

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

**DOCUMENTS RECEIVED FROM
PUBLIC DURING
4/13/16 REGULAR MEETING**

AND

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

Period: 3/16/16 – 4/14/16

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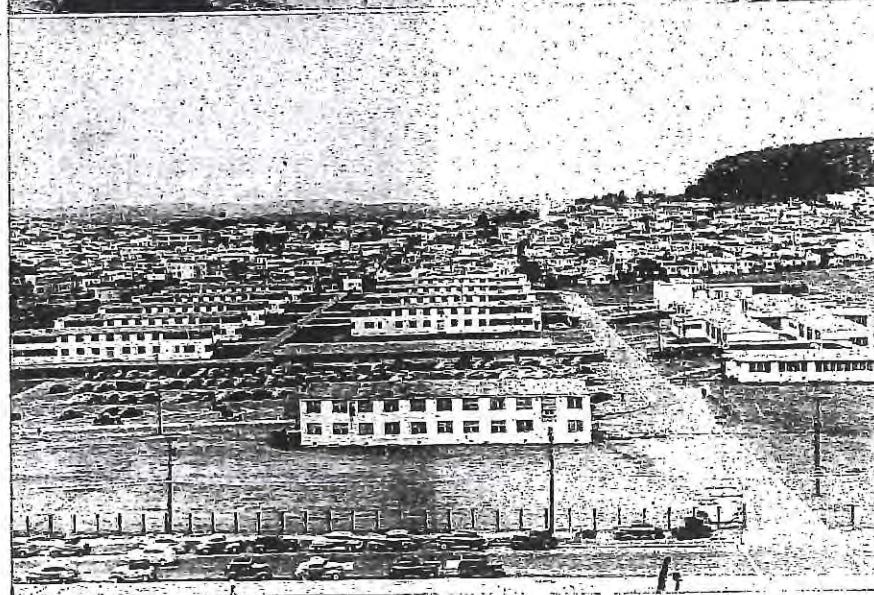
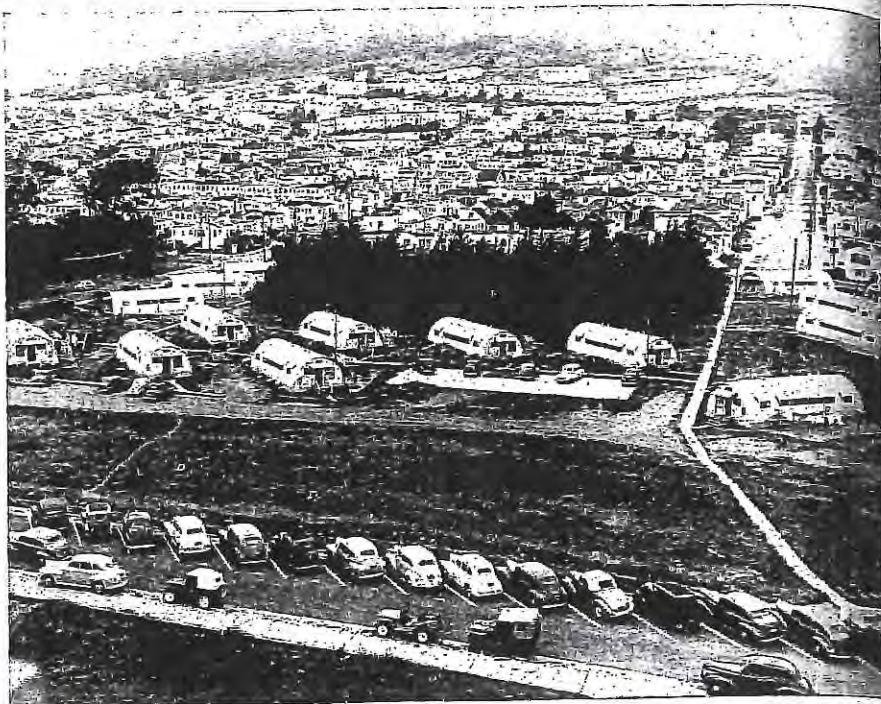
**City College of San Francisco
Multi-Use Building, Room 140
55 Phelan Avenue, San Francisco, CA 94112
Wednesday, April 13, 2016
6:15 PM
Regular Meeting**

SAN FRANCISCO JUNIOR COLLEGE MAKES ROOM FOR THE VETERAN

By Herold J. Miller, Instructor,
San Francisco Junior College

SAN Francisco Junior College has enrolled to date every qualified student who has applied for admission and completed registration. And to each student who has requested it during the past year, housing of some kind has been made available. Few indeed are the American colleges that have done more to meet the challenge of the returning veteran.

Behind these record accomplishments lies a fascinating story of how the college, under the leadership of President A. J. Cloud, resolved that no qualified applicant in



search of an education should be turned away because of lack of instructors, teaching space, or student housing facilities.

Post-War Expansion

Accordingly, San Francisco Junior College has increased its enrollment by 64%, augmented its faculty from 120 to 217, more than doubled its campus area, and enlarged its buildings from 3 to 20, exclusive of temporary student housing facilities.

This gigantic expansion, accomplished quickly and efficiently, is the result of foresight, planning, and determination by Dr. Cloud; Dr. J. Paul Mohr, vice-president and director of personnel; Dr. Oscar E. Anderson, co-ordinator of educational management; Edward E. Sandys, acting dean of men; Lloyd D. Luckman, assistant to the president; and Mary Jane Leaphard, registrar; with the assistance and cooperation of department chairmen and instructors.

The most significant of the preceding figures is that of enrollment, which reached a peak of 5,240 in the spring of 1947, as contrasted to 3,200 in the spring of 1940. Even a larger enrollment is anticipated for the fall, 1947, semester. The extent of this growth may be more fully comprehended from the fact that in numbers the college's

Top — View of part of Hurley Village, Quonset-apartment development, home of 50 San Francisco Junior College veterans and their families.

Center — A Vanport prefabricated apartment unit; there are two of these units, providing housing for 28 students and their families.

Bottom — Part of former WAVES separation center, used to meet unprecedented demand for dormitory, classroom, parking, administrative, and recreational facilities.

enrollment is now greater than the pre-war enrollments of many large schools.

In 1940, for example, Stanford University had an enrollment of 4,777; the University of Oregon, 3,887; Oregon State College, 5,083; and Washington State College, 4,311. Even mighty Yale had a 1940 enrollment of only 5,300.

Comprehensive Curricula

Responsible for this phenomenal expansion at San Francisco Junior College are several factors other than the overcrowded condition of four-year colleges.

First, San Francisco Junior College offers instruction free of all fees. Students provide only their textbooks and incidental supplies.

Second, the college offers a wide range of college parallel subjects ranging from anatomy and astronomy through Semitic languages and zoology, together with an equally wide variety of pre-professional curricula.

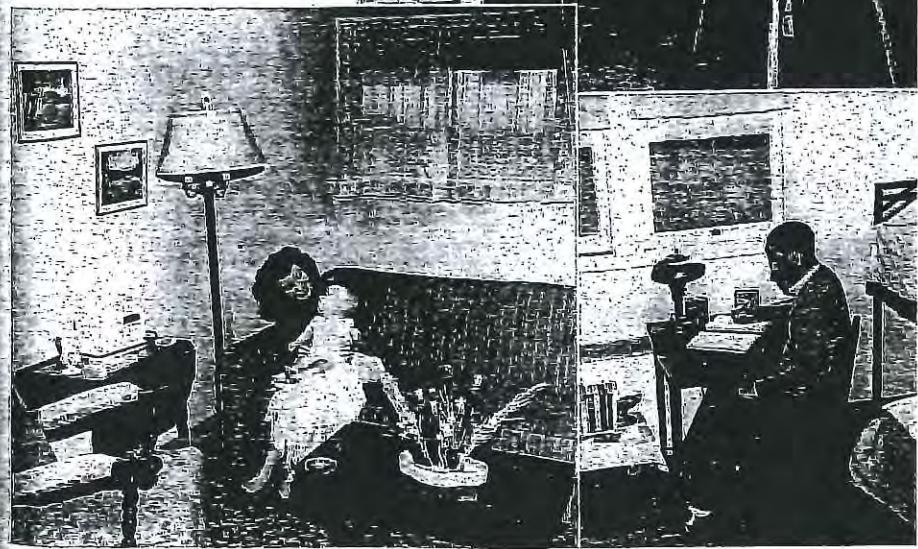
Third, the college offers a comprehensive selection of two-year semi-professional terminal curricula and subjects. Dr. Cloud and Dr. Mohr have long considered the terminal curricula to be among the most important the college has to offer. Accordingly, these curricula have been devel-

Top — Kitchens of prefabricated apartments are cheerful and well-equipped.

