

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

**DOCUMENTS RECEIVED FROM  
PUBLIC DURING  
5/23/16 SPECIAL MEETING**

**AND**

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

**Period: 5/10/16 – 5/24/16**

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

**DOCUMENTS RECEIVED FROM  
PUBLIC DURING  
5/23/16 SPECIAL MEETING**

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

**Monday, May 23, 2016**

**6:15 PM**

**Special Meeting**

To: Lisa Spinelli, Chair, Balboa Reservoir CAC (BRCAC)

Alex Mullaney, Chair, Balboa Park Station CAC (BPSCAC)

From: Robert Muehlbauer, Committee Member, BRCAC and BPSCAC

Re: Comments to Revised Transportation Development Parameters

Date: April 14, 2016

This memo responds to Chair Spinelli's request that I provide my comments concerning City staff's revised transportation development parameters to the proposed draft RFP for the Balboa Reservoir. The item was on the April 13, 2016 BRCAC agenda; however, it was continued to a future special meeting with a date uncertain, and given that I will be out of the state until the next regularly scheduled meeting on May 8, 2016, will not be able to attend a special meeting. This particular development parameter is significant to the work programs of both CAC's and is therefore being addressed to both chairs.

Traffic, circulation and parking at and around the proposed new neighborhood at the unused reservoirs is arguably the most significant of those under discussion by the BPRCAC. On the face of it, if one envisions a 500 unit buildout at the site, a number previously used for illustrative purposes by staff, it is clear that traffic, circulation and parking in and around the reservoir area will be stressed further than today's conditions. This is a common complaint heard consistently at both bodies of CAC's at their respective meetings. When CCSF recovers from its 30% reduction in enrollment now that its accreditation crisis appears to be settled the stress will be greater still.

The Revised Transportation Development Parameters are, generally speaking, full of state-of-the-art, innovative ideas and concepts reflecting current best practices around a goal of encouraging residents to get out of their cars and onto their feet, bicycles and local transit networks. Will they work? Good question. There are a myriad of elements in the revised transportation parameter and not one is a magic pill. Some have varying degrees of complexity and others are of limited duration. Taken as a whole, and if the whole were to be the best mix possible when held up to the mirror of the impending Transportation Demand Management Study (TDM), and assuming that the whole effort once implemented was very successful, it would still not be a winning argument or a good bet to conclude that traffic, circulation and parking upon completion of the housing project would be anything but further deteriorated beyond present conditions. It is

difficult to get beyond this essential truth and trying to convince the public otherwise seems disingenious. As a CAC member I also have trouble believing that market rate units leased or sold to buyers above 150% AMI will be satisfied with less than one dedicated parking space. This area is, after all, still the urban frontier of San Francisco where existing residents and prospective new buyer's parking expectations continue to lean more suburban than close-in urban.

It makes me wish that something substantial could be done that would contribute towards meaningful infrastructure improvement supporting alternate *people* and not simply *traffic* circulation in and around the project area. The notion here goes beyond providing discounts on public transit or something like that (ideas that may be decent ones), but a more "bricks and mortar" nature that John Q Public will see every day and know that they came about because of the reservoir housing project. The infrastructure vision being expressed here would need to be built not only within the reservoir project, but outside and around the project area, and connecting the housing complex to the Phelan/Unity Plaza bus loop and beyond to Balboa Park Station. The vision is for something distinctive with an enduring quality that would clearly link the reservoir housing to our local district's regional transit station. One hears public comment after public comment at CAC meeting nearly screaming about the abysmal, intimidating walking environment from City College to Balboa Park Station. They seem to implore: can't the City at least do something about that?

Every building era throughout San Francisco's history has left its signature on the urban geography. Wouldn't it be significant and substantial if one of the signature statements and outcomes stemming from the reservoir housing addressed the problem of improving pedestrian circulation to Balboa Park Station in a highly visible and durable way?

Aaron Goodman  
25 Lisbon St.  
SF, CA 94112

Balboa Reservoir CAC  
[brcac@sfgov.org](mailto:brcac@sfgov.org)

RE: **BRCAC meeting on May 23, 2016 - 6:15pm**

Committee Members;

I write to you not knowing if there will be time allotted to adequately discuss all the issues on your agenda tonight. I hope to relay and include some basic items for your info. in advance as considerations.

City College Revised Parameters

**Principle #1 and #4** – the principle should include the wording “educational mission, housing, transportation, open space, and operational needs”

**Principle #1, #4 – Item d** – there should be direct means stated of resolving conflict and problems in the transportation impacts and should be convertible to actionable solutions so we don’t stand in grid-lock waiting for a stop sign to be removed.

**Principle #2** – wording noted in red should read not just to “allow-for” but to **BUILD** and **DESIGN** for, *with emphasis on getting it done pre- or simultaneous to the actual buildout of CCSF or any proposed buildings at Balboa Reservoir*. It is critical to include and change the last sentence to “particular attention to connections to improve pedestrian access to Balboa Park Station.”

**Principle #3 – E** – denotes the “may include but are not limited to” – does not emphasize the criticalness of the issue of getting walking especially to transit as a means of a safe and environmental method of getting to public transit. Emphasis should again be not on the “may” but that the BRCAC and BPSCAC both desire a more focused attention on getting people across Ocean Ave Safely, through development of concepts that bridge, or build and connect quicker and faster with appropriate safety efforts to improve the access to the station. Partnerships should also include MUNI, and BART to promote regional connectivity and “pay-in” to the re-build of Balboa Park station as a possible solution long-term and short-term.

**Principle #4** – the effort is not two way but three way and should include the **Balboa Park Station Area Plan**, as mentioned as part of the “well-coordinated and complimentary” planning processes that need to be communicated with, and ensure proper and adequate coordination between CAC’s so that the BRCAC does not inadvertently ignore principles of the BPSCAC in processing decisions.

Transportation Development Parameters

**Principle #1 – Item D** – “coordinate onsite connections with SFMTA pedestrian and bicycle access improvements beyond the site, especially to and from City College, and the Balboa Park Station and BART/MUNI mass transit boarding points.

**Principle #2** – needs to include in the wording **“improve the experience of ACCESSING and utilizing ... to the Balboa Reservoir Site, to City College, and the Balboa Park Station transit access points, and adjacent neighborhoods.**

**Principle #2** – Item A – the 60% Automobile Mode Share (AMS) sounds distinctively like UBER-LYFT and GOOGLE-BUS options, vs. looking at really reducing the impact through more public funded amenities. The AMS share should be drastically reduced, or controlled to ensure that new AMS car vehicles that may begin to use the area for profits are taxed or regulated to ensure that additional population at City College and Balboa Reservoir site do not negatively impact the ability of public mass transit to function on the roadways as a priority. **AMS should be secondary and noted as secondary in the principles to mass transit funding and solutions.** The section where it states “deploy measures to improve mode share” should be changed to **de-emphasize AMS** and improve the investment in mass-transit strategies over AMS vehicle trips. It should also change the “other measures as needed” to include **“for improved pedestrian routes and access to the all sites, Balboa Reservoir, City College and the Balboa Park Station.”**

**Principle #2** – Item C – the text should be changed to read **“Implement projects UPFRONT to be completed in timely fashion prior to the implementation of increased density that enhance the adjacent public realm and projects ...”** Also under this item the last bullet point should include information on the # of people that may use these stops, so that bus and transit shelters are adequately designed for the people and inclement weather noted at these locations due to the free-way overpass locations and safety/lighting/wind concerns of the area.

**Principle #2** – Item F – I would like to emphasize or improve the issue and sub bullet point of **“stronger pedestrian safety and access along Ocean Avenue and into adjacent neighborhoods”** and would request that the **BRCAC provide extra emphasis on this item to improve connection between D7 and D10/D11 with the Balboa Station and Reservoir as being a “central HUB” to the three districts.** The other sub-bullet at the bottom of page 4 of 6 should include **improved intersection design, turning SAFETY controls and IMPROVED signal timing for pedestrians as a priority, not the cars or other AMS or vehicles that may ply the roadways.**

**Principle #3** – Please note the concern for basing parking availability on City College Enrollment “goals”, and that **SFSU-CSU’s impact shows the direct issue with increased enrollment, demolition of existing parking areas for development, and the impact on surrounding neighborhoods as a precursor to what will occur here, if we do not enforce and demand equitable investment and shared costs in terms of transportation impacts.**

**Principle #4** – Item B – should not include just “bike-to-work-day” options, but increased education signage and improvements along with events to promote change for walking and the safety and pedestrian improvements that coincide with a walkable community, such as closing that stretch of Ocean Ave, for Street walking days, and improving the notion that we should walk more than drive the neighborhoods. Planters, benches, and improved landscape and side-walk creation at the overpass and between neighborhoods like Ocean Ave to Mission St.

Sincerely

  
Aaron Goodman  
[amgodman@yahoo.com](mailto:amgodman@yahoo.com)  
c: 415.786.6929

San Francisco Chronicle

# BAY AREA AND CALIFORNIA

EDITORIALS  
PANORAMA

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## Approval Expected on City College Land Swap

### Deal for South Balboa Reservoir to be voted on today by S.F. Board

*By Lotis Freedberg  
Chronicle Staff Writer*

After years of bickering and two failed ballot initiatives, a long-standing land dispute between the city of San Francisco and City College of San Francisco has been resolved.

