

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

**DOCUMENTS RECEIVED FROM
PUBLIC DURING
5/09/16 REGULAR MEETING**

AND

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

Period: 4/15/16 – 5/09/16

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CITY & COUNTY OF SAN FRANCISCO**

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5/09/16 REGULAR MEETING**

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

Monday, May 9, 2016

6:15 PM

Regular Meeting

Those Who Do Not Learn From History Are Doomed To Repeat It

In 1988, the voters of San Francisco voted NO to a Proposition L which stated:

"Shall the City adopt policies for development of the Balboa Reservoir site, and sell the south basin for construction of 203 single family houses, and a public park and childcare center paid for by the developer?"

After a resounding NO vote, the then Mayor, Art Agnos, was quoted by then College Chancellor Hilary Hsu as saying to him: He (the Mayor) indicates that housing at the site is out because the "voters have decided."

An op-ed was **written in 1988** by California historian and State Librarian, Kevin Starr. Dr. Starr opposed the building of housing on the reservoir. Even then land for the campus was inadequate for the needs of the college. Note that throughout the editorial, the words "current Mayor's plans for housing in the Balboa Reservoir" can be substituted for "Proposition L": **Dr. Starr's comments are as true today as they were 27 years ago!!** How can the current Mayor, Ed Lee, legally negate a previous vote of the people?

"Incredibly, they are trying to do it for the third time ---- trying to give away the future of City College of San Francisco. This scam has been on the ballot twice before, in June 1986 and June 1987. Now it is back again this time as Proposition L.

As a San Franciscan, an educator, and the parent of a City College student, I am thoroughly opposed to Proposition L.

If passed, Proposition L would literally destroy the ability of City College of San Francisco to continue to serve the educational needs of the aspiring young people of our community.

No responsible city should willingly forfeit the educational future of young people merely to create a minimum amount of housing which belongs elsewhere. As a San Franciscan, I am aware of the housing needs of our city. But it seems a very cynical thing to me to pick on City College of San Francisco in the belief that it is a vulnerable institution. If passed, Proposition L would forever take away from City College the chance to build what it most needs. Proposition L tells the students and teachers of City College that they must forever remain second-class citizens in a city that has turned its back on them.

City College of San Francisco is a remarkable place. For more than 50 years City College of San Francisco has been keeping alive the dream of a better life, a better future, for generations of aspiring San Franciscans. City College of San Francisco is truly a symbol of hope in an embattled, increasingly restrictive and elitist society. You do not have to be born in this country. You do not have to have been a straight A student in high school. All you need is hope and discipline, and City College takes you in and gives you the tools to realize your dreams.

As glorious as is this mission, City College of San Francisco has problems. Its biggest problem is a lack of space. Its 56 acre campus was intended for only 3,000 students. Now more than 25,000 students come to City College. The entire City College plant needs expansion and overhaul if City College is to continue to fulfill its vital role.

Proposition L threatens to condemn City College permanently to a third class existence. Now, because of politics, because of deals cut in the mayor's office, this giveaway -----so destructive of the one institution of higher education in the city that is open to everyone -- --comes before the voters for the third time.

I am voting NO on Proposition L because I believe in City College and the young people of San Francisco. I have personally experienced through my daughter the educational excellence and the caring environment of City College. Proposition L is a testimony to politics and greed. City College of San Francisco is a testimony to the hope that comes through education. This June I am voting for the young people of our city. I am voting to keep alive the hope for a better life that has animated City College for over a half century.”

Kevin Starr

SPEECH WRITTEN FOR NEIGHBORS

The following argument appears in the San Francisco's voters' handbook:

Imagine that, when you try to park near your house, you have to compete with traffic caused by 27,000 students attending one of the world's most crowded community colleges just down the street. You also have to compete with commuters who want to park near a BART station also just down the street. Within four blocks of this college and BART station are three high schools, six bus lines, two streetcar lines, a freeway entrance and exit, and a neighborhood shopping center. Traffic is a mess and parking is impossible.