Center — Large living-rooms are one of many features of the prefabricated apartments.

Bottom, left — Quonset living-rooms are spacious and comfortable.

Bottom, right — Section of dormitory cubicle shared by students. Quarters like this accommodate 168 men. Photography by Donald Lum.



oped to the extent that they have gained nation-wide recognition as being among the best offered in the United States. Hundreds of veterans from all parts of the country have enrolled to obtain terminal training in hotel and restaurant management and operation, business, engineering, floriculture, law enforcement, and photography, to name only some of the fields.

Fourth, the college also offers accelerated courses for veterans who wish to obtain high school diplomas.

Finally, college authorities left no stone unturned in their efforts to provide additional classroom space. Until nearby surplus Navy buildings were obtained, classes were operated until ten o'clock at night, and an unused grammar school a mile distant was used for a year as an annex.

Student Housing Program

An inevitable result of the policy of the college to do all in its power to offer its facilities to returned veterans was its entry for the first time into the field of student housing.

Early in 1946, Dean Sandys, foreseeing the coming boom in enrollment, initiated, with the support and assistance of Dr. Cloud, the present extensive student housing program. San Francisco Junior College was the first school in Northern California to apply for and receive federal housing units. Under Dean Sandys' efficient, kindly supervision, campus housing has been provided for 344 adults and 41 children. Expansion of the program to meet future needs is now being planned.

While the surplus federal housing units were under erection in the fall of 1946, the college was able to acquire, after prolonged negotiations, occupancy of the buildings and grounds of the Navy's separation center for WAVES, which adjoins the campus.

This area has been leased for the college from its title-holder, the San Francisco Public Utilities Commission, by the Board of Education of the San Francisco Unified School District for a 5-year period. Extensive remodeling of the buildings, now virtually completed, was made possible through a \$100,000 grant from the Federal Works Administration and a \$60,000 appropriation by the San Francisco Board of Education.

The result of this planning has been that the college is able to provide its veterans not with one or two types of housing, but with four: 1. Quonset-hut apartments for married students; 2. portable, prefabricated Vanport-type apartments for married students; 3. dormitories for single male students; 4. rooms for married students without children.

Quonset-Hut Apartments

Located on the 18-acre site of the college's future auditorium, and music and art buildings is Hurley Village, consisting of 25 remodeled Quonset huts, each of

A Statement by Dr. A. J. Cloud,
President, San Francisco
Junior College

THE article appearing here, by Mr. Herold J. Miller has given me a genuine shock of surprise. I had thought that we were barely "muddling through" at San Francisco Junior College in our day-to-day efforts toward meeting a situation as it developed. But, lo and behold! by virtue of Mr. Miller's pen, I am led to believe that we have gone farther at San Francisco Junior College than I had thought. There yet remains much to be accomplished.

One added comment may be pertinent. It relates to the spirit and scholastic record of these veterans. Instructors at the College are of one mind on that subject. I have heard any number of them declare that these men and women are the "best" students they have ever had. In seriousness of purpose, concentration of effort, and receptivity to instruction, these students have proved themselves wholly worthy of the educational opportunities afforded them by their grateful fellow citizens. To me, this is one of the most encouraging signs now to be found on the troubled horizon of domestic and world affairs. I trust that others will read Mr. Miller's article with as much interest as I have done.

which is divided into 2 apartments. These units house 100 adults and 35 children. Hurley Village is named in honor of the late Major John Hurley, college faculty member killed in action during World War II. Opened early in the fall of 1946, this facility is operated by San Francisco Housing Authority.

Quonset apartments rent for \$32.50 monthly unfurnished and \$38.50 monthly furnished. Unfurnished apartments include a circulating gas heater, an automatic hot water heater, ice box, and a 4-burner gas range. Furnished apartments include, in addition, from 1 to 4 single beds with springs and mattresses, 1 day bed, 2 chests of drawers with mirrors, 1 dinette set consisting of table and 4 chairs, and 2 occasional chairs.

New occupants and visitors are invariably surprised by the spaciousness of these units, each of which has more floor space than does the average city apartment. There is sufficient space in each unit to accommodate 5 persons—2 adults and 3 children. The 4 rooms include a combination kitchen-living-dining room, 10 by 20 feet, equipped with a large sink; 2 bedrooms, one 9 by 11 feet and the other 8 by 11 feet; and 1 bathroom, 5½ by 7½ feet, containing wash bowl, water closet, and stall shower. Generous storage space is provided in the form of kitchen cupboards and 3 ample closets. Lighting and ventilation are excellent. Electricity, gas, water, and garbage service are included in the rental charge. Those residents who have not installed their own washing machines use the 3 coin-operated Bendix washers provided by the Housing Authority.

Tenants are pleased with these facilities. That others would like to share their good fortune is evident from the long waiting list. Applicants receive Quonset apartments in the order in which application is made. Dean Sandys is rightly proud of the fact

that, desperate as are married veterans for housing, eighteen of them entitled to apartments gave up their priorities to families with children.

The domestic scene in Hurley Village is an interesting one. Older children play among the flower beds and concrete walks and parking areas as their younger brothers and sisters watch from the confines of their play pens and buggies. The mail and milk men are daily visitors; and college wives, in typical American fashion, exchange the news of two worlds, collegiate and domestic, as they hang out the day's washing.

Prefabricated Apartments

Adjoining Hurley Village is the second of the college's housing developments, 2 double-story prefabricated buildings, each consisting of 14 2-room apartments. Twenty-eight families, consisting of 56 adults and 6 children, live in this facility.

These apartments rent for \$32.50 unfurnished and \$36.00 furnished. The rental charge includes gas, electricity, running hot and cold water, and garbage service. Unfurnished apartments contain a circulating gas heater, a 2-burner electric stove with portable oven, and a built-in ice box located under the kitchen sink. Furnished apartments, in addition, have a dinette set, a maximum of 3 twin beds equipped with springs and mattresses, and 1 chest of drawers with a mirror. Four-burner gas ranges are to be installed shortly.

These apartments are very spacious. Each one can accommodate 5 persons. The kitchen-living-dining room measures 12 by 20 feet. The bathroom, containing wash basin, shower, and water closet, is 6½ by 8 feet. The single bedroom measures 10 by 14 feet. Three spacious closets and ample kitchen cupboard space are also provided. Lighting and ventilation are excellent.

Additional Family Units

Site work for 141 additional family dwelling units is now virtually completed. These units include prefabricated and Quonset apartments similar to those already described, steel barracks, and single-family portables. The San Francisco Housing Authority expects erection of these units to be completed within the next few months upon completion of remaining formal federal and State requirements.

Men's Dormitories

Included among the WAVE separation center buildings taken over from the Navy are 8 large double-story stuccoed barracks, 3 of which are now in use as dormitories for single male students. Each dormitory contains 28 cubicles, 14 on each floor. Since the cubicles are quite spacious, each being 14 feet wide, 11½ feet long, and 9 feet high, 2 persons are assigned to each. Unlike typical dormitory quarters, these cubicles provide a fairly large degree of privacy; each is enclosed, except for a few inches at the top, on three sides.