The Board of Supervisors is expected to approve a complicated land swap today that will turn over a large tract of unused land owned by the city Water Department directly across the street from City College's main campus on Phelan Avenue. The exchange does not affect an adjoining sliver of land at Phelan and Ocean avenues — the

target of ballot initiative Proposition L — where a nonprofit developer wants to build low-income senior housing.

The tract of unused land, known as the South Balboa Reservoir

### Chancellor Dobelle initiated talks with Mayor Agnos

will be used by City College to expand. The 30,000-student college is thought to be the largest — and one of the most crowded — community colleges in the country.

The campus now occupies 56 acres, almost three times less than the average community college in California.

"We can complete our campus to do since we were initially constructed in 1935," said Chancellor Evan Dobelle, who initiated discussions on the site with Mayor Art Agnos shortly after taking office in November.

Three times during the 1980s, voters defeated a controversial proposal to build low-cost housing. Two water reservoirs, which have not been used for years, now occupy the site.

In exchange for use of the 11.1-acre South Balboa Reservoir site, and air rights to the 14.1-acre North Balboa Reservoir site, City College has given a piece of land it owns on the corner of 17th and Folsom streets in San Francisco to the Water Department. City College officials say that when, or if, the North Balboa Reservoir is rebuilt by the city, they want to put a parking lot on top of it. According to city officials, low-income housing will eventually be built on the Folsom site.

Several city agencies, including the Public Utilities Commission, were involved in completing the transaction.



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**Period: 5/10/16 – 5/24/16**



**Wong, Phillip (ECN)**

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**From:** [REDACTED]  
**Sent:** Friday, May 20, 2016 10:37 PM  
**To:** Rich, Ken (ECN); Martin, Michael (ECN); Lesk, Emily (ECN); Shaw, Jeremy (CPC); Exline, Susan (CPC); Kelley, Gil (CPC); Rahaim, John (CPC); Carlin, Michael (PUC); Russell, Rosanna (PUC); BRCAC (ECN); Hood, Donna (PUC); Iwata, Ryan (PUC); Tracy Zhu  
**Cc:** SNA Brick; Wpa Balboa. Reservoir; Save CCSF Coalition; Ronald Gerhard; Marian Lam; Steve Bruckman; Andrew Chandler; Susan Lamb; R. Mandelman; Thea Selby; Brigitte Davila; Alex Randolph; Bouchra Simmons; John Rizzo; Steve Ngo; Amy Bacharach; Yee, Norman (BOS); Low, Jen (BOS); Samuel Santos; PODER; CCHO--fernando  
**Subject:** 5/20/2016 CCSF Principles & Parameters  
**Attachments:** 2016-5-20 aj comments balboareservoir\_CAC\_CityCollege\_Revisions-05202016\_FINAL.pdf

OEWD, Planning, PUC, BRCAC, PUCCAC--

Your 5/20/2016 Principles & Parameters have failed to address most, as well as the most important big-picture comments that I had submitted to you via email on 5/1/2016.

Frustrating as your public engagement process has been for ordinary citizens, I am submitting my comments once again with the perhaps futile hope that big-picture concerns will actually be addressed. The comments are in the form of sticky notes to your 5/20 version of the CCSF Relationship P & P (attached).

Since it has been ignored, I will repeat the following from my 5/1 email to you:

Here are two of the comments:

- Revised Principle 1:

*Despite repeated input that this Principle fails to address overall impact that the BR Project would have on CCSF and other schools, OEWD/Planning has willfully restricted consideration of impacts only to the construction phase.*

*This prior public comment has been ignored:*

*"The Project needs to deal with the overall potential adverse environmental impact that the Project, in and of itself, would impose on CCSF and its stakeholders."*

- Revised Principle 2:

*It is disingenuous to talk about public benefits without also taking into account the drawbacks and disadvantages that the BR Project would inflict on CCSF and other schools.*

*It's like a robber taking your wallet/purse and keeps your valuables; and then magnanimously tosses your drivers license and CCSF student ID card back to you.*

\*\*\*\*\*

Here's what I see as the proper context for the BR Project regarding its relationship with CCSF:

- CCSF is the central educational, economic, and cultural focus of the neighborhood. Its interests cannot be allowed to be made secondary to BR Project.
- CCSF's educational mission makes it a target destination for students, staff, faculty. This simple fact needs to be recognized as being desirable, even if CCSF students drive to school and need parking.
- Reservoir Project must take responsibility for mitigation of its own significant cumulative impacts on CCSF, traffic and parking. The burden of mitigation should not be shifted onto CCSF and the neighborhoods.
- Current Reservoir student parking is an existing physical condition. This physical reality cannot be allowed to be effectively ignored by OEWD /Planning. Removal of student parking will have significant impact on student enrollment and attendance.
- The "solutions" to circulation, parking, congestion problems proposed by OEWD/Planning via TDM cannot be simply based on wishful thinking and "creative solutions". Conjecture and hope is not a solution for student access to education.

--Alvin Ja



To: Members of the Balboa Reservoir Community Advisory Committee

From: Emily Lesk, Office of Economic and Workforce Development

Date: May 20, 2016

**Subject: Revisions to Parameters Regarding Project's Relationship to City College**

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This memorandum contains revisions to the draft Balboa Reservoir development parameters pertaining to the Balboa Reservoir project's relationship with City College. These revisions reflect feedback received from members of the public and by the CAC at the December 14, 2015 CAC meeting (see red text below), at the May 9, 2016 CAC meeting (see blue text below), and in written comments sent to the CAC and the City (reflected in red text if sent prior to January 29, 2016 and in blue text if sent after that date).

**REVISED PARAMETERS REGARDING  
PROJECT'S RELATIONSHIP TO CITY COLLEGE**

- ***Principle #1 #4: Ensure that development at the Balboa Reservoir site does not negatively impact City College's current and future educational mission and operational needs.***

*Draft Parameters:*

- a. Do not develop on City College property unless an explicit agreement is reached with City College. (Note that the Master Developer may not develop on any adjacent property without reaching an express agreement with its owner.)
- b. Phase and schedule construction activity to minimize **impacts on** access, and noise, **dust, and other air quality** impacts to neighbors, including City College.
- c. Ensure that neighbors, including City College, receive substantial advance notice of project schedule and phasing so that it can plan appropriately for access and circulation impacts and changes in parking availability.
- d. **Work with City College to establish a process for regular communication between the project, including a means of ensuring completion of the project's commitments to City College and a means of resolving new issues that may arise during construction or after the new development is complete. This process should be established prior to project approvals and should acknowledge the full range of City College stakeholder groups (including Trustees, administrators, staff, instructors, and students).**

**Memo to Members of the Balboa Reservoir CAC – City College-Related Parameters – 5/20/2016**

***Principle #2 #1: In conversation with City College, identify opportunities for the Balboa Reservoir project’s public benefits to serve as resources for the City College community.***

*Draft Parameters:*

- a. Consider partnering with City College and/or area schools to allocate a material amount of ~~some~~ on-site units to house students, faculty, and/or staff.
- b. ~~To the extent that City College expresses interest in relocating or expanding Explore the addition of on-site childcare facilities or the possible relocation or expansion of~~ the City College Child Development Center to the Balboa Reservoir site, **examine opportunities to accommodate this request or coordinate it with a shared child care facility for residents within the new development.** (See also Additional Public Benefits, Parameter 1d)
- c. If on-site commercial space is developed, explore including retail and non-profit uses that will **serve** the needs of the City College students, faculty and staff in addition to serving residents and the site’s immediate neighbors. **If proposing any such uses, demonstrate that they will complement the existing commercial and nonprofit environment without negatively impacting existing local retail businesses or nonprofit activities.**
- d. As described in the Transportation Parameters, create safe, clearly navigable pedestrian and bicycle access, **including access for people with disabilities**, through the Balboa Reservoir site to connect surrounding neighborhoods to City College and to connect the City College community to on-site public amenities that they are likely to utilize. **Allow for safe, comfortable, and convenient pedestrian, bike, and car travel between City College and the Balboa Reservoir project, with particular attention to connections to Balboa Park Station.**
- e. As described in the Open Space Parameters, when designing parks and open spaces, consider neighbors, including the City College community (students, faculty, and staff), as future user groups.