Now imagine that the entire city block across the street from that overcrowded college has been declared surplus by the Water Department. City Hall decides to sell that land, for a ridiculously low price, to a developer who is going to plop down two hundred wall-to-wall houses. The City ignores the traffic problems, ignores the wishes of nearby residents, ignores the needs of tens of thousands of students, all to provide subsidized housing for a couple hundred middle and upper income people.

Then imagine that the voters actually say NO to this ridiculous scheme and City Hall turns around and comes back a year later with exactly the same plan, adding only a policy statement that they shouldn't do in the future what they shouldn't do this time.

You'd probably be upset.

I would guess that most people here tonight are upset! You don't have to imagine that nightmare I've just read. YOU live it.

When traffic and parking studies were done two years ago in connection with this proposed housing project, results showed parking in the surrounding neighborhoods at 105% capacity (numbers above 100% capacity indicate illegal parking) and traffic was barely one code letter removed from total grid-lock. When these figures were reported to the planning Commission, Commissioners said that an additional 200 homes wouldn't make much of a statistical difference and therefore no further environmental impact studies were necessary. They laughed when they said this. I heard them.

A Mayor's Office of Housing memo dated March 23, 1984, reported "According to the Water Department, the northern parcel will be required for future reservoir use." Have there been any studies about the effect of displacing another 900 parked cars an hour into your neighborhoods when this happens?

Of course not.

Along with the traffic & parking in your neighborhoods, you are no doubt also aware of the potential for real danger and tragedy in both our area of San Francisco and the city as a whole if we do not store enough water for personal use and for fire protection. How many droughts will it take before our elected officials acknowledge their primary responsibility to protect this city?

After San Francisco voters voted last June to keep the South Reservoir zoned for public use, a series of monthly meetings were held at City College attended by those public entities involved in deciding the best use of the reservoirs. During the July meeting, Capt. Morris of the Fire Dept, representing Chief Phipps, stated that the Fire Dept. wants both basins in reserve for emergency water storage. This was consistent with a similar position stated by the Fire Dept. and Fire Commission in a series of San Francisco Progress articles printed just after the June 1986 election. (*See hand-out sheets)

During the Sept. Balboa Master Plan Coalition meeting, Jim Cooney, head of the San Francisco Water Department announced that his department was about to ask the PUC to rescind the surplus designation of the South Basin because of the concern about a possible drought and about problems with HETCH HETCHY. When asked if he thought the Mayor's Office of Housing would try again to get the land, he said "I hope not because water storage is so important to the city."

Unfortunately, at the next meeting he reported that the housing developer was indeed going to ask the new mayor to reopen the housing proposal for the reservoir even though he, the developer, knew of a letter written by Supervisor Walker stating that some of the Supervisors said the surplus declaration may have been premature. The Progress article stated: "Has San Francisco traded future fire protection for housing?" City Hall sure is trying to!!

Who gains from this drive to gridlock your neighborhood and endanger the safety of the City? Developers, of course, because such projects do generate quite a bit of profit especially when the land is given away almost for free. Also for a short period of time, there would be some construction jobs.

The Mayor would be happy because he could finally start doing "my book", and 122 families would certainly enjoy paying below market rate for a house in San Francisco, although the proposed mortgage rate of \$1,100 a month for 61 of those homes might temper that joy a bit. Who loses? You, of course the neighborhoods who will have a terrible increase in congestion problems; the City, which in addition to the water safety hazard will have to pay for almost \$800,000 worth of annual services to the 200 families being added to the San Francisco population; and last, but certainly not least, City College, San Francisco's only community college, will be doomed to a future of a continuous lack of a comprehensive campus.

The bitter irony is that such a campus did exist for the College on the reservoir sites from 1946 to 1956. (See photograph of the West Campus) In the various leases which gave the college the rights to the land and facilities, the U.S. Government donated the following, (no strings attached!):

Auditorium facilities, Administrative facilities, Student counseling office facilities, classroom facilities, Staff office facilities, Students' lounge facilities, Cafeteria facilities, Veterans' administration office facilities, Study hall facilities, Storage facilities, Power plant facilities and Maintenance shop facilities, and all facilities, equipment, furnishings, fixtures, appurtenances and supplies located at or installed in the above facilities;

Everything the students really need now!