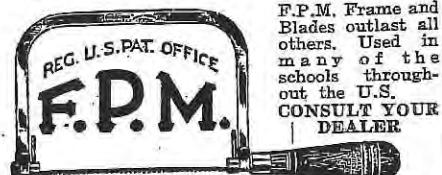
A total of 168 students lives in these dormitories. For a monthly rental of \$15, each student is provided with complete

(Please turn to Page 46)

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VETERANS HOUSING

(Continued from Page 20)

living accommodations, including a weekly change of bed linen and towels. Daily mail and newspaper delivery service are available. Excellent, reasonably priced meals are available in the college cafeteria on college days.

Each cubicle is equipped with a cot, mattress, blankets, study table, chair, mirror, and wall lamp for each occupant. Every occupant is also provided with two oversized lockers, containing multiple shelves and drawers. Heating, light, and ventilation are excellent. Every cubicle also has two large windows.

Each dormitory floor has its own sanitary facilities and contains, in addition, a laundry room equipped with double sinks and a coin-operated Bendix washing machine, a heated laundry-drying room, an ironing room, and a lounge. The sum of \$2,500 has been appropriated from rental income to purchase appropriate furnishings for the six lounges. The possibility of reducing the rental charge is now under study.

The dormitories are student governed. A paid student proctor is in charge of each floor. Both students and college authorities are well satisfied with the dormitory arrangements. To date, there is no waiting list of applicants, nor is there likely to be one, according to Dean Sandys, who says that accommodations can easily be expanded by 50%.

Married Students Dormitory

The fourth type of housing provided by the college for its veterans consists of individual furnished rooms, located in former WAVE officers' quarters, for married students who have no children.

These rooms, which are 12 by 13 feet in size, rent for \$25 monthly. Furnishings consist of 2 study desks, 2 chairs, 1 mirror, and either 1 or 2 three-quarter beds. Towels and bed linen are provided weekly. Each room has 2 large windows and 2 spacious closets. Four of the 26 rooms in this 2-story building have connecting showers. Other rooms have wash bowls with running hot and cold water. Students who live in these rooms share community shower and toilet facilities, which are on separate floors for men and women.

Unique features of this dormitory are its separate dining room and community kitchen, which is equipped with a large ice box, a sink, and an electric cooking plate. Many residents use these facilities for preparation of all meals.

SAN Francisco Junior College, in common with the other colleges and universities of this nation, believes that no better investment can be made in the future of America than to provide the thousands of returned veterans with the opportunity to further their educations, to provide better opportunities for their families, and, in the process, to become better citizens.

San Francisco Junior College has made room for the veteran. It will continue to do all in its power to provide him with the type of education that he seeks and to furnish him with housing facilities that will enable him to take advantage of that education.

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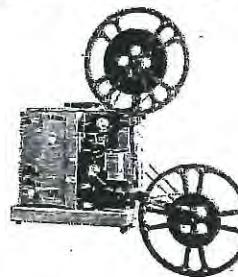
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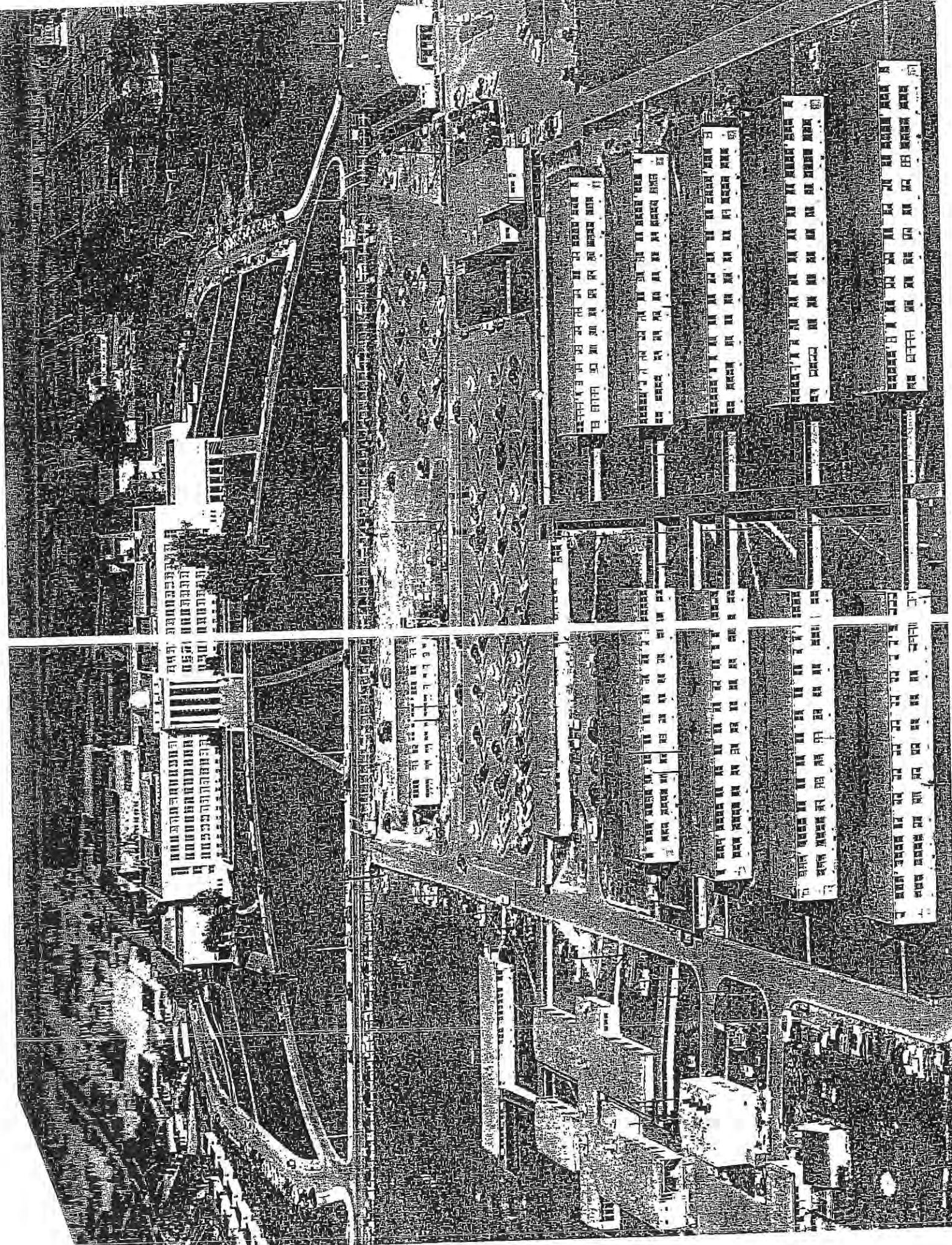


