

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

MEETING MINUTES

**City College of San Francisco
Multi-Use Building, Room 140
55 Frida Kahlo Way, San Francisco, CA 94112
Monday, June 10, 2019**

6:00 PM

Regular Meeting

Please note: Meeting minutes are only intended to serve as a summary of the meeting. For a full transcript of the meeting, refer to the audio recording of the meeting available online at <https://sfplanning.org/project/balboa-reservoir#cac-and-community-meetings>

Documents received during this meeting are in a document titled balboareservoir_CAC_Public_Documents_Received_and_Emails-061019 available via the following link: <https://sfplanning.org/project/balboa-reservoir#cac-and-community-meetings>

Committee Members Present:

Michael Ahrens; Brigitte Davila; Christine Godinez; Amy O’Hair; Mark Tang; Jon Winston

Committee Members Absent:

Howard Chung; Robert Muehlbauer; Maurice Rivers

City Staff/Consultants Present:

Office of Economic and Workforce Development: Leigh Lutenski

San Francisco Planning Department: Seung Yen Hong, Vlad Vallejo, Jeanie Poling, Wade Wietgreffe, Sheila Nickolopoulos

City College of San Francisco: James Sohn

1. Call to Order and Roll Call

2. Opening of Meeting

Approval of October Minutes

Moved: Tang; Seconded: O’Hair

Ayes: Davila; Godinez; O’Hair; Tang; Winston; Noes: [none]; Abstain: Ahrens

3. Draft Environmental Impact Report (“EIR”) Update

Presented by Jeanie Poling

EIR Update Agenda

- Introduction
- CEQA review process
- Project Summary
- Project Status and schedule
- Draft EIR distribution and comment

California Environmental Quality Act

- The EIR process is required by the California Environmental Quality Act. In San Francisco, CEQA review is conducted by the environmental planning division of the San Francisco Planning Department. Under CEQA, a proposed project and its environmental effects must be disclosed to the public and decision makers before the project is approved.

Purposes of CEQA

- INFORM decision makers and the public of the project’s potential environmental effects
- ENGAGE the public in the environmental review process
- DISCLOSE potential project impacts on the environment
- AVOID OR REDUCE potential impacts of the project with alternatives and mitigation measures

CEQA Topic Areas

- The EIR will describe the project and its existing environment and identify reasonably foreseeable projects in the vicinity. The initial study and EIR will consider each of these environmental topics, and consider individual project effects as well as cumulative effects – which is the effect of the project in combination with other reasonably foreseeable projects in the vicinity.

Balboa Park Station Area Plan

- Development of the Balboa Reservoir was analyzed in the Balboa Park Station Area Plan EIR (“area plan EIR”), which was certified in 2008. The area plan EIR was a programmatic EIR that evaluated cumulative impacts of the area plan and not individual development at the reservoir site. The area plan EIR assumed that 1,780 dwelling units would be constructed in the plan area over 20 years, including 500 dwelling units at the reservoir site. As of September 2018, not including the reservoir site, 482 dwelling units have been constructed or proposed in the plan area.

Subsequent EIR and Initial Study

- Subsequent EIR defined in CEQA Guidelines Section 15162
- The Balboa Reservoir project requires a revision to the area plan EIR. The initial study identifies project effects that were adequately examined in the area plan EIR. The EIR analyzes new or substantially more severe impacts than examined in the area plan EIR.

Balboa Reservoir Project Description

- The EIR analyzes two different sets of options for the site’s residential density to capture a range of possible development on the project site: The Developer’s Proposed Option is proposed by Reservoir Community Partners. The Additional Housing Option has been developed by the City to maximize affordable housing. Development under each of the two options would entail the same land uses and street configurations, and similar site plans.

- Three project variants on the Developer’s Proposed Option are being evaluated. There are two different garage and roadway location variants and one variant that explores closing San Ramon Way to pedestrian and bike access.