The true history of the West Campus stands in stark contrast to one of the official pro L voters' handbook assertions: *HERE IS WHAT IT SAYS:*

This property never was the "West Campus" of the City College. Owned continuously by the City since 1919, it was briefly used during and after World War II for temporary WAVE housing and veterans education. It has otherwise been vacant.

~~REWRITE~~
Politicians who ~~practice such~~ retelling of history are not to be trusted.

Virtually every statement you hear from the pro L forces about City College is just as wrong as their denial of those ten years of its existence. Our "No on L" information sheet gives the true facts about the college's funding abilities, Local & State Board support, future planning commitments, and our rights to Both reservoirs under our current approved Master Plan. In that plan, air rights for parking above a filled South Reservoir are fully detailed. (See handout sheet) In addition, when the department of City Planning in 1969 turned down the College's request for a second campus it stated: "A further recommendation is that the college assure itself of the future use of the currently used reservoir site." Now, 20 years later, this is being called the "new proposal" of prop L. (!) Somebody needs to go back to school for some history lessons.

Two other fascinating facts are found in the College archives: Student housing was a big issue for returning WWII veterans and 200 units of such homes occupy many pages of concern and controversy in the files, except that these houses were on the East side of Phelan Ave and had to be removed to make room for college facilities when the west campus was demolished. It would seem that 200 ~~of some kind of~~ housing ghosts continue to haunt the college.

It is also interesting to find that the East Campus is located on land belonging originally to Parks and Recreation. The College was allowed use provided that as much open space as possible be maintained.. We were expected to be an "educational park", and we promised the surrounding neighborhoods that the campus would be an open campus for their use as much as possible.

Again, how ironic that the development proposed by Prop. L includes a mini-park while at the same time forcing City College to close off our open spaces, and thus diminish our promises to Park-Rec and the neighborhoods.

(See college map)

Despite our needs and indeed our mandate from the State to bring college facilities up to comprehensive campus standards, we recognize the needs and mandates of the water and fire departments as well and consider a continuation of our air rights over filled reservoirs as the most appropriate plan. The future of both reservoir sites belongs to public, not private interests. As citizens of San Francisco you should vote no to this very tiny housing project in favor of the larger issues of public safety and public education.

BALBOA
RESERVOIR
RECREATION
PARK

BALBOA RESERVOIR RECREATION PARK

PARKING

Presently 1783 spaces, excluding street parking (451). The Performing Arts Center will take away an additional 357 spaces, leaving 1426 spaces until the PUC land is sold/used.

The Balboa Reservoir Recreation/Park, at 17.5 acres, creates 2,222 parking spaces. At \$60 per sq. ft. and a 343 sq. ft. space, the total garage cost is approximately \$45,735,000.00 - including excavation, most of which is done.

PARK

The park will include:

- The largest children's playground in SF
- The largest senior and disabled therapeutic, recreation, and inclusion park
- 21-station exercise park
- Over 300 species in "nature-guided" path
- 7 large pedestrian pathways/entries (ADA compatible) – including an entry from the mini-park behind the Ingleside Library
- Band shell

VALUE TO PUC AND SAN FRANCISCO CITIZENS

- Land will be retained by citizens of San Francisco
- Lease/rents will be paid to the SFPUC
- Privately developed and maintained

PROPOSAL

Parking Structure:

- USE BY CCSF during classes (parking for students; use for CCSF motorcycle training, etc. – all indoors)
- Farmer's Market
- Craft and Art Shows; Antique Fair
- Robot competitions
- Balboa Park BART parking (driverless electric shuttle every 15 minutes for BART riders and students)
- Driverless car barn
- Community business parking; community household parking