***Principle #3 #2: In coordination with City College, design and implement the project’s transportation program in such a way that also creates new sustainable transportation opportunities for City College students, faculty, and staff.***

*Draft Parameters:*

- a. Coordinate with City College to implement transportation demand management measures required to meet the Balboa Reservoir project’s mode split target and other goals identified in the Balboa Area Transportation Demand Management (TDM) Plan.
- b. **Working with City College and the City, develop an appropriate parking and transportation demand management strategy that accommodates City College students and employees. If expert analysis demonstrates that shared parking is a viable approach, explore accommodating City College affiliates and other non-residents in shared parking facilities (garages where the same parking spaces are utilized by residents during nights and weekends and accessible to all others, including City College students, faculty, and staff, during weekdays).** ~~Explore opportunities to provide on-site parking to City College~~

## Memo to Members of the Balboa Reservoir CAC – City College-Related Parameters – 5/20/2016

~~students, faculty, and/or staff; as described in the Transportation Parameters, consider the creation of shared parking facilities, where the same parking spaces are utilized by residents during nights and weekends and accessible to all others, including City College students, faculty, and staff, during weekdays. If expert analysis demonstrates that shared parking is not a viable solution, explore alternative approaches.~~

- c. Phase the project in such a way that changes to the current parking lot can occur gradually, allowing for incremental adaptations rather than the wholesale removal of all parking spaces at once.
- d. Explore the coordination of bicycle facilities with City College, potentially including shared storage, shared access to repair or charging stations, and appropriate supply of Class I and Class II parking to accommodate bicycles access to either property. **Include, and avoid conflicts with, local bicycle-related businesses in the creation of new bicycle amenities, such as by exploring partnerships to provide on-site bicycle repair facilities.**
- e. Identify **and actively pursue** additional potential partnerships with the City, City College, and other nearby educational institutions to support local efforts to encourage students, faculty, and staff to utilize non- single occupant vehicle modes of transportation. Potential partnerships may include, but are not limited to, **capital improvements that increase the safety and attractiveness of walking or biking, including safe routes to transit and safe routes to school projects;** coordinating efforts around public communications and outreach regarding alternatives to single-occupancy vehicles; TDM program management; ~~safe routes to transit and safe routes to school projects;~~ public transit information; shuttles; ~~and~~ paratransit; car-sharing; and other potential recommendations from the ongoing Planning Department-led **Balboa Park Area TDM Study Plan.**

***Principle #4 #3: To ensure that the Balboa Reservoir project is sensitive to City College's mission and operations, work ~~work~~ with City College and its master planning consultants to ensure that the Balboa Reservoir site plan and City College's forthcoming new Master Plan are well coordinated and complementary.***

### *Draft Parameters:*

- a. **Remain actively informed about ~~Participate actively in~~ City College's master planning process and receptive to opportunities to participate as a key stakeholder.**
- b. **Assume that City College's planned Performing Arts & Education Center, designed for City College property immediately to the east of the Balboa Reservoir site, will be built ~~according to current designs, unless informed otherwise by City College.~~ Demonstrate an understanding of the Performing Arts & Education Center's access and parking in Balboa Reservoir's overall TDM strategy.**
- c. Identify opportunities for the Balboa Reservoir project to help City College fulfill its master plan objectives, **including but not limited to objectives around enrollment growth,** while also meeting all other applicable development parameters.

## Wong, Phillip (ECN)

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**From:** [REDACTED]  
**Sent:** Saturday, May 21, 2016 12:22 AM  
**To:** [REDACTED]; Rich, Ken (ECN); Martin, Michael (ECN); Lesk, Emily (ECN); Kelley, Gil (CPC); Rahaim, John (CPC); Exline, Susan (CPC); Shaw, Jeremy (CPC); Jones, Sarah (CPC); Carlin, Michael (PUC); Russell, Rosanna (PUC); BRCAC (ECN); Board of Supervisors, (BOS); Somera, Alisa (BOS)  
**Cc:** SNA Brick; Wpa Balboa. Reservoir; Save CCSF Coalition; Low, Jen (BOS); Yee, Norman (BOS); Yee, (BOS); Ronald Gerhard; Steve Bruckman; Marian Lam; Andrew Chandler; Gary Moon; Phil Newsom; R. Mandelman; Thea Selby; Amy Bacharach; Alex Randolph; Steve Ngo; John Rizzo; Brigitte Davila; Bouchra Simmons; Iwata, Ryan (PUC); Tracy Zhu; Keith Tanner; CCHO--fernando; PODER; pmery@ccsf.edu  
**Subject:** RE-SUBMISSION: Balboa Reservoir Project's relationship to CCSF  
**Attachments:** THE ROAD TO THE BALBOA RESERVOIR PROJECT--FATAL FLAWS.pdf

City Team, Board of Supervisors--

I had submitted a critique regarding the roots of how the City Team has viewed the BR Project's relationship to City College.

The 5/20/2016 revision of the City College Principles & Parameters continues to avoid addressing what was brought up in my 4/24/2016 submission. below. The City Team needs to deal with this big picture issue instead of ignoring it.

I request that BOS ask the City Team to address this fundamental issue.

--Alvin Ja, District 7 resident

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**Sent:** Sunday, April 24, 2016 9:17 AM  
**Subject:** Balboa Reservoir Project's relationship to CCSF

OEWD, Planning, PUC staff:

You are are scheduled to present the revised CCSF Principles & Parameters to the Reservoir CAC in May.

Despite my comments that the Balboa Reservoir Project has failed to properly assess its impact on the existing setting/conditions, this fundamental concern has remained unaddressed and unaccounted for by the the City Team.

CCSF is a public service institution. The Reservoir Project has failed to assess its impact on this vital public service institution. This failure to fully assess the adverse impact on CCSF and its stakeholders constitutes a fundamental flaw in the Balboa Reservoir Project.

The AECOM Balboa Reservoir Study has failed to assess impact on CCSF because:

1. AECOM misinterpreted the Balboa Station Area Plan/Final EIR as having determined that Reservoir housing would have no significant environmental impact;

2. In a 9/4/2014 communication to AECOM, the Planning Dept told the AECOM Transportation Analyst not to assess parking impacts of the Reservoir Project on the surrounding area:

*"We'd recommend just looking at the parking lots. [within Reservoir--aj] --- Off-site parking analysis is nice to have. But really we want to focus the effort on what will drive the on-site design and what kind of trips that design will generate – rather than worry about off-site impacts and mitigations at this stage in the game. --- Jeff, please call me if you'd like to discuss and we can finish this up this week."*

Here is re-submission of my attempt to explain the source of the fundamental flaw in how the Balboa Reservoir Project has been set up:

### THE ROAD TO THE BALBOA RESERVOIR PROJECT: FATAL FLAWS IN THE ENVIRONMENTAL REVIEW PROCESS (revised 4/23/2016)

The Balboa Reservoir Project is a project-level sub-section of the Balboa Park Station Area Plan's program-level Final EIR.

Analysis of a Balboa Reservoir project is minimal within the Balboa Park Station Area Plan. The Reservoir is relegated to Tier 2 (long-term, up to year 2025) development and lacks detail.

A program-level EIR allows for early consideration of possible area-wide impacts. This minimizes the need to reinvent the wheel for every project within the BPS Area.

However, the Balboa Park Station Area Plan, as a program-level plan, is unable to address the specifics and particularities of impacts on the project-level, except in the most general sense.

The fatal flaw of the current Balboa Reservoir Project is that it relies on the foundation of a very general determination contained in the BPS Final EIR.

ROOT OF THE PROBLEM: "EFFECT ON PUBLIC SERVICES LESS THAN SIGNIFICANT"

The Final BPS EIR determined that the Area Plan's effect on public services would be insignificant or less-than-significant:

*"An Initial Study, published in July 2006, determined that implementation of the proposed Area Plan and its associated public improvements and development projects may result in potentially significant environmental impacts; therefore, preparation of an EIR was required. The Initial Study determined that the following effects of the Area Plan would either be insignificant or would be reduced to a less-than-significant level by mitigation measures included in the Area Plan and, thus, required no further analysis: land use; visual quality; climate (wind); utilities/public services (except hydrology and water quality); biology; geology/topography; water; energy/natural resources; and hazards (see Appendix A for a copy of the Initial Study).*

*"With the exception of land use, which is included in the EIR for informational purposes and to orient the reader to the Project Area, the EIR does not discuss the environmental topics listed above."*

Here is the section in Appendix A of the Balboa Park Station FEIR which discusses public schools. No reference whatsoever is made to CCSF. The July 2006 Initial Study and the BPS FEIR are not specific enough to deal with impacts of the project-level scale of the Balboa Reservoir Public Lands for Housing Project:

Public Schools

The San Francisco Unified School District (SFUSD) provides public primary and secondary education in San Francisco. The district is comprised of 78 elementary schools, 17 middle schools, and 21 high schools; the total enrollment is approximately 56,000 students.<sup>15</sup> Schools in proximity of the Project Area include the Sunnyside Elementary School at 250 Foerster Street, about 0.5 mile north of the Project Area; the Commodore Sloat Elementary School at 50 Darien Way, about 1.5 mile northwest of the Project Area; the James Denman Middle School at 241 Oneida Avenue, about 0.5 miles east of the Project Area; Aptos Middle School at 105 Aptos Avenue, about 1.0 miles northwest of the Project Area; and Balboa High School at 1000 Cayuga Avenue about 0.5 miles east of the Project Area.<sup>16</sup> The SFUSD is currently not a growth district. According to the *SFUSD Facilities Master Plan* of 2003, the District had excess capacity at most existing school facilities. Excess capacity is expected to increase district-wide as enrollment is projected to decline over the next 10 years.<sup>17</sup> Several schools were closed by the School Board in 2006: Golden Gate Elementary, De Avila Elementary, Franklin Middle School, and Yoey Child Development Center. Despite this excess capacity overall, certain schools were overcrowded in 2003, such as Galileo High School, at 107 percent capacity, Lincoln High School, at 115 percent capacity, and Herbert Hoover Middle School, at 126 percent capacity. No construction of new schools is planned for the City. An increase in students associated with the Area Plan would not substantially change the demand for the schools that are likely to be attended by new residents in the Project Area, nor for the entire school system overall. For the above reasons, significant impacts to school facilities would not occur as a result of implementation of the Area Plan, including proposed development on the Kragen Auto Parts and Phelan Loop sites, and this topic will not be discussed in the EIR.

