at 33% low-mod and another 17% middle. The fair market land cost would also need to subtract the cost of basic infrastructure improvements.

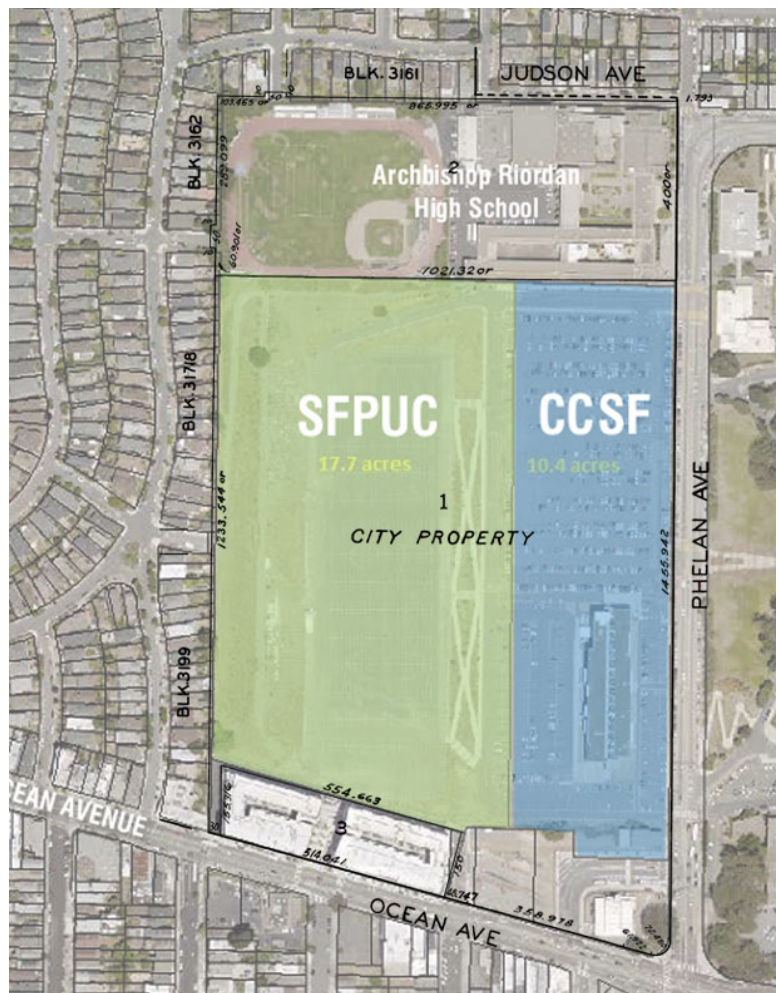
## COMMUNITY INFRASTRUCTURE AND PARKING

1. **INFRASTRUCTURE.** Balboa is non-serviced land and would require that all infrastructure be built (sewer, water, electrical, streets). Two options available. One option is for infrastructure to be built by city, as is being done in the HOPE-SF projects, with potential for accessing State infrastructure money. Second option is to support some portion of the infrastructure costs by creating an IFD, which would require some amount of market-rate housing to throw off the property tax increment. The master developer would pay for the infrastructure. A preliminary estimate of the infrastructure based on CCHO developer's experience is about \$50K additional per unit, or about \$1-1.5 million per acre.
2. **OPEN SPACE.** Open space has also been brought up repeatedly in public conversations. A good amount of "passive" open space and community garden and fruit-bearing trees could be part of the sloping areas to the north and east of the site. However, for this amount of development, something with a gathering area, grass, and interactive exercise and play area would probably make sense to center the development. Also as a rainwater catchment swale, given the topography of the site (it's a reservoir!). Ideally it would be fronted by other active uses, for example whatever community facilities or childcare center might be contemplated on the ground floor of an adjacent building. For comparison, another park currently being built on PUC land, at 17<sup>th</sup> & Folsom, is 0.74 acres, or about 30,000 s.f.
3. **PARKING.** A major concern has been raised by City College students, faculty, and advocates has been about the loss of parking for City College, especially if the Performing Arts Center ever gets built. Approximately 300,000 s.f. of the site is currently being used as parking, or about 1,000 parking spaces, parking that is currently used for student and faculty parking, especially during peak periods. If that parking were to be retained in a 6-story parking structure, much of the current parking could be accommodated in a 50,000 s.f. parcel within the site, and, if located adjacent to the City College parcel, could be accessed directly from the existing City College parking at an upper floor. One can imagine a state-of-the-art "green" auto and bicycle parking structure with solar power, electric car outlets and car-share pods, and possibly play fields on the top floor. Additionally, at 4-6 story buildings, affordable developers are typically able to accommodate at least 0.5 to 1 parking space for every unit, provided on the ground floor of the building, and hidden behind either commercial space or townhouse units, depending on location within the site.