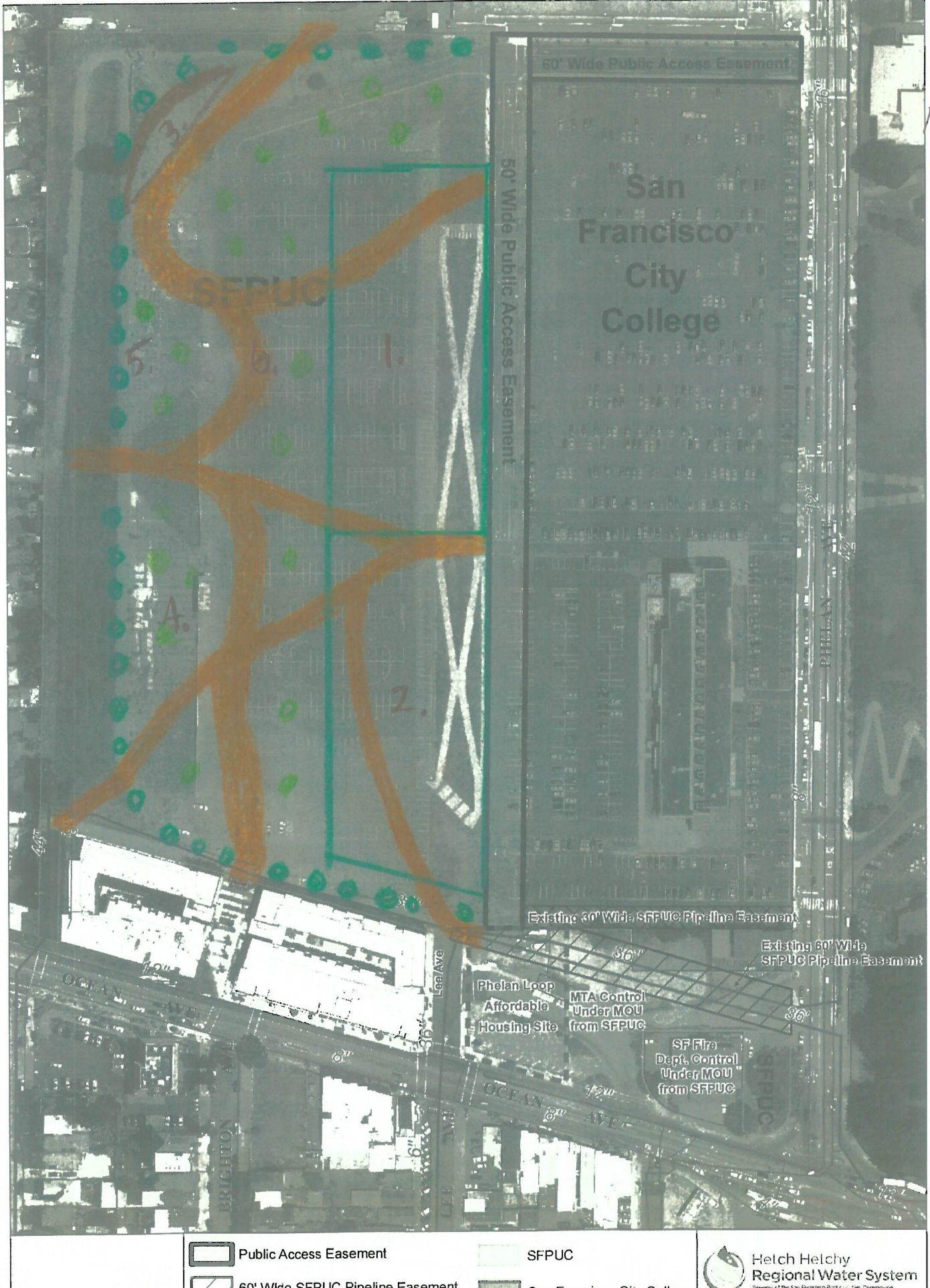
VALUE TO COMMUNITY

- Retention of ownership of Balboa Reservoir by citizens of San Francisco
- Supports CCSF; honors historic agreement re: parking for CCSF
- Non-visible two-story parking facility designed for one-level parking, when special use events are on the second, taller level
- Largest park above parking in US, outside of Chicago
- Largest children's playground in San Francisco
- Largest senior and disabled park in San Francisco
- Band shell: weddings, graduations, classes, performances, rallies