Recreation

Four new open spaces are planned for the Project Area: the Geneva Transit Plaza on the north side of Geneva Avenue between San Jose Avenue and I-280; the Phelan Loop plaza; Balboa Reservoir open space; and Brighton Avenue open space. The proposed Area Plan envisions the creation of a system of neighborhood open spaces, including active, passive, and informal gathering areas that would contribute to the overall neighborhood character of the Project Area. In addition, smaller publicly accessible neighborhood and transit-oriented parks, plazas, and a children's playground would be created, particularly in the Transit Station Neighborhood and Ocean Avenue Neighborhood Commercial District subareas.

The Project Area includes Balboa Park, a Recreation and Park Department property. It is located along the entire northern frontage of Ocean Avenue between I-280 and San Jose Avenue and

<sup>15</sup> San Francisco Unified School District website, <http://orb.sfusd.edu/profile/prfl-100.htm>, accessed July 5, 2006.

<sup>16</sup> San Francisco Unified School District website, <http://portal.sfusd.edu/apps/SCHFIND/showmap.cfm>, accessed June 29, 2006.

<sup>17</sup> San Francisco USD, *SFUSD Facilities Master Plan*, January 2003, Section V, pp. 14-37.

## AECOM BALBOA RESERVOIR STUDY STANDS ON THE SHAKY FOUNDATION OF THE BPS FEIR

The AECOM Study's sections on Existing Conditions and Surrounding Development takes note of the many educational institutions near the Reservoir. Yet the AECOM Study fails to assess the impact of the BR Project on the Bay area-wide public service that CCSF and other schools provide.

The AECOM Study's failure to assess the impact of the BR Project on the public service provided by CCSF and other schools is based on an incorrect interpretation of the BPS FEIR.

The AECOM Study states:



*“The [BPS FEIR] finds that speculative development of 500 residential units on Balboa Reservoir would not result in significant land use impacts...Although any future proposed projects would require individual environmental review, development on Balboa Reservoir has received programmatic environmental clearance through the Balboa Park Plan FEIR.”*

This AECOM interpretation is wrong. Contrary to the quoted AECOM passage, the BPS FEIR did not refer specifically to Balboa Reservoir. The “less-than-significant” determination was for the program-level BPS Area Plan and for the specific project-level Kragen (Mercy housing) and Phelan Loop Projects.

There was insufficient detail or documentation contained in the BPS FEIR to merit extension of the “less-than-significant” determination for the program-level Area Plan/FEIR to the project-level Balboa Reservoir Project.

#### CALL FOR RESET

The fundamental assumptions for the BR Project rests on the shaky foundation of a generalized program-level determination of non-significance for the category of “Public Service” contained in the BPS FEIR.

OEWD/Planning’s Principles & Parameters similarly rests on a shaky foundation because of its failure to address the fundamental environmental review concept of assessing “immediate and long-range specific and cumulative impacts of a proposed project on its surrounding physical environment.”

So instead of continuing to call for CCSF and the neighborhood to accommodate the BR Project, OEWD/Planning needs to reset its MO to adhere to its own Initial Study Checklist guidelines to include “Public Services.”

OEWD/Planning needs to adhere to its own 3/17/2011 Environmental Review Process Summary document instead of pushing on with its inversion of environmental review principles.

Submitted by:

Alvin Ja

Sunnyside resident, CCSF lifelong learning student

**THE ROAD TO THE BALBOA RESERVOIR PROJECT:  
FATAL FLAWS IN THE ENVIRONMENTAL REVIEW PROCESS**

**(revised 4/23/2016)**

The Balboa Reservoir Project is a project-level sub-section of the Balboa Park Station Area Plan's program-level Final EIR.

Analysis of a Balboa Reservoir project is minimal within the Balboa Park Station Area Plan. The Reservoir is relegated to Tier 2 (long-term, up to year 2025) development and lacks detail.

A program-level EIR allows for early consideration of possible area-wide impacts. This minimizes the need to reinvent the wheel for every project within the BPS Area.

However, the Balboa Park Station Area Plan, being a program-level plan, is unable to address the specifics and particularities of impacts on the project-level, except in the most general sense.

The fatal flaw of the current Balboa Reservoir Project is that it relies on the foundation of a very general determination contained in the BPS Final EIR.

ROOT OF THE PROBLEM: "EFFECT ON PUBLIC SERVICES LESS THAN SIGNIFICANT"

The Final BPS EIR determined that the Area Plan's effect on public services would be insignificant or less-than-significant:

*"An Initial Study, published in July 2006, determined that implementation of the proposed Area Plan and its associated public improvements and development projects may result in potentially significant environmental impacts; therefore, preparation of an EIR was required. The Initial Study determined that the following effects of the Area Plan would either be insignificant or would be reduced to a less-than-significant level by mitigation measures included in the Area Plan and, thus, required no further analysis: land use; visual quality; climate (wind); utilities/public services (except hydrology and water quality); biology; geology/topography; water; energy/natural resources; and hazards (see Appendix A for a copy of the Initial Study).*

*"With the exception of land use, which is included in the EIR for informational purposes and to orient the reader to the Project Area, the EIR does not discuss the environmental topics listed above."*

Here is the section in Appendix A of the Balboa Park Station FEIR which discusses public schools. No reference whatsoever is made to CCSF. The July 2006 Initial Study and the BPS FEIR are not specific enough to deal with impacts of the project-level scale of the Balboa Reservoir Public Lands for Housing Project:



## AECOM BALBOA RESERVOIR STUDY STANDS ON THE SHAKY FOUNDATION OF THE BPS FEIR

The AECOM Study's sections on Existing Conditions and Surrounding Development takes note of the many educational institutions near the Reservoir. Yet the AECOM Study fails to assess the impact of the BR Project on the Bay area-wide public service that CCSF and other schools provide.

The AECOM Study's failure to assess the impact of the BR Project on the public service provided by CCSF and other schools is based on an incorrect interpretation of the BPS FEIR.

The AECOM Study states:

*"The [BPS FEIR] finds that speculative development of 500 residential units on Balboa Reservoir would not result in significant land use impacts...Although any future proposed projects would require individual environmental review, development on Balboa Reservoir has received programmatic environmental clearance through the Balboa Park Plan FEIR."*

This AECOM interpretation is wrong. Contrary to the quoted AECOM passage, the BPS FEIR did not refer specifically to Balboa Reservoir. The "less-than-significant" determination was for the program-level BPS Area Plan and for the specific project-level Kragen (Mercy housing) and Phelan Loop projects.

There was insufficient detail or documentation contained in the BPS FEIR to merit extension of the "less-than-significant" determination for the program-level Area Plan/FEIR to the project-level Balboa Reservoir Project.

### CALL FOR RESET

The fundamental assumptions for the BR Project rests on the shaky foundation of a generalized program-level determination of non-significance for the category of "Public Service" contained in the BPS FEIR.

OEWD/Planning's Principles & Parameters similarly rests on a shaky foundation because of its failure to address the fundamental environmental review concept of assessing "immediate and long-range specific and cumulative impacts of a proposed project on its surrounding physical environment."

So instead of continuing to call for CCSF and the neighborhood to accommodate the BR Project, OEWD/Planning needs to reset its MO to adhere to its own Initial Study Checklist guidelines to include "Public Services."

OEWD/Planning needs to adhere to its own 3/17/2011 Environmental Review Process Summary document instead of pushing on with its inversion of environmental review principles.

Submitted by:

Alvin Ja

Sunnyside resident

## Wong, Phillip (ECN)

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**From:** [REDACTED]  
**Sent:** Sunday, May 22, 2016 5:09 PM  
**To:** BRCAC (ECN); Martin, Michael (ECN); Rich, Ken (ECN); Exline, Susan (CPC); Shaw, Jeremy (CPC); Lesk, Emily (ECN); Russell, Rosanna (PUC)  
**Cc:** Save CCSF Coalition; Wpa Balboa. Reservoir; SNA Brick; CCHO--fernando; PODER; Ronald Gerhard; Marian Lam; Steve Bruckman; Susan Lamb; R. Mandelman; Thea Selby; Brigitte Davila; Andrew Chandler; John Rizzo; Amy Bacharach; Bouchra Simmons; Alex Randolph; Steve Ngo; Lillian Marrujo-Duck; Dana Jae; Lisa Romano; Mandy Liang; Wendy Aragon  
**Subject:** Minor tinkering is not enough: For 5/23 meeting on Transportation P & P  
**Attachments:** aj comments--revised Staff\_Transportation\_Parameter\_Revisions-12312015\_FINAL (2).pdf

CAC members:

Although I did not attend the 4/13/2016 on TDM, I have listened to the recording.