## AFFORDABILITY

1. **AFFORDABILITY MIX.** A 17-acre site that is 100% affordable housing (below 60% AMI), with community amenities, is absolutely possible, just a question of funds available and phasing. Note that 60% AMI (not adjusted for SF) is a single person earning \$40,000/yr. or a family of four earning \$60,000/yr. Combining this with moderate (60-90% AMI) or middle (90-120% AMI) is more difficult because developers can't leverage Federal funds which are only available for low-income units. For comparison, 90% AMI is a single person earning \$64,000/yr. (a tenured teacher), and 120% AMI is a single person earning \$85,000/yr. or a family of four earning \$120,000/yr. We can look at other master planned projects in the City for comparison. The Schlage Lock development in Vis Valley is approx 20-22 acres, 1600 units, with new park, neighborhood retail, TIDF, all new infrastructure (plus haz mat clean up) and 25% affordable with a chunk of units as supportive housing. On the other hand, PUC is a public site, with a superior location for real estate and transit, etc. The Giants Mission Rock project, on public land, is providing 40% affordable units at a range of incomes, all on-site, as inclusionary units (no stand-alone affordable buildings). Finally, the HOPE-SF projects are each done by a Master Developer specializing in affordable housing, for a range of incomes but with a majority of units for extremely low-income residents.
2. **LOW-INCOME UNITS (0-60% AMI).** Affordable buildings built by affordable developers typically serve families earning 0-60% of the median income and below. If MOHCD funding is available, the capacity to develop as 100% affordable is there, probably phased, as tax credit developments, built as stand-alone affordable developments that are financed by MOHCD and 4% credits. Each stand-alone affordable housing development would be average 100 units in order to be cost efficient and operate well. This would require \$250K/unit in MOHCD gap funds x 100 units each = \$10 million for each stand-alone building. Infrastructure costs (streets, electricity, water, sewer) need to be analyzed, but could probably be an additional \$50K/unit.
3. **MODERATE-INCOME UNITS (60-90% AMI).** Units btwn. 60-90% AMI are hard to develop and finance b/c they are low enough not to be economical but high enough that LIHTC and welfare exemptions don't apply. Units btwn 60-90% typically are inclusionary units, because these are not financeable with tax credits, and market-rate development can internally cross-subsidize them. There was a part in the last Prop A housing bond for middle income, which could potentially be used to subsidize some of those units as part of affordable housing developments. One back-of-the-envelope estimate is that the mod-income units would require an additional \$100K subsidy (so \$350K) from MOHCD.
4. **MIDDLE-INCOME HOMEOWNERSHIP / TOWNHOUSES (70-120% AMI).** The area adjacent to the single family homes would best be some kind of low-rise development, probably townhouses with back yards against the adjacent homes. These could be three-story buildings, with two story townhouses stacked over one-story accessible units. These would typically be targeted at 70-120% AMI, perhaps with 1-bedroom units up to 90% AMI and a mix of 2- and 3-bedroom units up to 120% AMI. Being clear on the definitions of "middle-income" is extremely important – for example, when a number like "150% AMI" is discussed, it is important to understand that this is a single person earning \$110,000/year!
5. **MARKET-RATE UNITS.** One way provide moderate-income units is to allow some amount of market-rate development and require a high-percent of inclusionary at a range of AMI levels between 60-120% AMI. Thirty or even fifty percent inclusionary would seem reasonable given that this is public land and there is precedent (Giants Prop D required 40% on-site affordable units). However, the question remains whether it should be City policy to allow any market-rate units on public land. While applying only to City department properties, the voters in last November's Proposition K Public Lands measure weighed in that public lands, when not used for other public functions, should be reserved for affordable housing to benefit current and future generations.