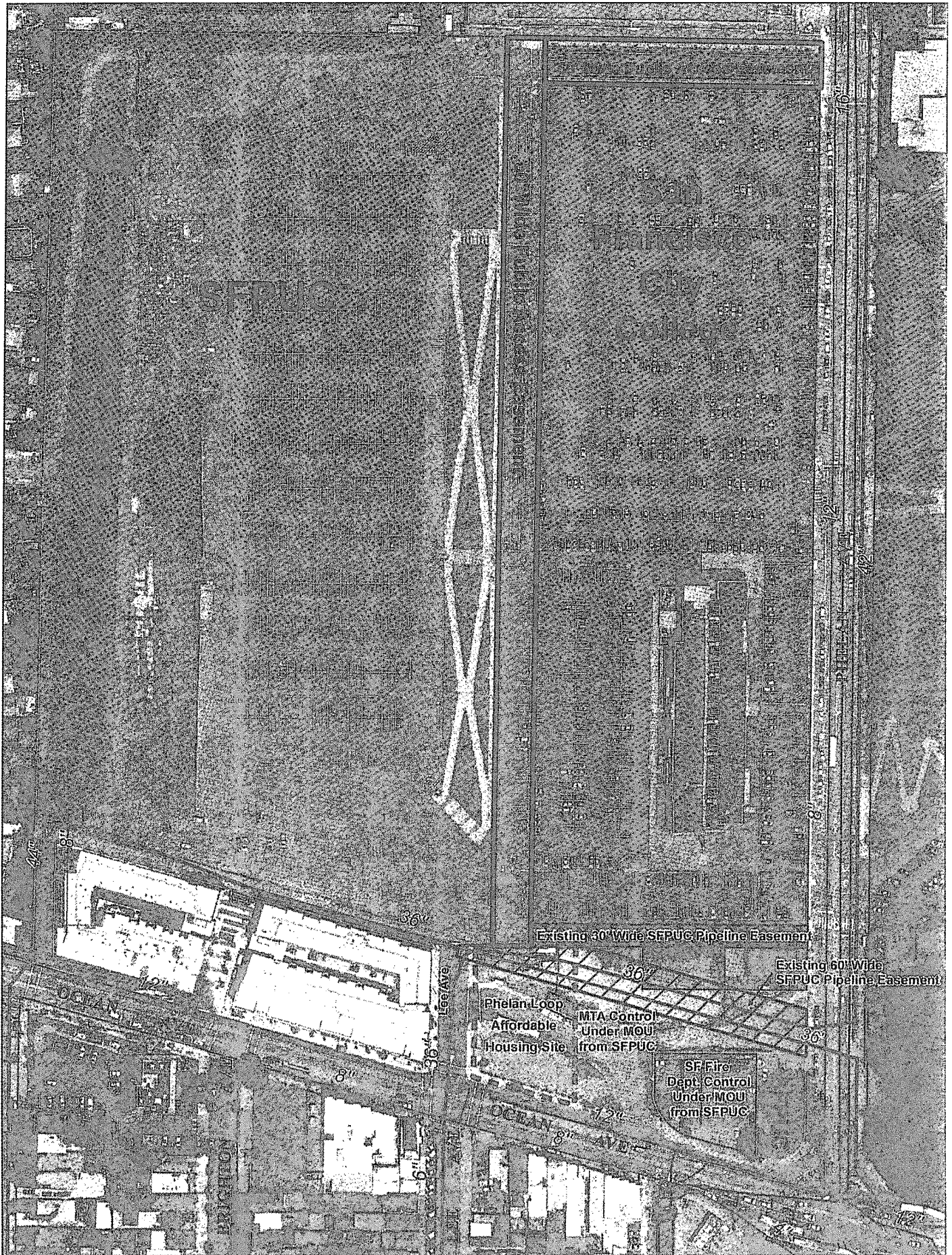
VALUE TO THE SFPUC



- Land ownership retained by SFPUC
- Income from rents/leases
- Indoor advertising proceeds