Here are some thoughts:

- Most importantly: TDM Study is not a comprehensive and unbiased assessment of parking and circulation issues in the Reservoir vicinity; and it was never meant to be a comprehensive study. The scope/parameters of Nelson-Nygaard's study were very specific according to SFCTA documentation:

- *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.*

### ○ 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.*

- *TDM Program: proposing TDM solutions unique to the area comprising CCSF Ocean campus, Balboa Reservoir and neighborhoods as consistent with emerging TDM policy.*

**Bottom-line: TDM solutions, by definition and intent, exclude parking. Within TDM parameters, the issue of parking is given significance only via the TDM solution of making parking "more difficult and expensive." That's why the elimination of student parking is ignored. That's why the City Team promotes 0.5 parking spaces per residential unit.**

- Fatuous TDM arguments:

- o "Parking Produces Traffic Congestion--Every parking space is a magnet for cars" and "If you build it.....they will come."
  - In earlier submissions I had written:

*As I have pointed out in another e-mail, there are 3 main traffic magnets in our area: schools, freeway entrance/exits, and the BP Station transit hub. If reduction of car traffic in the area is the goal, these magnets need to be removed. Obviously, this is neither an appropriate nor realistic solution.*

*BP Station and freeway entrance/exits are part of transportation infrastructure. However CCSF is different. CCSF is not transportation infrastructure. People are not just passing through on the way to someplace else. CCSF is a destination in and of itself.*

Rather than parking producing congestion, it's the existence of a desired destination that induces traffic. Parking is but a means to accommodate those who want to get to the desired destination.

Case-in-point: When school is not in session, there are very few cars in the Reservoir parking lot and there's very little traffic on Phelan. This demonstrates the falsehood of the "parking produces traffic congestion" premise.

**Bottom line: Parking, in and of itself, does not promote congestion. Rather, congestion is the product of people trying to get to a desired destination. Student access to education, which includes driving and parking, should not be subordinate to the Balboa Reservoir Project.**

- "Spillover [parking] from City College"
  - o Both Sunnyside Neighborhood Assn and Westwood Park Assn have made clear that the neighborhood supports CCSF and its students. The Nelson-Nygaard Study calls for preventing "spillover from City College" by making parking for them difficult via RPP and enforcement. Rather than making parking difficult for students, the neighbors have called for the Balboa Reservoir Project to provide adequate on-site parking for student needs.

**Bottom line: Instead of shifting the burden of mitigation for the elimination of student parking by the TDM solution of "reducing single-occupant trips by college staff, faculty, students, and neighborhood residents", the Reservoir Project needs to take responsibility for replacing lost student parking.**

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CAC members--

I urge you to think critically and analytically about the City Team's Principles and Parameters. The essence of the CAC public engagement process has been to only allow for minor tinkering with details of the P & P. I ask that you examine big picture issues that the City Team has avoided addressing.

Please review my 4/2/2016 submission regarding Transportation P & P.

Thank you.

--Alvin Ja

----- Forwarded Message -----

**From:** [REDACTED] >

**To:** BRCAC (ECN) <brcac@sfgov.org>; Michael Martin <michael.martin@sfgov.org>; Rich Ken (ECN) <ken.rich@sfgov.org>; Exline Sue <susan.exline@sfgov.org>; Shaw Jeremy (CPC) <jeremy.shaw@sfgov.org>; Emily Lesk <emily.lesk@sfgov.org>; Rosanna Russell <rsrussell@sfgov.org>

**Cc:** SNA Brick <brc.sna@gmail.com>; Wpa Balboa. Reservoir <wpa.balboa.reservoir@westwoodpark.com>; Saveccsf Info <info@saveccsf.org>; CCHO--fernando <fernando@sfic-409.org>; PODER <jessie@podersf.org>; Susan Lamb <slamb@ccsf.edu>; Cynthia Dewar <cdewar@ccsf.edu>; Ronald Gerhard <rgerhard@ccsf.edu>; Steve Bruckman <sbruckman@ccsf.edu>; "mlam@ccsf.edu" <mlam@ccsf.edu>; Linda Shaw <lshaw@ccsf.edu>; R. Mandelman <rafaelmandelman@yahoo.com>; Thea Selby <thea@nextstepsmarketing.com>; Lillian Marrujo-Duck <lduck@ccsf.edu>; Dana Jae [REDACTED]; Lisa Romano <lromano@ccsf.edu>; Mandy Liang <mliang@ccsf.edu>

**Sent:** Saturday, April 2, 2016 10:48 AM

**Subject:** CAC and City Staff: Transportation P & P

BR CAC, Mayor's Office, Planning, PUC:

In reviewing the Westwood Park survey results, it is clear from the WPA data that sufficient parking--both for new Reservoir residents and for CCSF students--is a major concern.

This data should be no surprise to either CAC members or to City Staff. The data just confirms what folks in the area surrounding the Reservoir have been telling you from Day One of "public engagement." Despite this documented concern, the revised Transportation P & P persists in responding to the community's parking and congestion concerns with the single/narrow-minded "creative solution" of TDM.

1. TDM will have no enforcement power over how many cars new Reservoir residents can own. Yet the the Transportation P & P will limit the BR Project to 250 parking spaces for possibly 1,000 adult residents living in 500 housing units. So, new Reservoir residents' cars will park in the surrounding neighborhoods instead.

2. Neither the P & P nor TDM **realistically** accounts for elimination student parking. This will adversely impact student enrollment/attendance and access to educational opportunity. CEQA requires that the Reservoir Project address impact to the Bay Area-wide public service provided by CCSF and other schools.

Also, students will park in the surrounding neighborhoods instead.

As representatives of the community, I urge all CAC members to reject the Transportation P & P for failing to provide **realistic** solutions to traffic and congestion problems that will be created by the Balboa Reservoir Project and its residents. A wish-and-a prayer from a TDM Manager using PR techniques, with no enforcement powers, does not constitute an adequate solution.

Attached is the revised Transportation P & P PDF file containing my comments. Please take the time and effort to read the comments (please expand the the pop-up notes to see entire comments).

Here are a couple of excerpts of comments:

*"A fundamental land use/existing setting principle is missing:  
Transportation design must take into account that CCSF is the central economic, educational and cultural focus of the area.*

*"Efforts to discourage car usage must not have the unintended consequence of discouraging students from going to school!"*

*OEWD/Planning's response to my comment was to simply sidestep the issue and refer the issue to CCSF P & P. Then, in a tautology, the CCSF P & P refers back to the Transportation P & P. This circular reasoning/non-answer is unacceptable.*

*Essentially, both the Transportation and CCSF P & P's fail to acknowledge and account for students' need for parking.*

\*\*\*\*\*  
\*\*\*\*\*

*I have been persistent in pointing out that the BR Project is not taking responsibility for its impact on the existing community setting in regards to parking.*

*The Staff response bears this out. Since parking is "unbundled", car storage will be "up to the individual." The real-world meaning is that they [Reservoir residents] will be parking in the surrounding neighborhoods (since CCSF parking is being eliminated) during the day while they bike or take free BART/MUNI. This constitutes dumping the parking problem on the neighborhoods.*

Submitted by:  
Alvin Ja, Sunnyside resident





To: Members of the Balboa Reservoir Community Advisory Committee (“CAC”)

From: Jeremy Shaw, Planning Department

Date: December 30, 2015

Subject: **Revised Transportation Development Parameters**

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At the November 30, 2015 CAC meeting, City staff proposed transportation parameters for the Request for Proposals (RFP) process to select a developer partner of the Balboa Reservoir Site (“Site”). This memorandum revises the transportation parameters based on public feedback received at the CAC meeting and from email communications. Once finalized, City staff will incorporate these parameters into the RFP.

Public feedback may be found in its entirety within the [meeting minutes](#) and [written public comment](#) from the November 30, 2015 meeting. Links to all CAC meeting files are posted at [www.sf-planning.org/brcac](http://www.sf-planning.org/brcac).

At the upcoming CAC meeting scheduled for January 11, 2015, the CAC will discuss public feedback and the proposed parameter revisions.

Several parameters refer to a Balboa Area “Transportation Demand Management” (TDM) Plan, while others refer to a “Development Agreement” (DA). For general reference:

As a result of public input, the **Balboa Area TDM Plan** was recently proposed and funded with the support of Supervisor Yee, the Balboa Park Station Area CAC and the San Francisco County Transportation Authority. The intent of the Balboa Area TDM Plan is to study the neighborhood cohesively, rather than site by site, in order to minimize transportation demand impacts from a potential Balboa Reservoir development, as well as from future City College and neighborhood activity. See more at [www.sfcta.org/balboa-area-transportation-demand-management-study](http://www.sfcta.org/balboa-area-transportation-demand-management-study).

A **Development Agreement (DA)** is a binding contract between the City and a developer partner to expressly define the parties’ obligations and a development project’s rules, regulations, and policies. The intent of a DA is to strengthen the planning process by requiring the participation of the developer partner (including consultants and designers) in achieving local planning goals and community participation and in reducing the costs of development.