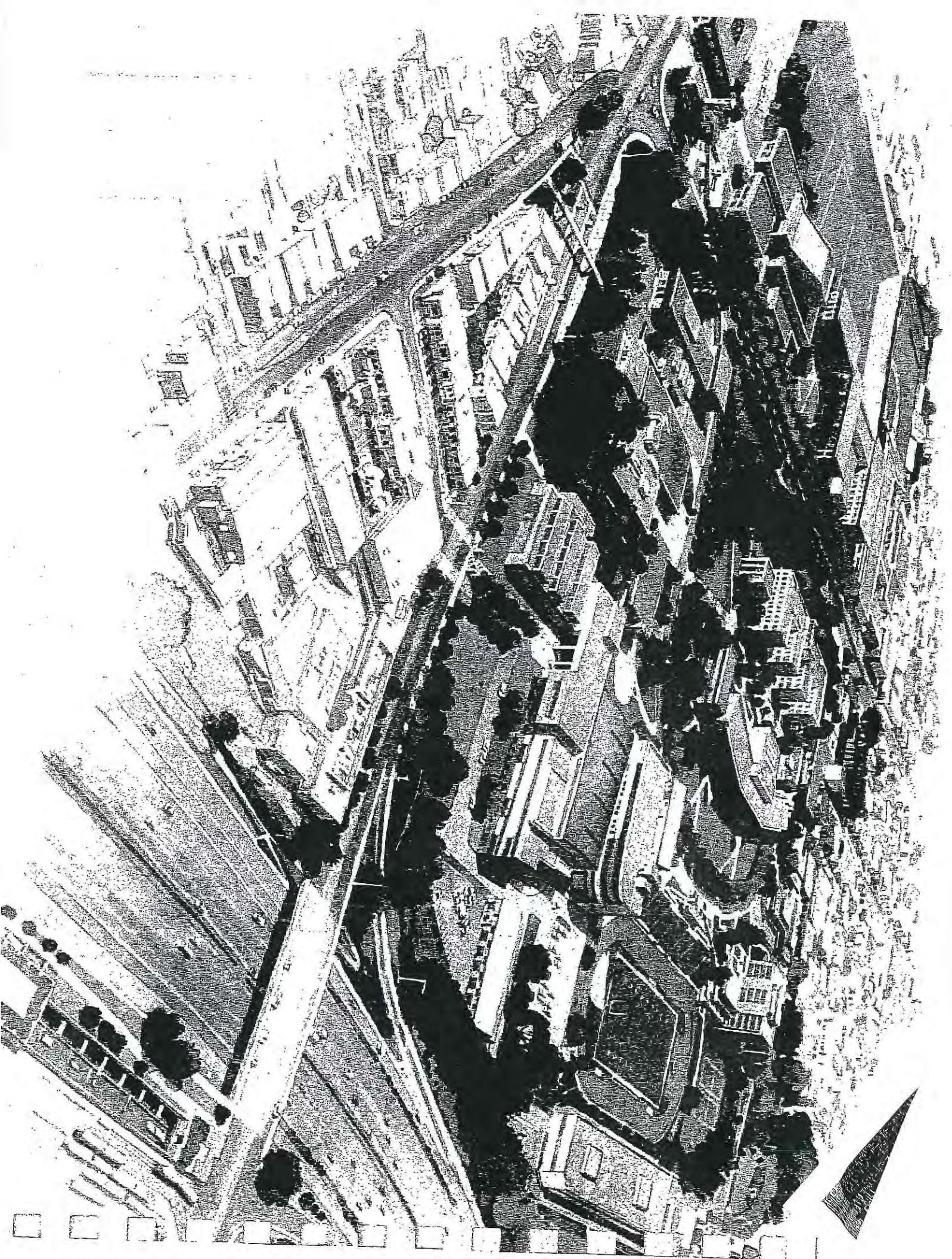
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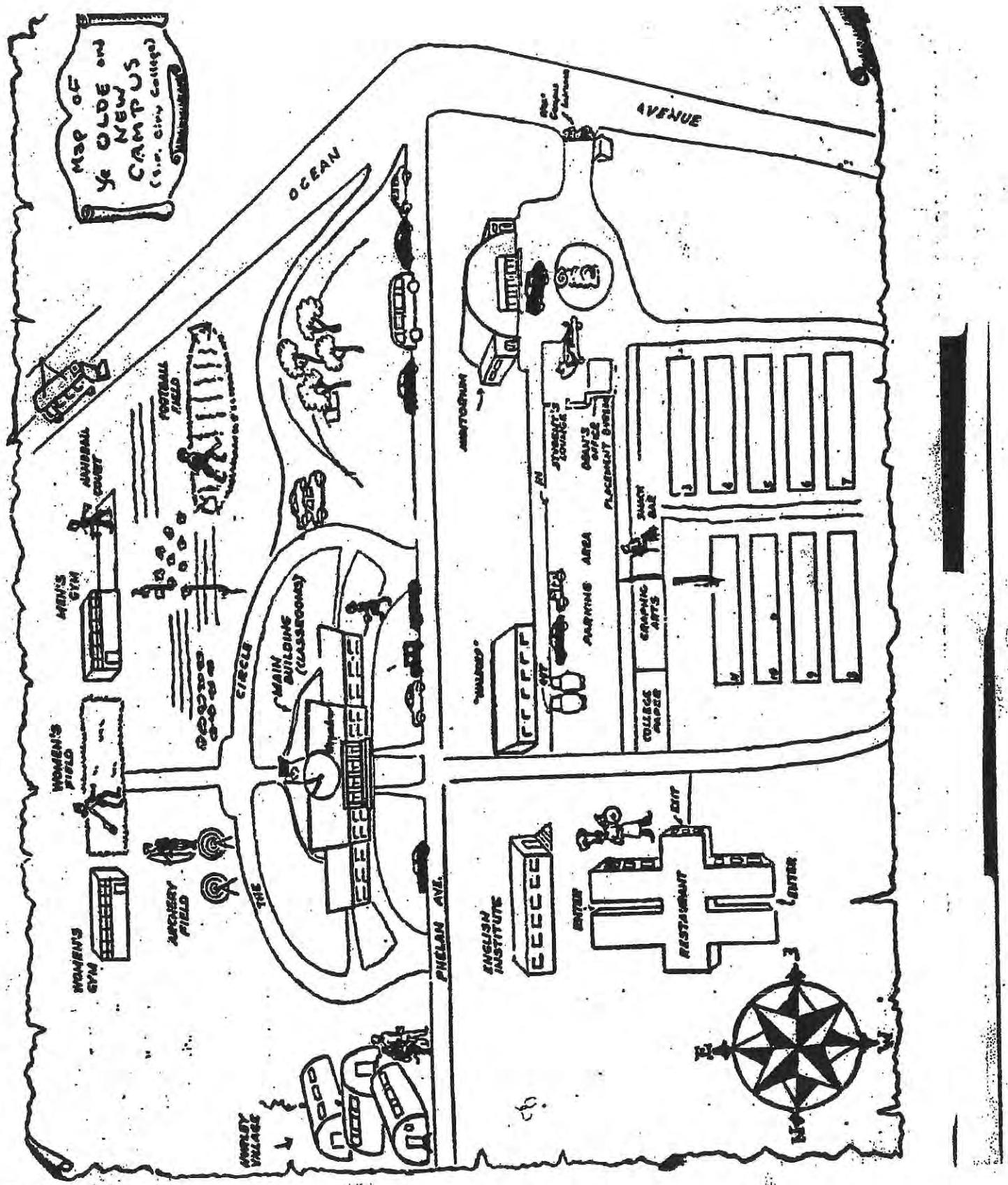
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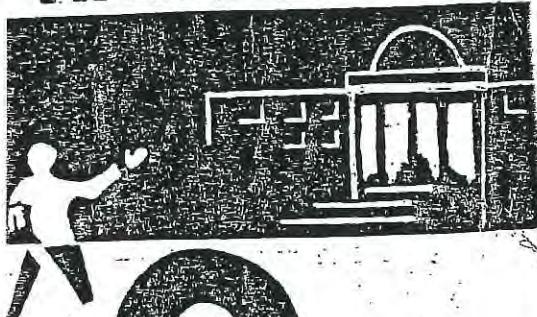
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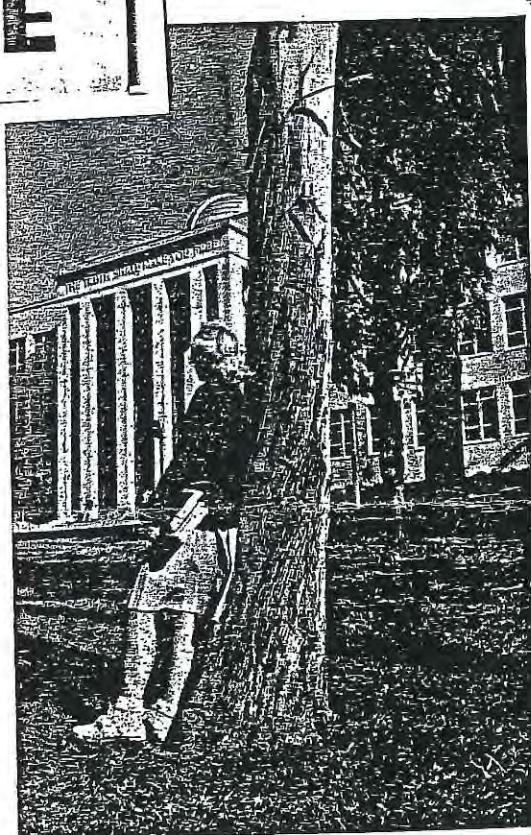


HANDBOOK



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HANDBOOK

SAN FRANCISCO *Junior* COLLEGE

FALL, 1947

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CITY & COUNTY OF SAN FRANCISCO**

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

Period: 3/16/16 – 4/14/16

Wong, Phillip (ECN)

From: dgouldin@gmail.com on behalf of David Gouldin <[REDACTED]>
Sent: Monday, March 14, 2016 7:23 PM
To: BRCAC (ECN)
Subject: Balboa Reservoir BMR plan

I saw an image of the BMR subsidy analysis for Balboa Reservoir, and I'd like to voice my support for allowing market rate units to subsidize the BMR units. We get more overall housing and we save our precious housing budget for other purposes!