Balboa Reservoir Project Description 2

- The EIR also evaluates a variant that shifts the offsite north access road along the east basin further south, to align with North Street on our project site. The east basin (also known as the upper basin) is under the jurisdiction of City College, so this variant requires coordination with the College and will depend on their development plans.
- The options and variants were proposed by the project sponsor at the beginning of the environmental review process, and the alternatives are being developed during the course of the analysis, and they’re designed to reduce or avoid environmental impacts that are identified during the analysis. The alternatives will be presented in the draft EIR.

Balboa Reservoir Project Review Schedule

- The first step of the EIR process was a notice to the public that we were preparing an EIR. This is called a Notice of Preparation, and this occurred last fall. During this step, we received oral and written comments on the scope of the EIR, which helped us identify the scope of the analysis.
- We expect to publish a notice of availability and the draft EIR and initial study on August 7th. The notice of availability will also list the date of the public hearing before the Planning Commission, which we expect to be on September 12th. If we publish on August 7th, the close of the comment period will be on September 23rd. These dates are subject to change.

Public Comments on the Draft EIR

- Interested parties will receive a notice of availability when the draft EIR is published:
 - Persons who contacted the Planning Department regarding the project
 - Persons who spoke or sent comments during the scoping period
 - Community groups
- Written comments can be sent by mail, email, or dropped at the public hearing before the Planning Commission.
- Oral comments can be given at the public hearing before the Planning Commission.
- All comments on the adequacy and completeness of the draft EIR will be responded to in a comments and responses document.

Draft EIR Availability

- Draft EIR publication will be on August 7th, the public hearing will be on September 12th, and close of the comment period will be at 5 pm on September 23rd.

A. CAC Comment

Brigitte Davila: Can the public comment on EIR variants? What will the impacts be on San Ramon Way?

Jeanie Poling, Planning Department: Yes, the public can comment on any aspect of the EIR. I can only answer questions now about the EIR process but not about the content of the EIR. I can say, however, Variant 3 was created in response to public comments from the scoping meeting.

Michael Ahrens: Will the EIR consider letters received during scoping? Is the Balboa Park Station Area Plan EIR (BPSAP EIR) being used as a basis for this EIR? Will the project’s TDM be separate from the College’s TDM?

Jeanie Poling, Planning Department: Yes, the EIR considers all scoping comments, and the EIR is a supplemental EIR based on the BPSAP EIR. The project will develop its own TDM plan, but the EIR assumes no TDM as part of the project.

Amy O’Hair: What is the timeline for the Ocean Avenue Safety Project?

Leigh Lutenski, OEWD: SFMTA will identify details of the plan over the next 18 months.

Jon Winston: How does CEQA analyze transportation?

Wade Wietgreffe, Planning Department: CEQA does not evaluate auto vehicle delays and parking but analyzes issues related to transportation safety, loading, accessibility and transit delays.

Michael Ahrens: Can you confirm that the EIR does not study traffic flow?

Wade Wietgreffe, Planning Department: Correct.

B. Public Comment

- Chris Hanson – Would like to know if there are any plans to distribute hard copies of the draft EIR to the various stake holders at City College (Associated Students, Department Chair Council, Union, etc.). Also, how to get a hard copy and what is the process to get one? 2.) Would like to know if TDM plan for City College is required or voluntary. Also, would like to know what other schools/colleges in the city are required for TDM?
- Monica Collins – Would like to call attention to affordable housing. We are losing our working classes (African American and Latino), is not affordable. Make affordable housing affordable again.
- Jennifer Heggie – An SFMTA plan that takes into account the development of the Balboa Reservoir should have been completed before the CEQA comment period. Requested a fair amount of time for community discussion and input before the end of the Balboa Reservoir/CEQA comment period. Date of transportation discussion coincides with the release of the DEIR & presentation. Would like DEIR and transit meetings to be separate and the transit meeting to happen first.
- Zack Subin – Make sure the EIR considers the environmental benefits of building more housing. The analysis makes sure to show the benefits enhancing bike and transit connectivity to the housing and City College. Remind that adding traffic lanes and parking spaces does not necessarily mitigate driving impacts, data shows the opposite occurs.
- Chris Pederson – Agrees with planner comments about being important to the EIR to evaluate the environmental benefits providing housing on the site. Confused about the discussion of how TDM measures will be addressed in the EIR. Some basic components of the project that are difficult to disentangle through TDM measures such as parking garage as part of the project. Hope the EIR will include a robust analysis of various strategies for addressing transportation impacts and not address simple components.