6. **ALTERNATE AFFORDABILITY SCENARIOS.** Following are five possible alternative scenarios that could be analyzed for feasibility. The first three allow some amount of market-rate housing to cross-subsidize moderate income housing and provide future property tax revenue to pay for infrastructure and other community benefits; the last two would depend on a commitment to public subsidy and would likely have to be phased in over time.
- 50/50 split:** 25% low-income built by nonprofits (basically, two new buildings with 100+ units each), 25% “middle-income” as inclusionary within the market rate, and 50% market rate (so the market would have a 33% inclusionary). This scenario allows three-quarters of the site to be controlled by market-rate developers.
  - 60/40 split:** We had a year ago presented to OEWD the idea of minimum 50% low-income (half the site, built by nonprofits), another 10% moderate income inclusionary, and the final 40% as market-rate. The “inclusionary” could be provided by the market-rate developer as an “80/20” deal, as is being done in the Pier 70 development.
  - 66/33 split:** Another scenario would provide 50% low-income, 17% moderate, and 33% market (so 50% inclusionary), to achieve a two-thirds affordable to one-third market-rate split.
  - 100% low-income:** This scenario, entirely subsidized by public funds, would have to be phased over time and by different nonprofit developers, as funding becomes available.
  - 100% low-mod:** As suggested by CUHJ, another model would evenly split the income targets, with 1/3 low-income (0-60% AMI), 1/3 moderate (60-90% AMI), and 1/3 middle (90-120% AMI).





## Wong, Phillip (ECN)

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**From:** Jennifer Heggie <jdheggie@gmail.com>  
**Sent:** Wednesday, January 13, 2016 4:20 PM  
**To:** BRCAC (ECN)  
**Subject:** Comments for the BR CAC 1/11/2016  
**Attachments:** SNA\_Jennifer\_comments\_1\_11\_2016.docx

Hello Phillip,  
Attached is the written form of my comments from 1/11/2016, incorporating small updates.  
Regards,  
Jennifer

--

Jennifer Heggie  
[jdheggie@gmail.com](mailto:jdheggie@gmail.com)

***Thank you for this opportunity to comment:***

### ***HOUSING***

Due to the neighborhood character of homes of primarily one and two-storey buildings and the location, which is not on a commercial corridor, we want height limits with no tradeoff for public benefits. The building heights were already increased in the Balboa Park Station plan to 40 feet.

### ***TRANSPORTATION***

***Principle 1A.*** Not only is the Balboa Park area public-transit rich, it also acts as an important entrance and exit for the freeway. There are still compelling reasons to drive cars, and this location is well-suited to encouraging the adoption of electric cars.

***Principle 1C.*** Once again, we cannot adequately respond to the transportation parameter until we have reviewed the TDM. Both TDMs should be completed and reviewed by the public before the CAC provides its recommendation for the RFP. We request that you take into account congestion and parking impacts to Sunnyside streets on the north and east side of the reservoir – to Judson, Circular, and Monterey Boulevard and the narrow neighborhood streets that feed into them.

### ***OPEN SPACE***

***Principle 1B*** CHANGE FROM: This contiguous open space (which may extend multiple blocks if intersected by shared public ways or pedestrian-priority streets), should be at least 1.5 acres and would constitute a portion of the minimum 4 acres of at-grade open space

To: "... at least 2 acres, preferably more, and would constitute a portion of the minimum ...."

The population in this area of the City has increased significantly in the last several years and will continue to become denser than the existing park neighborhood examples that were given, where the parks are only 1.5 acres. We expect even two contiguous acres to fill up very quickly. Please include benches in the plan.

### ***URBAN DESIGN & NEIGHBORHOOD***

***Principle 3A.*** CHANGE FROM: Utilize trees to reduce wind impacts.

To: Utilize wind-appropriate [or conceptually similar language] trees to reduce wind impacts.

### ***SUSTAINABILITY***

***Principle 5d:*** Air Quality

We expect a reduction in air quality in this area associated with increased congestion on the freeway and neighborhood streets. The use of vehicles to accommodate new residents will increase, whether the vehicles are owned, shared or visiting. To reduce the expected effects of added car pollution to our

J. Heggie

January 11, 2016

children and other neighbors, we want to reiterate that all car parking spaces that are created indoors should include electric outlets to accommodate and encourage transitioning from gas-powered cars to EVs.