Thanks,
David Gouldin
San Francisco resident

Wong, Phillip (ECN)

From: [REDACTED]
Sent: Sunday, March 20, 2016 1:00 PM
To: Hood, Donna (PUC); Iwata, Ryan (PUC); Tracy Zhu
Cc: BRCAC (ECN); Wpa Balboa. Reservoir; SNA Brick; Shaw, Linda (MYR); Cynthia Dewar; Susan Lamb; Steve Bruckman; Ronald Gerhard; mlam@ccsf.edu; R. Mandelman; Thea Selby; Saveccsf Info; Martin, Michael (ECN); Exline, Susan (CPC); Shaw, Jeremy (CPC); Lesk, Emily (ECN); Rich, Ken (ECN); Yee, Norman (BOS); Low, Jen (BOS)
Subject: 2020 Strategic Plan draft, Balboa Reservoir

PUC, PUC CAC:

The "2020 SFPUC Strategic Plan" draft was presented to the Commission at the 3/8/2016 PUC Meeting.

Please consider the following internal inconsistency that I see with the draft. I believe that the problem relates to the push by the Mayor to sell Balboa Reservoir to private developers:

The "Summary of Strengths, Weaknesses, Opportunities, and Threats (SWOT)" on page 5 of the "2020 SFPUC Strategic Plan" lists the following threat:

- *"Changing appointed/elected officials (political)"*

I believe that the draft Strategic Plan is correct in seeing this to be a problem.

In posing the need for a strategic plan, the "2020 SFPUC Strategic Plan Purpose" (p. 2) lists:

- *"To communicate and align our direction with the Mayor's office and ensure we get the support we need"*

The idea of aligning PUC's long-term strategic direction with the Mayor's office fails to align with the "threat" raised in the SWOT section regarding the problem of change of elected officials.

Because of the short-term nature of any particular Mayor's term of office, it would be a strategic error to align PUC's long-term direction to a particular Mayor's predilections (which may align more with pay-to-play developers than with the long-term interests of the public and ratepayers).

I suggest that the phrase *"and align our direction"* be removed from the "2020 SFPUC Strategic Plan Purpose." It would then read: "To communicate with the Mayor's office and ensure we get the support we need."

In terms of real-life, my suspicion is that the idea of "aligning with the Mayor's office" relates to the push to sell the public property of Balboa Reservoir to private developers in the guise of promoting affordable housing.

Please take the following 2/24/2016 communication into consideration:

BR CAC, PUC, BOS, Land Use Committee:

The Mayor's Office of Economic & Workforce Development and the Planning Department have presented the Balboa Reservoir Project essentially as a done-deed/fait accompli to the community.

Other than minor revisions to Principles & Parameters, OEWD/Planning has consistently and repeatedly failed to address community concerns regarding big-picture impacts on the existing conditions and setting that surround the PUC Reservoir site.

Here is a big-picture perspective on Balboa Reservoir that I urge you to consider:

1. The Public Land for Housing Program's goal is affordable housing
2. PUC requires fair market return for sale of its properties
3. The above two concepts are in contradiction, such that 100% affordable housing is not feasible.
4. The result is that the Reservoir Project predominantly promotes **unaffordable** housing: 67% unaffordable, in order to allow for 33% affordable.
5. Even the affordable housing will not be permanently affordable. The affordability will last only as long as the housing's "useful life." After the end of the "useful life" of affordable housing, such property will be owned free and clear of affordability restrictions. (This is per 2015 Proposition K language.)
6. The sale of Balboa Reservoir will result in a short-term cash gain for PUC; it will result in a long-term permanent loss of a large public property; it will result in a tremendous long-term bonanza for private interests.
7. OEWD/Planning has presented the Reservoir Project to the community pretty much as a done-deal.
8. CEQA requires assessment of a project's impact on existing conditions and "Public Services" The AECOM Study and the OEWD/Planning Principles & Parameters have failed to properly assess, or to propose realistic mitigation measures for the BR Project's significant impact on City College.
9. Before Mayor's Office can make it a done-deal, the Project will have to be facilitated by the PUC Commissioners (5 members) who would have to vote to declare the Reservoir to be surplus property.
10. PUC has a Land Use Framework to which it should adhere.
11. PUC should be asked to disallow sale of Reservoir as surplus in accordance with its own land use policy. See below:

Balboa Reservoir in context of PUC's Land Use Framework

The sale of PUC property is governed by the PUC document, “FRAMEWORK FOR LAND MANAGEMENT AND USE.”

The document lays down conditions for sale of PUC land to include economic, environmental, and community criteria.

The Balboa Reservoir Project has been promoted as part of the Public Land for Housing Program whose purpose is to build affordable housing. PUC’s Land Use Framework’s economic criterion requires that the sale of Balboa Reservoir “must achieve fair market value compensation for the benefit of ratepayers.” Because of this condition, 100% affordable housing will be unfeasible.

Public Land for Housing, in the context of Balboa Reservoir, will fail its overarching goal of affordability. Instead, Balboa Reservoir will achieve 67% **unaffordable** housing, in exchange for 33% affordable housing [OEWD/Planning's Principles & Parameters state a goal of 50/50%, but this target is unlikely to be reached. If this 50/50 target is reached, the outcome would be about 250 affordable units, and 250 unaffordable units. Would even this 50/50 ratio justify ceding public property in perpetuity to private interests?].

OTHER LAND USE FRAMEWORK CRITERIA

The PUC Land Use document states:

ECONOMIC CRITERIA: Land may be sold or transferred when:

1. *The sale or transfer does not jeopardize the future use or potential sale of functionally related and/or adjoining SFPUC land.*
2. *The sale or transfer will result in savings of operational costs expended to manage the property.*
3. *The sale or transfer does not result in a change of use of the property that would increase SFPUC exposure to liability related to conditions in the soil or structures that are not warranted by the return to SFPUC from the sale or transfer.*

Sale of Balboa Reservoir fails to fulfill Condition 2 of “Economic Criteria.” Selling off Balboa Reservoir will not result in saving operational/management costs for Water Enterprise.

Instead of selling off the Reservoir to private developers, retaining this large tract of land constitutes “money [public assets] in the bank” for PUC and citizenry.

The Land Use document also states:

COMMUNITY CRITERIA: Land may be sold or transferred when:

1. *The sale or transfer is evaluated under SFPUC Community Benefit and Environmental Justice policies and objectives.*
2. *The sale or transfer would not significantly adversely affect the implementation of an adopted resource agency plan for the area.*
3. *The sale would not increase the risk of loss, injury or death to*

SFPUC employees or others on or near the parcel.

4. Use of the land sold will not to result in activities creating a nuisance.

The Balboa Reservoir Project as envisioned by OEWD/Planning fails Condition 4 of “Community Criteria.”

The current plan removes existing parking for City College students. It deliberately limits parking within the Reservoir to 0.5 parking spaces per residential unit in the unrealistic expectation that this will discourage car ownership by new Reservoir residents.