6.
7-ADA
ped.
oaths



please draw your own park



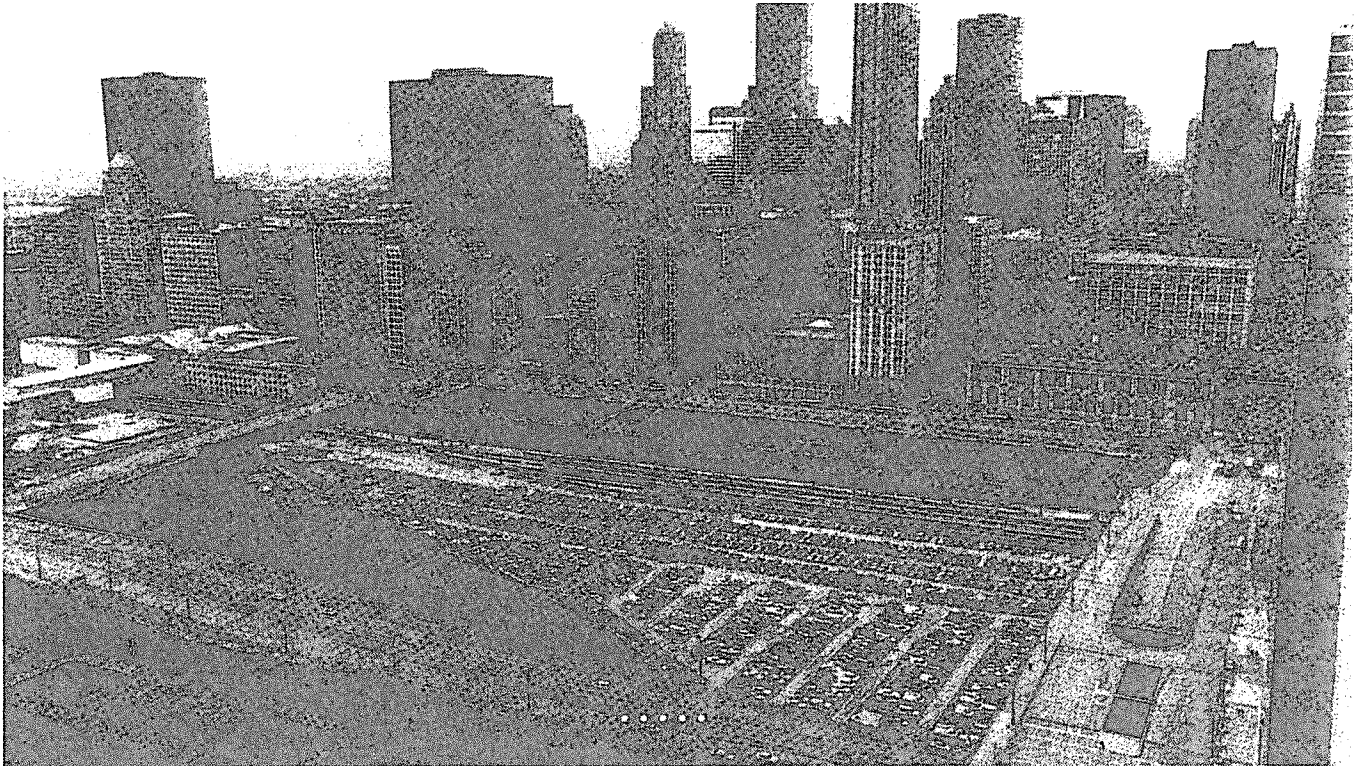
- | | |
|--|--|
|  Public Access Easement |  SFPUC |
|  60' Wide SFPUC Pipeline Easement |  San Francisco City College |

MILLENNIUM PARK MASTER PLAN

TRANSLATE

PHOTOS

SHARE:



The project revitalized a blighted downtown site and marked the completion of Daniel Burnham's 100-year vision for the area. Photo © Peter Berreras

Constructed above a warren of bus lanes, parking garages, and a rail yard, the 17-acre Millennium Park can be considered the world's largest roof garden. The park, which opened to the public in 2004, revitalized a blighted downtown site and marked the completion of Daniel Burnham's 100-year vision for the area.

SOM designed the park's master plan, which recalls Beaux Arts-style public spaces through its central promenade, great lawn, and monumental limestone peristyle. At the same time, many of Millennium Park's features — Frank Gehry's stainless-steel bandshell, Jaume Plensa's Interactive video installation and fountain, and Anish Kapoor's captivating *Cloud Gate* sculpture — create a decidedly contemporary feel.

SOM's comprehensive plan, completed in 2002, also addressed pragmatic concerns. Below the great lawn, two new levels of parking were built, bus stops were added, and rail stations were renovated and expanded. These three systems of transit converge in an efficient, multi-modal center that has reduced traffic congestion.