## DRAFT TRANSPORTATION PRINCIPLES AND PARAMETERS

**Principle #1:** Design Site access and circulation to minimize the development's congestion impacts, especially on adjacent areas, while also maximizing pedestrian and bicyclist safety. ~~[---Editorial note: this Principle will become Principle number three (3) out of four (4) principles---~~

Draft Parameters:

- a. Design the site's street network, vehicle circulation pattern, and placement of building and garage entrances to maximize pedestrian and cyclist safety and to minimize traffic congestion within and near the site, including on-street vehicle queuing. This goal may be achieved through designing shorter blocks, sharing off-street parking facilities, meeting Principles 2 through 4, and/or other strategies.
- b. Determine the number and location of Site access points that will best manage congestion impacts to surrounding neighborhoods and roadways, while minimizing or eliminating the need for curb cuts on streets that are heavily traversed by pedestrians and bicyclists. (Note that certain access routes may be subject to negotiation with appropriate parties, such as adjacent landowners. Such negotiations would occur following the selection of a developer partner.)
- ~~c. Circulation strategies should pay particular attention to congestion and public safety impacts on Phelan, Ocean and Plymouth Avenues in the vicinity of the site, which have been identified by the community as key areas of concern.~~
- ~~d.c.~~ Design site circulation to minimize congestion and improve public safety on streets, particularly routes to schools within ½ mile of the site. Coordinate site circulation, parking and access design with the City College master planning effort.
- d. Maximize safe pedestrian and bicycle connections into and within the site. Make bicycle facility designs consistent with the SF Better Streets Plan recommendations. Design or design in support of the missing Lee Avenue extension as per the San Francisco Bicycle Plan. As described in the Public Realm and City College Parameters, coordinate onsite connections with SFMTA pedestrian and bicycle access improvements beyond the site, especially to and from City College.
- e. To ensure attractive, safe and useable public open spaces for all transportation modes, design streets and sidewalks to be consistent with SF Better Streets Plan recommendations, the NACTO Urban Street Design guide, and applicable standards, such as utility separation requirements.

**Principle #2:** Create incentives for increasing transportation choices to and from the Balboa Reservoir Site and adjacent neighborhoods.

Draft Parameters:

- a. Use the strategies herein and other creative proposals to meet the performance target of a maximum 60% automobile mode share after completion of the Site development. Monitor transportation performance on the site, report annually on all transportation demand management (TDM) and parking measures, and deploy measures to improve mode share, vehicle miles traveled (VMT) and other measures as needed. To these ends, establish a TDM budget for the development. The budget shall provide funding for a TDM manager to execute transportation strategies and coordinate with relevant City agencies, City College, and other transportation partners. Creative strategies or partnerships for monitoring, reporting, and executing TDM measures to meet performance targets are encouraged.

- b. Maximize carshare availability and convenience by providing each on-site household with a car-share membership for the household's first full year of residency and by pursuing one or more of the following strategies:
- o Meeting or exceeding the number of carshare parking spaces required by local ordinance;
  - o Locating car-share parking spaces on streets for easy access;
  - o Facilitating the use of shared vehicles by families with children, by providing an on-site lending library of car seats, strollers, and/or other equipment through the property management. ~~and (ii) providing on-site bicycle parking spaces for cargo bicycles and other larger bicycles; and [---Editorial note: this clause was redundant with Parameter 2(d) and therefore removed---~~
- c. Support and encourage transit use by:
- o Providing each household with a monthly transit pass or, subject to the creation of an integrated "transportation benefit allowance," providing each household with a transportation benefit allowance. The allowance could be used for a variety of transportation services other than private automobile parking, such as transit, bicycle parking, sharing or repair, car share usage fees, etc. The transportation benefit allowance should extend at least through the household's first full year of residency. At a minimum, the transportation benefit allowance should be equivalent to the cost of one Muni monthly pass per household;
  - o Encouraging employers to provide a pre-tax transportation benefit program and/or a sustainable transportation allowance for onsite employees (e.g., a residential building's property manager, construction workers, etc.).
  - o Supporting the City's efforts to improve the safety and comfort of bicycle and pedestrian access within the Balboa Reservoir Site and from the Site to the City College Bus Terminal, Balboa Park BART Station, the Muni K-line, other bus stops, community amenities and open spaces in the area;
  - o Providing on-site transit-rider amenities such as benches and sheltered bus stops, if applicable.
- d. Encourage bicycling by:
- o Providing secure onsite Class I bicycle storage facilities at a rate that meets or exceeds planning code requirements of at least 1.5 bicycle parking/storage spaces per residential unit. These bicycle facilities should be secure, contain electric charging stations, and be capable of storing cargo bicycles and other larger bicycles;
  - o Ensuring a safe and convenient path of travel between on-site bicycle facilities (e.g. lanes, paths, parking, repair space, bike share pods) and existing bicycle facilities on Ocean and Phelan Avenues;
  - o Creating a north-south bicycle connection on or through the site, utilizing bicycle lanes and/or dedicated bicycle tracks;
  - o Providing visitor bicycle parking at a rate that meets or exceeds Planning Code requirements;
  - o Providing a bicycle repair facility on-site;

- o Providing an onsite Bay Area Bike Share pod if one is not located within 250 feet of the site;
- o Considering the provision of limited-time Bay Area Bike Share memberships to residents and employees.
- o Providing a once a year “how to learn to ride class” either on Site /close by for all residents. See Principle 4 for additional outreach requirements.
- e. Identify and implement additional strategies to support the ability to choose alternative modes of travel, which may include:
  - o Facilitating deliveries by including a staffed reception area to receive packages or offering reception area cold storage and other forms of temporary storage to receive deliveries of groceries, packages, laundry and other items.
- f. Identify potential partnerships and accommodate capital improvements that can reduce traffic impacts on surrounding neighborhoods and improve safety and mobility for non-single occupant vehicle travel modes. (Note that RFP responses should not assume that the Balboa Reservoir development project will be required to fund off-site improvements other than improvements required as CEQA mitigation measures. However, the City may wish to explore creative partnership and funding arrangements during negotiations with the selected developer partner.) Such improvements may include, but are not limited to the following:
  - o Stronger pedestrian safety and access into adjacent neighborhoods;
  - o Improved bicycle infrastructure along the existing Lee Avenue to close the current gap between bicycle routes;
  - o Coordination of bicycle facilities with City College, potentially including shared storage, shared access to repair or charging stations, and appropriate supply of Class I and Class II parking to accommodate bicycles’ access to either property;
  - o Improved intersection design, turning controls and signal timing for transit and vehicles;
  - o Improved neighborhood mobility and access during construction;
  - o Shared parking facilities; and
  - o Off-site traffic calming measures.

***Principle #3: Manage parking availability for onsite those residents who require it while coordinating parking management with City College enrollment goals and with City parking policies for the surrounding neighborhoods.***

*Draft parameters:*

- a. Comply with Planning Code requirement to “unbundle” parking, such that parking spaces are purchased or leased separately from residential units and households opt into the lease or purchase of a parking space. Residential parking spaces may be part of shared parking facilities and/or in on-site buildings other than that which contains the associated residential unit.
- b. Build residential parking at ratios that are appropriate for each unit size and for a site near a transit station area a maximum residential ratio of 0.5 parking spaces per housing

- ~~unit.~~ Parking may be supplied at a rate of up to one parking space per family unit (two bedrooms or greater) and up to one parking space per four units of student housing. The overall site parking ratio should be no greater than 0.5 parking spaces per unit.
- c. Proposals should describe in detail ~~whether and~~ how ~~the creation of~~ shared parking facilities and/or parking management agreements with City College and/or the City may effectively address parking demand and traffic congestion in the area. Shared parking will allow for the same parking spaces to be utilized by residents at night and during weekends and by commuters, visitors, students, faculty and staff during the day Monday through Fridays. In analyzing the potential for shared parking, consider existing parking demand from City College faculty, staff and students and other potential users. Utilize the data which will be identified in the ongoing TDM Study, City College surveys, and the Balboa Reservoir Site Study - Existing Transportation Conditions Report.
  - d. Participate in a combined parking management plan and/or ongoing transportation demand management for the Balboa Reservoir Site with City College and the City.
  - e. Employee commuter and residential parking should be priced at market rate.

**Principle #4:** *Encourage the use of sustainable modes of transportation (walking, biking, transit ridership, car sharing and carpooling) through coordinated programming and communications.*

*Draft parameters:*

- a. Offer incentive campaigns to encourage the use of non-single occupant vehicle modes of transportation.
- b. Promote the Site's sustainable transportation choices through engagement and communications with new and prospective tenants, residents, visitors, employees, and neighbors. Hold annual sustainable transportation events such as "bike to work day," electric and bike share demonstrations, and other information sessions, or a month-long walking competition. Consider including in the events faculty, staff and students from nearby educational institutions as well as on-site residents and employees.
- c. Implement a wayfinding (e.g. signage, design) program that facilitates transit ridership, biking, and walking.
- d. Install real-time information amenities to assist residents, visitors, employees, and neighbors in utilizing sustainable modes of transportation. Useful types of information may include real-time transit arrivals, availability of shared bikes, and/or availability of shared cars.
- e. Identify potential partnerships with the City, City College, and other nearby educational institutions to support local efforts to encourage students, faculty, and staff to utilize alternative modes of transportation.

## Wong, Phillip (ECN)

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**From:** [REDACTED]  
**Sent:** Sunday, May 22, 2016 8:39 PM  
**To:** BRCAC (ECN); Rich, Ken (ECN); Martin, Michael (ECN); Lesk, Emily (ECN); Rahaim, John (CPC); Shaw, Jeremy (CPC); Exline, Susan (CPC); Russell, Rosanna (PUC)  
**Cc:** SNA Brick; Wpa Balboa. Reservoir; Save CCSF Coalition  
**Subject:** Sticky note comments on revised Transportation P & P

BRCAC, City Team--

I had already submitted to you my comments on the revised Transportation P & P on 4/2/2016 via sticky notes on the Transportation Memo pdf file.