Given the limited street parking in the surrounding neighborhoods, and the fact that the main (practically and probably the only) ingress/egress to the Reservoir Housing project will be Phelan Avenue, the 500 unit Balboa Reservoir Project will result in creating a substantial traffic and parking nuisance [The word “nuisance” understates the problem].

The Balboa Reservoir Project as set forth in the OEWD/Planning Principles & Parameters fail to comply with PUC’s “Framework for Land Management and Use.”

The sale of Balboa Reservoir to private developers would provide a short-term cash infusion to PUC Water Enterprise. However the short-term gain of quick cash doesn’t justify losing this valuable piece of public land in perpetuity to private developers in the guise of “affordable housing.”

Submitted by:

Alvin Ja, District 7 resident

Wong, Phillip (ECN)

From: Beth Rubenstein BOS <Beth.Rubenstein@sfgov.org>
Sent: Tuesday, March 22, 2016 4:26 PM
To: Amy Zock
Cc: Elliott, Nicole (MYR); Low, Jen (BOS); Wendolyn Aragon; Kelly Groth; jclary@cleanwater.org; BRCAC (ECN); Tracy; Buendia, Jessica (PUC); Emily; Ellis, Juliet (PUC); Jue, Tyrone (PUC)
Subject: Re: Balboa Reservoir resolution adopted by the SFPUC Citizen Advisory Committee on March 15, 2016
Attachments: Final SFPUC CAC Resolution - Balboa Reservoir 20160315 ADOPTED.pdf; ATT00001.htm

Thank you Amy.
Beth

Beth Rubenstein
Legislative Aide
Office of Supervisor John Avalos, District 11
City Hall, Room 273
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
(415) 554-7896 direct
(415) 554-6975 office
(415) 554-6979 fax
Beth.Rubenstein@sfgov.org

On Mar 22, 2016, at 4:14 PM, Amy Zock [REDACTED] wrote:

Dear Mayor Edwin Lee, Supervisor John Avalos and Supervisor Norman Yee,

On behalf of the SFPUC Citizen Advisory Committee (CAC), I would like to submit to you the Balboa Reservoir resolution that the CAC adopted on March 15, 2016. Thank you for your consideration of our recommendations for the Balboa Reservoir planning process.

If you have any questions or feedback, please send them to me, and I will forward them to the CAC leadership team.

Thank you for your assistance,

Amy Zock

SFPUC CAC Secretary

Amy M. Zock
415.702.0624

RESOLUTION OF THE CITIZENS ADVISORY COMMITTEE OF THE SAN FRANCISCO PUBLIC UTILITIES COMMISSION ON THE BALBOA RESERVOIR

Presented by Wendy Aragon, Jennifer Clary and Kelly Groth

WHEREAS, the Balboa Reservoir is uniquely situated next to one of our most important workforce development institutions, the City College of San Francisco, which serves over 80,000 students and 2,000 employees from all over the Bay Area, located in close proximity to regional transit infrastructure;

WHEREAS, the Balboa Reservoir is a 17.7 acre piece of property that the San Francisco Public Utilities Commission (SFPUC) has been leased to City College of San Francisco (CCSF) for student and faculty parking;

WHEREAS, public stakeholder input on the future use of the Balboa Reservoir site is currently facilitated through the Balboa Reservoir Citizens' Advisory Committee which meets monthly to hear diverse stakeholder perspectives on draft site design parameters for possible site development;

WHEREAS, the future land use of the Balboa Reservoir is determined by whether or not the property is necessary to meet the short-, mid-, and long-term needs of current and future SFPUC ratepayers, as determined by SFPUC;

WHEREAS, the Balboa Reservoir, if not necessary to meet the needs of SFPUC ratepayers and if declared to be surplus property by SFPUC, can help meet the objectives of the Balboa Park Station Area Plan adopted in 2009 that includes policies designed to increase affordable housing for a variety of incomes; create and provide public open space; knit together isolated areas of the neighborhood; integrate diverse land uses with the area's commercial and transit corridors; design safe streets for walking, biking and public transit;

WHEREAS, addressing traffic congestion; alleviating parking needs; building sustainable and cohesive communities; improving neighborhood design; increasing open space access; and improving pedestrian safety are priority concerns for existing residents;

WHEREAS, voters have made the development of affordable housing a priority by passing Proposition K in 2014, which created a city policy to construct or rehabilitate 30,000 new housing units by 2020, with at least one-third of those permanently affordable to low- and moderate-income households;

WHEREAS, the Mayor's Office of Economic and Workforce Development has made development of affordable housing a priority by establishing its Public Lands for Housing Program goals of building 4,000 units on public land by 2020 and 50% affordable to low and moderate incomes; and the Balboa Reservoir is the first site to be studied for this program;

BE IT RESOLVED that the SFPUC's Citizens' Advisory Committee, which was created to give voice and representation to residents, the community, and environmental stakeholders to create opportunities for meaningful community participation in development and implementation of SFPUC's policies and programs, support a thorough analysis and consideration by SFPUC on whether the current Balboa Reservoir land is necessary to meet any short-, mid-, and long-term SFPUC ratepayer needs;

FURTHER RESOLVED that the SFPUC's Citizens' Advisory Committee supports a community-based and consensus-driven process to develop the terms and conditions, including but not limited to: zoning, urban design and traffic management, for a potential urban project at the Balboa Reservoir site, should it be declared surplus property by SFPUC;

FURTHER RESOLVED, if declared to be surplus property, that the SFPUC's Citizens' Advisory Committee (CAC) supports the dedicated use of the Balboa Reservoir toward 50 to 100 percent affordable housing for mixed income levels, with priority outreach to faculty and staff of CCSF, and other local public schools within 4-6 miles, and an enforceable mechanism to ensure permanent affordability for affordable housing units developed;

FURTHER RESOLVED, that the SFPUC's Citizens' Advisory Committee (CAC) supports the consideration by SFPUC, in evaluating a potential real estate proposal concerning the Balboa Reservoir site, if declared to be surplus, of all feasible transaction options including but not limited to a sale or a long-term lease in a manner which ensures a fair market value return to SFPUC ratepayers;

FURTHER RESOLVED, the site developer should work with CCSF to ensure that its future Performing Arts Center, and any event parking needs, can be sufficiently met by development of the site;

AND FURTHER RESOLVED, that possible future site development at Balboa Reservoir should accommodate sustainable environmental practices, including feasible on-site renewable energy generation, the installation of water sub-metering, rainwater cisterns and graywater systems, in addition to the required stormwater management plan that reduces the impact of the development on the wastewater infrastructure.

As adopted by the Full Citizens' Advisory Committee on March 15, 2016.

Wong, Phillip (ECN)

From: [REDACTED]
Sent: Monday, March 28, 2016 8:55 PM
To: BRCAC (ECN)
Cc: Yee, Norman (BOS); Low, Jen (BOS)
Subject: Sunshine Ordinance document revealing Planning's stance on Transportation Xpo comments by JShaw on AECOM scope.pdf
Attachments:

BR CAC--

As people who actually live, work, and attend school in the Reservoir area, one of our primary concerns has been the impact of the BR Project on congestion and parking.

Planning Dept's solution to this concern has been Transportation Demand Management (TDM).

Planning has been holding fast to a pre-determined point of view that is revealed in a document released via a Sunshine Ordinance request.

The attached document shows that AECOM's 8/4/2014 draft transportation analysis proposal included this:

- *Parking: AECOM will document the weekday midday (1:00 to 3:00 PM) and weekday evening (7:00 to 9:00 PM) supply and occupancy conditions for all on-street and off-street publicly-accessible parking and facilities within a one-half mile radius (generally one city block's distance) from the Balboa Reservoir site (bounded by the Westwood Subdivision to the north and west, Phelan Ave. to the east, and Ocean Ave. to the south). In addition, general on-street parking conditions (including regulations) will also be collected and presented.*
- *Parking /Loading Demand: AECOM will estimate the weekday long-term and short-term peak period parking demand and the demand for delivery spaces. The parking and loading demand will be calculated based on the SF Guidelines methodology.*

Planning Dept's suggested edit to AECOM's proposal was to remove the references to *on-street parking* and *Parking/Loading Demand*. The edit was accompanied with this Planning Dept comment:

- *Comment [JS4]: We'd recommend just looking at the parking lots. --- 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.*

I believe that this exposes a fundamental mindset that "off-site [meaning us-- the neighborhoods and schools!] impacts" are of secondary/minimal importance to the BR Project.