4. Updates from City College of San Francisco (the “College”)

Presented by James Sohn

Facilities Master Plan (“FMP”) Process

- Between June 2018 and June 2019 the College has reengaged stakeholders to review and finalize the FMP. The Final FMP was approved by the College Board of Trustees in March 2019.

Priority Project List

- The priority project list to be funded by a future bond has been developed this spring. The priority project list and associated budget is not yet approved by the College Board of Trustees.

College Ocean Campus TDM Plan and Parking Analysis

- Summary of findings from TDM Study:
 - The College relies on Public Transit
 - Time and convenience are key drivers of behavior
 - Cost matters, especially to students
 - Many drivers live near campus
 - Transportation is important, but secondary to education
 - Parking is important to employees, but students value transit access

College Facilities Goals for TDM Plan

- Reduce demand for parking
- Reduce drive alone trips to campus
- Maintain just and equitable access to a College education

Mode of Travel by Population

- A 2018 survey showed that most students use transit to get to campus while most employees drive alone

Employee Home Location by Zip Code

- College employees live all over the Bay Area, but most live close to campus

Drive Alone Employee Home Location by Zip Code

- Many employees who drive alone live close to campus

Parking Study: Expected Campus Development and Operational Changes

- Construction of a Performing Arts and Entertainment Center (PAEC), removing up to 760 parking spaces in the Upper Reservoir parking area
- Construction of the planned Balboa Reservoir Housing development at the Lower Reservoir parking area, removing 1,007 parking spaces
- Enrollment increases of up to 25 percent
- Implementation of the TDM Plan, as described in Chapter 3.
- These changes have been consolidated into three key scenarios analyzed below:
 - Scenario 0: Baseline Conditions (i.e., no changes to campus or Lower Reservoir)
 - Scenario 1: Baseline Conditions + PAEC
 - Scenario 2: Baseline Conditions + Balboa Reservoir Housing
 - Scenario 3: Baseline Conditions + PAEC + Balboa Reservoir Housing

Projected Demand and Supply

- Projected demand and supply by time of day is shown on the accompanying chart for each of the three development scenarios

Baseline Parking Demand and Supply

- Baseline supply is about 3,000 spaces and will satisfy all projected future levels of demand during a typical day in the semester

Baseline Parking Demand and Supply + Balboa Reservoir Housing

- Under this scenario where the Balboa Reservoir Housing development is built, the supply would be about 2,000 spaces and there would be a projected unmet demand for parking during a typical day in the semester as follows under the following scenarios:
 - 2018 (today) - ~91 spaces
 - 2026 (25% enrollment growth) - ~614 spaces
 - 2026 (25% enrollment growth plus core TDM) - ~220 spaces
 - 2026 (25% enrollment growth plus additional TDM) – 0 spaces

Potential TDM Strategies

- Maintain equitable access to a College education
- Create a variety of affordable options to encourage use of transit
- Support walking and biking, especially for those living within three miles of campus
- Advertise and incentivize sustainable transportation
- Manage existing parking supply

A. CAC Comment

Michael Ahrens: The FMP is approved, but hasn't Riordan complained about the 4 story west parking structure? What are the "future sites" on the map being considered for? How many units of housing are being discussed? We still have not seen a public resolution on the shared parking solution.