MILLENNIUM PARK, CHICAGO

25 acres, 4000 parking spaces
Multi-Modal Transit Center

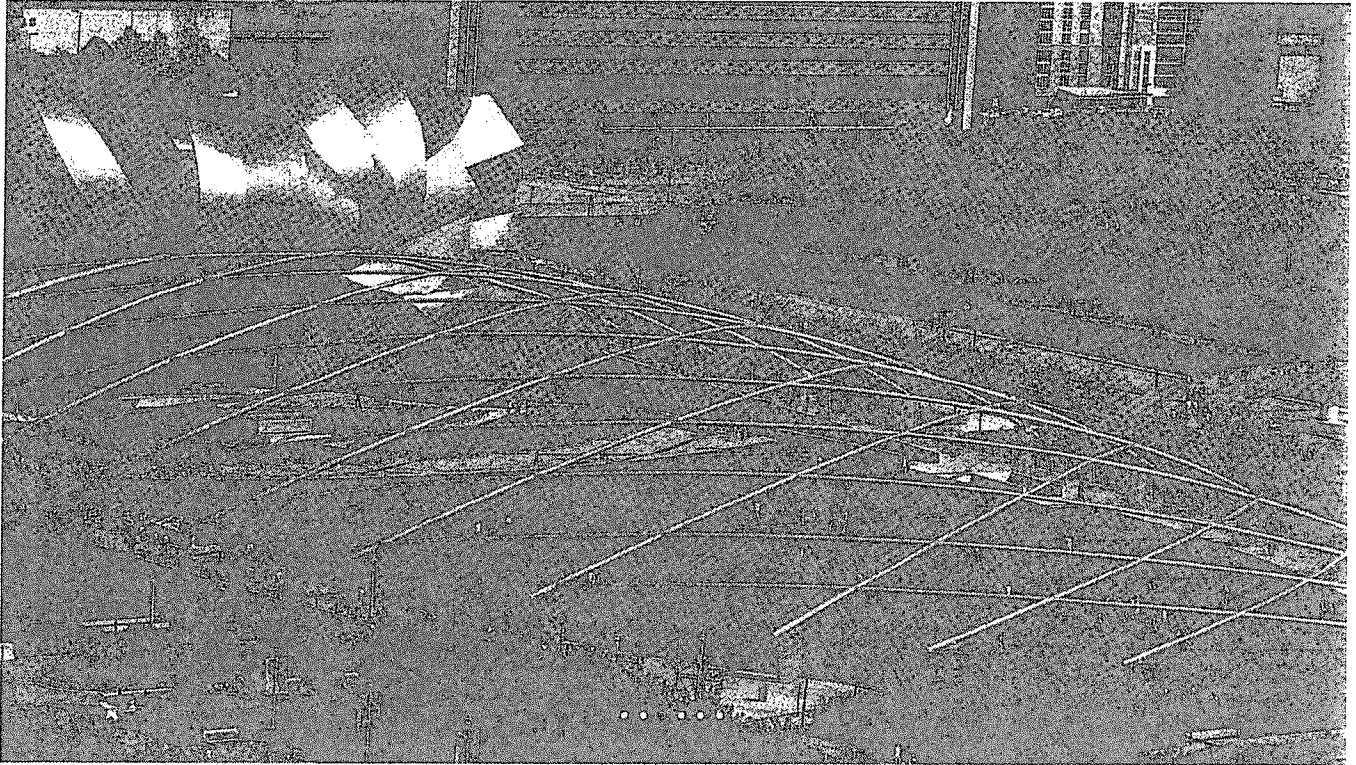
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MILLENNIUM PARK MASTER PLAN

TRANSLATE

PHOTOS

SHARE:



Working with Frank Gehry, the firm engineered two of the Park's most famous landmarks: the Jay Pritzker Pavilion and BP Pedestrian Bridge. Photo © Peter Berreras

Constructed above a warren of bus lanes, parking garages, and a rail yard, the 17-acre Millennium Park can be considered the world's largest roof garden. The park, which opened to the public in 2004, revitalized a blighted downtown site and marked the completion of Daniel Burnham's 100-year vision for the area.