For your convenience, here are the sticky note comments:

### MY 4-2-2016 COMMENTS ON REVISED TRANSPORTATION PRINCIPLES & PARAMETERS CONTAINED IN STICKY NOTES ON Transportation P & P PDF FILE

#### 1. Overall comment on P & P:

Both CEQA and SF Planning's own Initial Study Checklist requires that significant impacts on Public Services be considered and mitigated by a project.

The P & P has failed to factor in the BR Project's impact on the existing setting and has already arrived at a pre-ordained conclusion.

I had commented:

"A fundamental land use/existing setting principle is missing:

Overarching Principle #0: Transportation design must take into account that CCSF is the central economic, educational and cultural focus of the area.

"Efforts to discourage car usage must not have the unintended consequence of discouraging students from going to school!"

OEWD/Planning's response to my comment was to simply sidestep the issue and refer the issue to CCSF P & P. Then, in a tautology, the CCSF P & P refers back to the Transportation P & P. This circular reasoning/non-answer is unacceptable.

Essentially, both the Transportation and CCSF P & Ps fail to acknowledge and account for students' need for parking.

Instead, here's the imposed reality set up by OEWD/Planning in CCSF Parameter 3c: "Phase the project in such a way that changes to the current parking lot can occur gradually, allowing for incremental adaptations rather than the wholesale removal of all parking spaces at once."

#### 2. Principle 1:

Here's 1. Original comment; 2. Staff response; 3. Rebuttal to Staff response:

1. Original comment:

"Failure to see big picture:

"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."

2. Staff response:

"Congestion is a function of many cars in a limited right -of-way. It is the goal of the TDM plan and Balboa Reservoir project to provide more alternatives and fair choices when traveling to and from the area, thus reducing cars in the limited amount of streets that we have. The TDM plan is intended to take a step back at the big picture, beyond the Balboa Reservoir."

3. Rebuttal:

The Staff response states a general truth that is undisputed: "Congestion is a function of many cars in a limited right -of-way."

Staff's application of this general truth results in TDM. But it fails to respond to my comment in the specific context of the existing condition/setting of CCSF/Sunnyside/Ingleside/Westwood Park and student need for parking. And despite using the term "big picture," TDM--by design and definition--is limited in what it looks for as possible solutions.

The BR Project is the new kid on the block and Staff is refusing to shoulder the Project's own responsibility for the added cumulative impact on the existing congestion.

3. **Parameter 1a:**

In and of itself, the ideas of promoting walking, transit, biking is fine.

The idea of managing parking is fine.

The problem is that the Transportation P & P still fail to account for the real-life needs of students in terms of access to the public service of educational access provided by CCSF.

4. **Parameter 1b:**

Here's my 1. original comment; 2. Staff response; 3. followed by my take on the Staff response:

1. ME:

"Zeroing in on details without seeing big picture:

The goal of minimizing congestion can only be achieved by minimizing housing density,

"The BR site's internal circulation design will not be able to alleviate congestion on Phelan outside of the BR site.

"BR residents' cars will add to congestion on Phelan. "

2, OEWD/Planning:

"As congestion is a community concern, community members have also identified affordable housing and open space as priorities. Minimizing housing density may put these priorities at risk or render affordable housing infeasible. Thus the RFP principles are designed to balance such priorities with the transportation needs of current and future residents, students and City College staff.

"It has been acknowledged that free or reduced price parking incentivizes driving. Many individuals currently driving would choose not to drive if given commensurate incentives for other options. This has been borne out by a number of TDM studies, university campaigns and employee transportation programs. Thus, incenting these alternative means of transport can help minimize congestion. The TDM project will look at ways to incentivize alternative means and lower the barrier to trying new ways of getting around.

With regard to future residents, studies show that more and more people are choosing to forgo owning their own vehicles. The TDM measures herein are designed to help people make sustainable transportation choices for most trips. TDM strategies work best when there are a suite of them—individually they may not deliver tremendous shifts in behavior. But, together, they can provide incentives and tools that help residents get where they need to go without having to own their own vehicle. And, developments with many transportation amenities attract residents for whom this lifestyle is appealing.

3. My take on Staff response:

The claim that "RFP principles are designed to balance such priorities" is contradicted by the reality that OEWD/Planning seems to have pre-ordained removal of CCSF parking and limiting BR residential parking to 0.5 spaces per unit.

Failure to SUBSTANTIVELY address BROAD-BASED community (neighbors and CCSF grassroots, as opposed to CCSF Administration) concerns about parking does not reflect "balance."

OEWD/Planning's TDM "solutions" fails to account for the context of CCSF student and faculty not being part of the leisure class who have the time to jump from school-work-family in an environmentally correct manner, even with TDM incentives/disincentives.

Lacking enforcement mechanisms for BR residents, and even with TDM incentives, I find it hard to believe that 500 units will only have 250 cars.

The Mayor's push for Public Lands for Housing on the BR site constitutes an unconscionable transfer of public assets to private interests in the name of "affordable housing" which isn't really affordable.

**5. Parameter 1c:**

RED ALERT!

Why was something "identified by the community as key areas of concern" been removed?

Specifics of Phelan, Ocean and Plymouth have been eliminated in favor of a generality: "Design [BR] site circulation to minimize congestion."

Once again, this constitutes avoiding responsibility of BR Project to mitigate its impact on the existing setting.

"Coordination with CCSF" is a codeword for shifting the BR Project's impact onto the impactees.

Also CCSF Administration is probably subject to undue pressure from the Mayor at the expense of the CCSF grassroots. He had already sold CCSF down the river to ACCJC.

**6. Parameter 2a:**

Without enforcement powers, a TDM Manager is a waste of money. He/she will be a bureaucrat who "monitors, reports and deploys creative measures and strategies."

**7. Parameter 2c:**

Here's original comment, Staff response, Rebuttal:

**1. ORIGINAL COMMENT:**

If a resident retains car ownership and uses MUNI, Bart, biking, where will his car be stored?

Will a BR resident park in the surrounding neighborhoods instead?

\*\*\*\*\*

**2. STAFF RESPONSE:**

Some parking will be provided onsite, but will be unbundled from residential units and overall is Independent of a resident's use of other modes. Car storage will be up to the individual.

While we cannot predict where people will park their cars, measures to prevent non-residents from parking in neighborhood streets are already available to communities. Neighbors can elect to create a residential parking permit zone and reduce the number of non-residents parking in their neighborhood.

**3. REBUTTAL:**

City Staff has acknowledged that parking is a major, if not the major, concern of the CCSF/Westwood Park/Ingleside/Sunnyside community.

I have been persistent in pointing out that the BR Project is not taking responsibility for its impact on the existing community setting in regards to parking.

The Staff response bears this out. Since parking is "unbundled", car storage will be "up to the individual." The real-world meaning is that they will be parking in the surrounding neighborhoods (since CCSF parking is being eliminated) during the day while they bike or take free BART/MUNI. This constitutes dumping the parking problem on the neighborhoods.

**8. Parameter 3b:**

In an Orwellian manner, what Staff calls "managing parking availability" would in honest language be "limiting parking availability."

A maximum of 0.5 spaces per unit is not a Planning Code requirement. This maximum does not comport with reality. 50 to 67% of the units will be expensive market rate units. Most people in these market rate units (conspicuous consumers) are more than likely to own at least car.



--Alvin Ja

## Wong, Phillip (ECN)

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**From:** [REDACTED]  
**Sent:** Monday, May 23, 2016 8:33 AM  
**To:** BRCAC (ECN)  
**Subject:** Transportation parameters

Dear CAC Members,

In reviewing the updated parameters I've noticed that there still is no reference to "existing City College parking".

Since the parking lot has been in use by City College for multiple decades it really should be referred to as "existing City College parking".

Asking for this isn't a leap in wording and has a precedent within the document in the section on bicycles in Principle #2d where it says:

o Ensuring a safe and convenient path of travel between on-site bicycle facilities (e.g. lanes, paths, parking, repair space, bike share pods) and **existing bicycle facilities** on Ocean and Phelan Avenues;

It is likely that the bicycle facilities referred to above have been in place less than 10 years, likely even less time. If they are granted the description status of "existing" doesn't the "existing City College parking" deserve the same?

Thank you for your consideration,  
Christine Hanson

## Wong, Phillip (ECN)

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**From:** Aaron Goodman [REDACTED]  
**Sent:** Monday, May 23, 2016 4:40 PM  
**To:** BRCAC (ECN)  
**Cc:** Keith Tanner  
**Subject:** BRCAC - Comments for tonights meeting to CAC members (due to possible time constraint at meeting tonight)  
**Attachments:** BRCAC\_2016\_05\_23\_memo.pdf

BRCAC Members

please find the attached comments on the Balboa Reservoir's meeting tonight on CCSF and Transportation Parameters.

I hope to attend and comment but as there are many issues/items to discuss I wanted to submit the comments via email for your reference.