James Sohn, City College: Riordan expressed concerns about light, shade and wind impacts from the 4 story structure. While housing for the future sites has been discussed, we don't have specific information about the future sites. I can follow up on the number of housing units.

Michael Ahrens: Who is recommending the priority project list? Confirm that no parking structure is recommended. How tall and big the STEAM and PAEC? Who will be paying for a parking structure?

James Sohn, City College: It was before I joined the team. My understanding is that the priority project list has been developed through consultation with College community. No parking structure is recommended and the surface parking will remain. The STEAM building will be 6 stories and the new PAEC will be 2.5 stories. We do not know the square footage of these buildings.

Leigh Lutenski, OEWD: We are working with the developer on the resolution and a parking structure on the lower Reservoir site.

Amy O'Hair: Is there no longer a realignment of North Drive?

James Sohn, City College: We have not made the realignment recommendation to the Board of Trustees.

Mark Tang: Can you revisit the drive alone employee data? Why do a high percentage of the employees live close to the campus drive alone? Can the College work on improving last mile commutes with bike share?

James Sohn, City College: There are several reasons why they drive: perceived or actual convenience of driving, before/after work activity, transit connections, transit costs, etc. We just installed a bike share station and plan to install two more.

Amy O'Hair: Why is there not a shuttle contemplated in the TDM plan?

James Sohn, City College: Yes, a shuttle is one of the TDM recommendations.

Brigitte Davila: The "future sites" areas are being considered for student housing.

Jon Winston: Please explain the difference between the core TDM measures and the additional TDM measures? Please explain the projected unserved demand data?

James Sohn, City College: Anticipating a 25% increase in demand, by 2026 with core TDM measures in place, the unserved demand would be 1,007 spaces during the peak day of the first week of instruction and 220 during the typical day in semester.

Brigitte Davila: It is difficult to reduce the parking demand during the first week of instruction. Students drive and park every day because their class schedules are unknown. SF State has done valet parking.

Michael Ahrens: The BRCAC should review an annual report at the next meeting. The parking issue must be resolved. The BRCAC Parameters shall not be violated.

Amy O’Hair: Why is the PAEC smaller? Is it because it is cheaper and faster to build or because it allows surface parking?

James Sohn, City College: For both reasons.

Brigitte Davila: The PAEC is smaller because it will be built faster and cheaper and we will have more classrooms. We’ve received many comments, and based on them the Administration came back with the two building proposal.

Jon Winston: The College should adopt the additional TDM measures and dynamic pricing for parking. There should be a neighborhood-wide TDM plan.

B. Public Comment

- Christine Hanson: TDM has not been presented to City College Facilities Committee. For example, Riordan complained about parking structure shadow is because the developer moved the access road 100 yards south. Developer said that there is no actual design benefit other than it looked good. The campus community has not recommended this change to the approved facility master plan which endangers the pact. The education portion of the pact may be eliminated from future planning because it is so expensive. Construction of the educational portion of the pact has stepped aside in the construction schedule to make way for the project on the lower reservoir. In the past, the administration has said that parking cars is not the best use of the parking area. Now they are saying that this use is also now parking cars higher and more important that the education of future generations. You have a voice to protect the school. It is not being protected by the administration and the city. The FMP is funded by money originally intended for the construction of the full pact which would make it cheaper.
- Jennifer Heggie: 1.) How many parking places will the steam building take? 2.) How many parking spaces will the smaller PAEC take? Part time instructors lug a lot of equipment from campus to campus that maybe one of the reasons why people are taking cars but there are many reasons. TDM measures should take in to account that the campus has many campuses. The construction of the Balboa Reservoir should not result in negative impacts to City College. The removal of a large area for parking that is owned by the public. The PUC will have a serious impact on the future of the performing arts at City College because City College doesn’t have the resources to add a parking garage. They are being forced to consider an alternate plan which reduces their core function which is education. Reducing the footprint of the PAEC will have a severe impact on the performing arts department. Without these classes they will lose fine musicians.
- Edward Hanson: Teaches at City College, lives close and is part of the community. Has been coming to these meetings for years and has been listening to concerns about parking, how many people are going to come in to the community and traffic. Think for a moment, what if whatever your passion was you spend 2 years or more coming to meetings even the developers came for years. Then someone else says they changed it.