I've written repeatedly that the BR Project is ignoring its impact on the surrounding setting. I believe that this Sunshined document confirms what I've been alleging.

Finally, I think all of us need to understand the essence of the forthcoming TDM Study. City Staff portrays the TDM Study as a comprehensive traffic & parking study. This portrayal is less than accurate.

TDM is not comprehensive. Here's an excerpt from one of my earlier submissions to the CAC:

- *Also, relegating the parking issue to TDM is disingenuous because the fundamental concept of TDM is decidedly NOT "comprehensive." The stated purpose of the SFCTA-funded TDM is "to reduce single-occupant vehicle trips by college staff, faculty, students, and neighborhood residents."*

What this translates to in real-life is the Marie Antoinette solution of: "Student parking? Neighborhood concerns?.....Let them eat cake!"

With 500 residential units with about 1,000 adult residents (at least half of which will be owned by very high-income people who probably will own expensive cars), the Transportation P & P will only provide 250 parking spaces. That's BS!

Please don't let OEWD/Planning ram their biased and deficient Transportation Principles & Parameters down our throats.

Submitted by:

Alvin Ja, Sunnyside resident

As a major destination area and within walking distance of a major transportation hub, a complete understanding of transportation access and mobility in the area is essential. This task involves some iterative analysis for the final, preferred alternative and will take place in parallel with other tasks. It includes:

- o Review of relevant transportation **and development** projects in vicinity
- o **Review of transportation impact studies and/or EIRs completed for major project (college campuses, community master plans, and infrastructure projects), and source traffic data appropriately for use in this assessment (data also to be sourced from the Planning Department)**
- o Analysis of existing and future neighborhood and area circulation, building on environmental analyses of the Balboa Park Better Neighborhoods Plan, CCSF Master Plan, Phelan Loop, and Avalon Ocean Avenue projects (**not to exceed ten new [10] intersection locations beyond those analyzed in the above referenced documents/analyses**)
- o Analysis of transportation opportunities and constraints of the site, especially with respect to **strategies to induce modal shift₁ to attain higher mode shares of transit, cycling and walking (this task specifically evaluates the directionality₂, distribution, origins and destinations, and modal split of the proposed land uses on the site).**
- o **Compilation of transportation demand management (TDM) priorities, strategies and elements (based on the standard TDM measures consistent with those typically required for implementation by the Planning Department).**

o Parking: AECOM will document the weekday midday (1:00 to 3:00 PM) and weekday evening (7:00 to 9:00 PM) supply and occupancy conditions for **all on-street and off-street** publicly-accessible parking and facilities within a one-half mile radius (generally one city block's distance) **from the Balboa Reservoir site (bounded by the Westwood Subdivision to the north and west, Phelan Ave. to the east, and Ocean Ave. to the south)**. In addition, general on-street parking conditions (including regulations) will also be collected and presented.

e-Parking/Loading Demand: AECOM will estimate the weekday long-term and short-term peak period parking demand and the demand for delivery spaces. The parking and loading demand will be calculated based on the SF Guidelines methodology.

Comment [JS1]: Considering comments below, we may be able to reduce hours in here.

Comment [JS2]: Same as above

Deliverables:

Memo summarizing existing transportation conditions and future baseline conditions including major transportation projects and anticipated completion of construction dates; circulation opportunities and constraints including analysis of existing traffic conditions and congestion levels (level of service₃, V/C₄, delay etc.); transit, cycling and pedestrian opportunities and constraints

Comment [JS3]: ½ mile or one city block?

Comment [JS4]: We'd recommend just looking at the parking lots. --- 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.

- A trip generation analysis will provide an estimate of trips generated by preferred land use alternative. An appropriate mode split profile (or range) to enable the generated trips will be determined.

Comment [JS5]: As alluded to above, please focus on trip generation as is the standard now in SF, rather than pure parking demand studies.

Memo proposing TDM priority policies for the site, actions and designs to achieve the above mode split profile, mitigate transportation impact and encourage alternative modes to single-occupant vehicle

Suggested priority transportation criteria and metrics for evaluating development proposals

Conceptual Circulation analysis and map of preferred development concept [one preferred alternative] (see Task 5)

Parking supply/code/demand analysis for the Project. The parking demand will be compared to the proposed supply required by the City of San Francisco Planning Code. Any additional parking conditional use or variance, if applicable, will be noted. If any parking shortfalls are identified, the effects to area-wide parking conditions will be qualitatively assessed under existing (for the Existing plus Project scenario) conditions.

Wong, Phillip (ECN)

From: [REDACTED]
Sent: Saturday, April 02, 2016 10:49 AM
To: BRCAC (ECN); Martin, Michael (ECN); Rich, Ken (ECN); Exline, Susan (CPC); Shaw, Jeremy (CPC); Lesk, Emily (ECN); Russell, Rosanna (PUC)
Cc: SNA Brick; Wpa Balboa. Reservoir; Saveccsf Info; CCHO--fernando; PODER; Susan Lamb; Cynthia Dewar; Ronald Gerhard; Steve Bruckman; mlam@ccsf.edu; Shaw, Linda (MYR); R. Mandelman; Thea Selby; Lillian Marrujo-Duck; Dana Jae; Lisa Romano; Mandy Liang
Subject: CAC and City Staff: Transportation P & P
Attachments: aj comments--revised Staff_Transportation_Parameter_Revisions-12312015_FINAL (2).pdf

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 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 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

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.

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.

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. 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.
- e. 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.
- f. 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:
- Meeting or exceeding the number of carshare parking spaces required by local ordinance;
 - Locating car-share parking spaces on streets for easy access;
 - 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: 
- 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;
 - 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.).
 - 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;
 - Providing on-site transit-rider amenities such as benches and sheltered bus stops, if applicable.
- d. Encourage bicycling by:
- 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;
 - 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;
 - Creating a north-south bicycle connection on or through the site, utilizing bicycle lanes and/or dedicated bicycle tracks;
 - Providing visitor bicycle parking at a rate that meets or exceeds Planning Code requirements;
 - Providing a bicycle repair facility on-site;

- Providing an onsite Bay Area Bike Share pod if one is not located within 250 feet of the site;
 - Considering the provision of limited-time Bay Area Bike Share memberships to residents and employees.
 - 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:
- 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:
- Stronger pedestrian safety and access into adjacent neighborhoods;
 - Improved bicycle infrastructure along the existing Lee Avenue to close the current gap between bicycle routes;
 - 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;
 - Improved intersection design, turning controls and signal timing for transit and vehicles;
 - Improved neighborhood mobility and access during construction;
 - Shared parking facilities; and
 - 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)

From: [REDACTED]
Sent: Sunday, April 03, 2016 11:42 PM
To: BRCAC (ECN)
Cc: SNA Brick; Wpa Balboa. Reservoir; Saveccsf Info; Yee, Norman (BOS); Low, Jen (BOS); Board of Supervisors, (BOS)
Subject: Who is subsidizing whom?

CAC members, BOS--

Something similar to what is described in the following linked article is taking place in the Reservoir public engagement process.

The outcome of the content of Principles and Parameters is basically preordained, despite community opposition (500 housing units with 67% unaffordable; minimal and insufficient parking that will overflow into neighborhoods and added congestion that will cause decline in student attendance).

The Mayor's Office/Planning Dept is using CAC public engagement process as a tool to say that they have the community's approval for the Reservoir Project. They will present P&P as "approval" when it's actually resignation to the reality that we, the community, have little power in the face of big-money power players.