Not sure it will get to you prior to the meeting tonight but sending as input

Aaron Goodman  
D11 Resident

\*NOTE: Items attached below are submitted as an individual and are not to be construed as BPSCAC official comments on the parameters.

BPS CAC - Seat 8 Families and Children (\*Side Note Children walk a lot and don't have the ability to impact the decisions of this group, so think small! we need low-scale and adult scale improvements to change the mind-set of walking to and from the area....safely!!!!)

Aaron Goodman



Balboa Reservoir CAC

[brcac@sfgov.org](mailto:brcac@sfgov.org)

RE: **BRCAC meeting on May 23, 2016 - 6:15pm**

Committee Members;

I write to you not knowing if there will be time allotted to adequately discuss all the issues on your agenda tonight. I hope to relay and include some basic items for your info. in advance as considerations.

**City College Revised Parameters**

**Principle #1 and #4** – the principle should include the wording “educational mission, **housing, transportation, open space**, and operational needs”

**Principle #1, #4 – Item d** – there should be direct means stated of resolving conflict and problems in the transportation impacts and should be convertible to actionable solutions so we don’t stand in grid-lock waiting for a stop sign to be removed.

**Principle #2** – wording noted in red should read not just to “allow-for” but to **BUILD and DESIGN** for, **with emphasis on getting it done pre- or simultaneous to the actual buildout of CCSF or any proposed buildings at Balboa Reservoir**. It is critical to include and change the last sentence to “**particular attention to connections to improve pedestrian access to Balboa Park Station.**”

**Principle #3** – E – denotes the “may include but are not limited to” – does not emphasize the criticalness of the issue of getting walking especially to transit as a means of a safe and environmental method of getting to public transit. Emphasis should again be not on the “may” but that the BRCAC and BPSCAC both desire a more focused attention on getting people across Ocean Ave Safely, through development of concepts that bridge, or build and connect quicker and faster with appropriate safety efforts to improve the access to the station. Partnerships should also include MUNI, and BART to promote regional connectivity and “pay-in” to the re-build of Balboa Park station as a possible solution long-term and short-term.

**Principle #4** – the effort is not two way but three way and should include the **Balboa Park Station Area Plan**, as mentioned as part of the “well-coordinated and complimentary” planning processes that need to be communicated with, and ensure proper and adequate coordination between CAC’s so that the BRCAC does not inadvertently ignore principles of the BPSCAC in processing decisions.

**Transportation Development Parameters**

**Principle #1** – Item D – “coordinate onsite connections with SFMTA pedestrian and bicycle access improvements beyond the site, especially to and from City College, **and the Balboa Park Station and BART/MUNI mass transit boarding points.**”

**Principle #2** – needs to include in the wording “**improve the experience of ACCESSING and utilizing ... to the Balboa Reservoir Site, to City College, and the Balboa Park Station transit access points, and adjacent neighborhoods.**”

**Principle #2** – Item A – the 60% Automobile Mode Share (AMS) sounds distinctively like UBER-LYFT and GOOGLE-BUS options, vs. looking at really reducing the impact through more public funded amenities. The AMS share should be drastically reduced, or controlled to ensure that new AMS car vehicles that may begin to use the area for profits are taxed or regulated to ensure that additional population at City College and Balboa Reservoir site do not negatively impact the ability of public mass transit to function on the roadways as a priority. **AMS should be secondary and noted as secondary in the principles to mass transit funding and solutions.** The section where it states “deploy measures to improve mode share” should be changed to **de-emphasize AMS** and improve the investment in mass-transit strategies over AMS vehicle trips. It should also change the “other measures as needed” to include “**for improved pedestrian routes and access to the all sites, Balboa Reservoir, City College and the Balboa Park Station.**”

**Principle #2** – Item C – the text should be changed to read “**Implement projects UPFRONT to be completed in timely fashion prior to the implementation of increased density** that enhance the adjacent public realm and projects ...” Also under this item the last bullet point should include information on the # of people that may use these stops, so that bus and transit shelters are adequately designed for the people and inclement weather noted at these locations due to the free-way overpass locations and safety/lighting/wind concerns of the area.

**Principle #2** – Item F – I would like to emphasize or improve the issue and sub bullet point of “**stronger pedestrian safety and access along Ocean Avenue and into adjacent neighborhoods**” and would request that the **BRCAC provide extra emphasis on this item to improve connection between D7 and D10/D11 with the Balboa Station and Reservoir as being a “central HUB” to the three districts.** The other sub-bullet at the bottom of page 4 of 6 should include improved intersection design, turning **SAFETY** controls and **IMPROVED** signal timing for pedestrians as a priority, not the cars or other AMS or vehicles that may ply the roadways.

**Principle #3** – Please note the concern for basing parking availability on City College Enrollment “goals”, and that **SFSU-CSU’s impact shows the direct issue with increased enrollment, demolition of existing parking areas for development, and the impact on surrounding neighborhoods as a precursor to what will occur here, if we do not enforce and demand equitable investment and shared costs in terms of transportation impacts.**

**Principle #4** – Item B – should not include just “bike-to-work-day” options, but increased education signage and improvements along with events to promote change for walking and the safety and pedestrian improvements that coincide with a walkable community, such as closing that stretch of Ocean Ave, for Street walking days, and improving the notion that we should walk more than drive the neighborhoods. Planters, benches, and improved landscape and side-walk creation at the overpass and between neighborhoods like Ocean Ave to Mission St.

Sincerely

Aaron Goodman  
[amgodman@yahoo.com](mailto:amgodman@yahoo.com)  
c: 415.786.6929

## Wong, Phillip (ECN)

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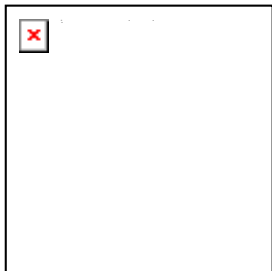
**From:** Aaron Goodman [REDACTED]  
**Sent:** Tuesday, May 24, 2016 10:51 AM  
**To:** BRCAC (ECN)  
**Subject:** BRCAC - discussion on parking last night info. posted  
**Attachments:** Bicycle-Snake-Bridge-by-DISSINGWEITLING-3.jpg; Design-International-RegentsCanal-Bikeway.jpg; elevated\_bike\_walk\_paths.jpg; high\_line\_concepts\_oceanave.jpg; high-line-section-3-11thave.jpg; Parc-de-la-Villette-The-Design.jpg; park\_de\_V.jpg; skycycle\_path.png

Article below mentions the ongoing discussion of parking concerns in new developments (Oakland/SF)

Also wanted to send some images from the prior meeting mentioned for your review.... concept generation is critical for the areas between San Jose Ave and up to City College...  
(Best Solution is an Architectural Ideas Competition for such a proposal) - could be a game-changer in terms of how the area is viewed, and seen/used by the students and public!

A.Goodman (D11)

[SocketSite™ | Prohibiting Street Parking for Residents of New Developments](#)



### SocketSite™ | Prohibiting Street Parking for Residents o...

Early next month Oakland's Planning Commission is slated approve a comprehensive update of the City's Planning Code that sets the parking requirements for new ...

[View on www.socketsite.com](http://www.socketsite.com)

Preview by Yahoo

[As Proposed \(/archives/category/as-proposed/\)](/archives/category/as-proposed/)
[City Planning \(http://www.socketsite.com/archives/category/city-planning\)](http://www.socketsite.com/archives/category/city-planning)
[East Bay \(http://www.socketsite.com/archives/category/east-bay\)](http://www.socketsite.com/archives/category/east-bay)
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## Prohibiting Street Parking for Residents of New Developments (<http://www.socketsite.com/archives/2016/05/prohibiting-parking-permits-for-residents-of-new-developments.html>)

May 23, 2016

Early next month Oakland's Planning Commission is slated approve a comprehensive update of the City's Planning Code that sets the parking requirements for new developments throughout the city, allowing buildings to be constructed with fewer off-street parking spaces.

While San Francisco has been restricting the number of off-street parking spaces developers can build in the name of reducing congestion, it hasn't prohibited the residents in said developments from simply parking on the street, which some would argue has actually increased neighborhood congestion as a share of new residents without off-street parking add to the demand for on-street parking rather than giving up their cars.

Prohibiting%20Street%20Parking%20for%20Residents%20of%20New%20Developments%20%7C%20SocketSite

But as part of Oakland's overhaul, the City's Municipal Code is proposed to be changed as well, prohibiting residents of new developments with ten or more units from qualifying for a Residential Street Parking Permit.

Which raises the question of whether or not San Francisco should, or will, follow Oakland's lead.

**Related:** [Oakland \(http://www.socketsite.com/archives/tag/oakland\)](http://www.socketsite.com/archives/tag/oakland)

[Parking \(http://www.socketsite.com/archives/tag/parking\)](http://www.socketsite.com/archives/tag/parking)

[Residential Parking Permits \(http://www.socketsite.com/archives/tag/residential-parking-permits\)](http://www.socketsite.com/archives/tag/residential-parking-permits)



### Three in a Row on One Coveted Block of Broadway

(<http://www.socketsite.com/archives/2016/05/three-in-a-row-on-coveted-block-in-pacific-heights.html>)

Refurbishing West Oakland







THE HUB

BROADWAY  
MARKET

cafe  
community centre  
art space  
book club