We listened to your input and now we are going to do something totally different. We are now being presented with 2 versions of the facilities master plan and years have been spent on the first version with wide spread input. Did sustainability committee come up with TDM goals or were just told that's what they should have? Was this plan presented through larger people? It has to come from inside and this process which we have just changed it without the board and anybody else cutting the PAEC in half and then moving things around for parking structures. It's just changing it from the top down.

- Madeline Mueller: On facilities committee for 20 years. Has been working for about 4 years or more on the facilities master plan. Students deserve an educational arts building. Students do not get to classes on time. Staff member fell of bike and secretary was attacked on BART.
- Chris Pederson: How do you get a hold of the TDM study? Crucial for all institutions to aggressively pursue TDM measures. Parking demand is very changeable. Changes depending on supply and alternatives. That's why many people take transit to downtown because it's expensive and difficult to drive. Encourage pricing strategies.
- Theodore Randolph: Baseline demand parking supply is confusing. Numbers are different and off. IPCC says we need to decrease greenhouse emissions by 45% by 2030 but TDM most aggressive plan decreases the demand for parking by only 20% compared to present day which is 36% per capita. TDM should be more aggressive and pursue more options. Especially housing for students and faculty close to transit.
- Wynd Kaufman: Engineer instructor for CCSF. What college constituencies were consulted with the plan b? It was done in such a short time that it was either and is a huge concern. Needs to go to proper procedures. Make parking really expensive and students won't come. Before messing with parking make sure that there are viable transportation options for students.
- Ann Clark: City college graduate. Drove and walked around Balboa Reservoir. Plymouth Street is always packed with cars. Ocean Avenue has 3 blocks of 4 story high condos, apartments and shops as well as bumper to bumper, day and night, in and out Muni transit. City college multi use building has a parking lot where the performing arts was to be completed. Narrow road next to Riordan High. Please take a look.
- Harry Bernstein: One goal for TDM analysis is to maintain best inequitable access to CCSF education. Pursue a BART shuttle. PAEC is being ignored. Music students need a facility.

5. General Public Comment

- Irene Kaufman: Traffic by construction? Prefer they do not come from the Monterey Boulevard side.
- Jennifer Heggie: Principle #3 was to help alleviate undersupply of housing. There has been small improvements but have been inadequate. The addition of new residents will cause stress to City College and the neighborhood interests. Would like to see plans backed by financing to implement real improvements for the corridor prior to any approval of any development. Been multiple times requesting visual representation of the step height changes from north to south. Developers have not yet produced this information. It would be helpful to see the height plans, proposals and drawings when they are available. Water management system for open space.
- Brian Marabello: Concerns about unsafe conditions between the freeway off ramp, Balboa Park BART station and the Balboa Reservoir. Street conditions should be dealt with before construction. Explore permit parking. Construct a parking garage on the east side of the campus.
- Laura: Create resolutions by the committee are valid submissions under the EIR process and must carry weight.
- Francine LoFrano: Appalled there is no annual report. Building timeline by 2025. 18 years can't build a PAEC.
- Madeline Mueller: Was approached by Fire Chief and PUC to speak about water and density. Enough or run out of water?
- Harry Bernstein: Ask what is it possible for the CAC to do? Advise the plan go forward? Purview to stop it until parking and traffic be resolved?
- Anita Harris: Information presentation on Thursday. Where's the report? Hopefully Planning can get the report and get full picture on where we are.

6. Adjournment