Although not exactly the same, please read the article: <http://www.48hills.org/2016/03/29/city-planners-treat-us-like-infants>

I urge CAC members to resist acquiescence to pressure from Mayor's Office/Planning to approve the deficient Principles and Parameters.

WHO IS SUBSIDIZING WHOM?

You and the community are being sold a false bill of goods. The premise and purpose of the Public Sites Program is to build **affordable** housing. We have been made to feel obligated to go along with the Reservoir Project under this premise. Yet the reality of the Project will be **67% unaffordable** housing to "subsidize" 33% affordable housing (.... and which will only be affordable for its "useful life"!). This language inverts the truth. The reality will be that it will be private developer interests who will be subsidized by the 33% affordable housing for its "useful life", after which it becomes owned free and clear of any requirement for affordability.

Stripped of its veneer, the Balboa Reservoir Project is an unconscionable transfer of public assets to private interests in the name of affordable housing. It is privatization of public assets. In truth, it will be the private developers that will actually be subsidized in perpetuity.

Submitted by:
Alvin Ja, Sunnyside resident

When city planners treat us like infants

The public gets dismissive events and sandbox games -- instead of serious discussions that allow meaningful input from the communities impacted by land-use decisions

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Alvin Ja, Sunnyside resident

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The public gets dismissive events and sandbox games -- instead of serious discussions that allow meaningful input from the communities impacted by land-use decisions

Wong, Phillip (ECN)

From: Cathy Mulkey Meyer [REDACTED]
Sent: Monday, April 11, 2016 7:22 PM
To: BRCAC (ECN); jonathan winston
Subject: Safe crossing at 280 and bike path built into plan

Hello Jon,

I can't make the next meeting but I've been following this construction for years as a parent of two Aptos students who live in the Excelsior and cross regularly.

I really want to see a more safe crossing, via Balboa Park. There is a pedestrian pathway that crosses 280 into City College. If that could be changed to include bikes with an adjoining bike path into and through City College, the Balboa Reservoir and into Westwood park neighborhoods, exiting onto Ocean Avenue off of Miramar it would create a much safer pathway for our students who regularly cross from West to East and back using Ocean Avenue.

I know it won't be available for them as Middle School students but wouldn't it be great for them to use for SF State and City College!

Cathy Meyer
2nd District PTA, President
president@sfpta.org
[REDACTED]
www.sfpta.org
(415) 794-2203

Wong, Phillip (ECN)

From: [REDACTED]
Sent: Tuesday, April 12, 2016 4:17 PM
To: BRCAC (ECN)
Subject: Re: Bikes

Hi!

I don't believe San Francisco is made for Bikes to many narrow, one way streets, to congested with a lot of traffic and they don't follow the rules so we have a lot of accidents and fatalities. I know personally one boy 21 yrs of age who was killed!

Dianne

Wong, Phillip (ECN)

From: Jana Zanetto [REDACTED]
Sent: Wednesday, April 13, 2016 4:49 PM
To: BRCAC (ECN)
Cc: Yee, Norman (BOS); Avalos, John (BOS); julia@sfbike.org; Janice Li
Subject: Please support expanding the Balboa bike lanes

Dear Balboa Reservoir Community Advisory Committee,

I moved to Marin in 2012 and retired from CCSF in 2013 but I commuted by bicycle to City College for 30 years from the Haight, Richmond, and Sunset districts, and I cycled Ocean Ave (and Sloat, pre-separated bike lanes) for most of that time. In the late 70's, I cycled to/from Balboa Park Station to/from SF State. I have a long history with this area.

I can't come to the meeting tonight--it takes me 50 minutes each way to get there from where I live--but I wanted to express my support for expanding the present Ocean Avenue bike lanes and planning for a safer intersection for all users at Ocean/Phelan, Geneva. Although I am a lifetime cyclist and have cycled all over the world, from Bali on a one-speed to Patagonia with a bike trailer, I really found it difficult to negotiate moving across Ocean Avenue eastbound to Phelan to access the CCSF campus--especially cycling east in the am with sun in my eyes, as it was in motorists'. Reduced vision, hurrying drivers, complex intersection--it wasn't pretty. (Riding west homewards in the afternoons was perhaps even worse, with fatigue mixed with afternoon sun now creating issues with visibility.) On top of that, some drivers believed that cyclists should never move from the far right and challenged me as I crossed lanes to the left to access the left-turn signal lane at Ocean @ Phelan. Those were all issues that made it ever harder for me as a committed but aging cyclist.

I also felt that the area beyond CCSF, to Balboa Park BART and beyond, was scary. I personally feel it is a bit laughable that the bike lanes are currently in the spacious boulevards--both Sloat and Ocean, where I never felt nervous cycling--but die out at the exact area where my palms used to get sweaty while on the road near cars.

I first started using this area when I lived in Concord and took BART to/from SF State 1979-1981, commuting by bike to/from Balboa Park station. Riding out from Balboa Park station on Geneva Avenue as I headed towards Holloway was absolutely daunting. There are buses, cars, both in all lanes and also pulling over to pick up or drop off passengers. With that plus a hill to navigate, riding felt like being in a 3-ring circus and still does.

I was at the ceremony the day bike lanes coming out of BP Station to Ocean Avenue were opened, and that was an improvement. Now there was one way--although with rails to deal with at places--to get to/from the station. At the same time, I have never felt comfortable accessing this entry/exit area at nighttime as it is uninviting--dark and isolated. While I

applaud that improvement as one starting step in an ongoing process, now there is the opportunity to plan for safer streets and easier access, for students and employees at CCSF and for the entire neighborhood.

I am not a wimp. I have been hit twice over the years (once intentionally--driver convicted of a felony) by motorists while cycling and have continued to cycle, but I truly feel that the density of this area demands improved conditions for both pedestrians and cyclists.

I specifically read the proposed plan for planned improvements for the intersection at Ocean/Phelan Avenue, but I didn't find anything addressing safer left turn conditions for cyclists, so I hope my anecdotal remarks will be helpful. Thank you.

Jana Zanetto

Jana Zanetto

CCSF Ocean campus instructor 1982-2013

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"I read so I can live more than one life in more than one place."
-Anne Tyler

Wong, Phillip (ECN)

From: Christy D [REDACTED]
Sent: Thursday, April 14, 2016 5:41 AM
To: BRCAC (ECN)
Subject: Balboa project

Hi there,

Was at the meeting last night at City college.

There was no one to say anything about safe bike routes/bike infrastructure improvements when the TDM was proposed. The main concerns were how much parking is going to be built by the new facility being built (wasn't sure what it was), and the capacity issues of muni. I was surprised no one talked about biking as an alternative (there was one that talked about a bike barn in a parking garage = "green" parking is what she called it).

Biking will solve issues of looking for parking. And will be an alternative to people who are taking public transit to bike instead. There was a person that spoke on behalf of uber (ugh!!). He mentioned that uber will prosper in a community that will require less parking because residents and school users will know how hard it is to get parking. But this will not solve traffic congestion. This will not solve VMT for the greater Bay Area. VMT will just go to other cities. There are horror stories of Stockton/Fresno residents cruising around SF to be an uber driver. Horrible.

Separated bicycle routes will encourage biking to the campus and around the community. And the bike share program will also serve this district. So how is this project going to make sure the safety of the people using bikeshare?

I wanted to talk, honestly. But I am not a balboa resident, nor do I go to balboa area for anything. I had passed by it going from sfsu to south of vanness. It was a horrible ride. Definitely needs to be addressed if we want the city to grow as a ped/bike friendly environment.

Just wanted to give you some updates of how he meeting went in my perspective. I don't think the main speakers really represented the bicycle community. Almost all concerns was parking. I think someone who is knowledgeable and knows the area should step in and speak on safer bike routes going into this project development.

Thanks!
Christy.

Ps. Didn't proof read my email. Sorry for any grammar issues. :)

Sent from my iPhone