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MILLENNIUM PARK, CHICAGO

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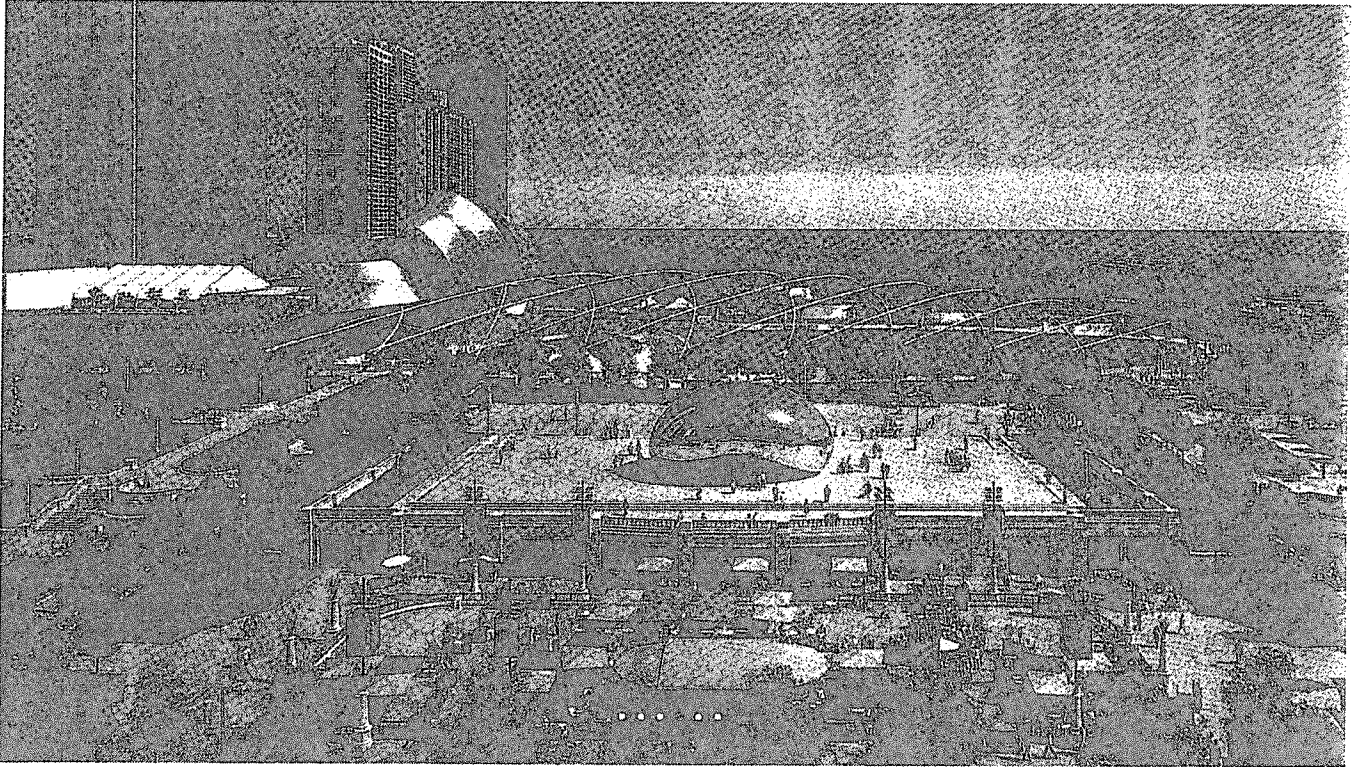
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MILLENNIUM PARK MASTER PLAN

TRANSLATE

PHOTOS

SHARE:



An estimated 2.5 million people visit the park each year, making it one of Chicago's most successful tourist attractions. Photo © James Steinkamp

Constructed above a warren of bus lanes, parking garages, and a rail yard, the 17-acre Millennium Park can be considered the world's largest roof garden. The park, which opened to the public in 2004, revitalized a blighted downtown site and marked the completion of Daniel Burnham's 100-year vision for the area.

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MILLENNIUM PARK, CHICAGO

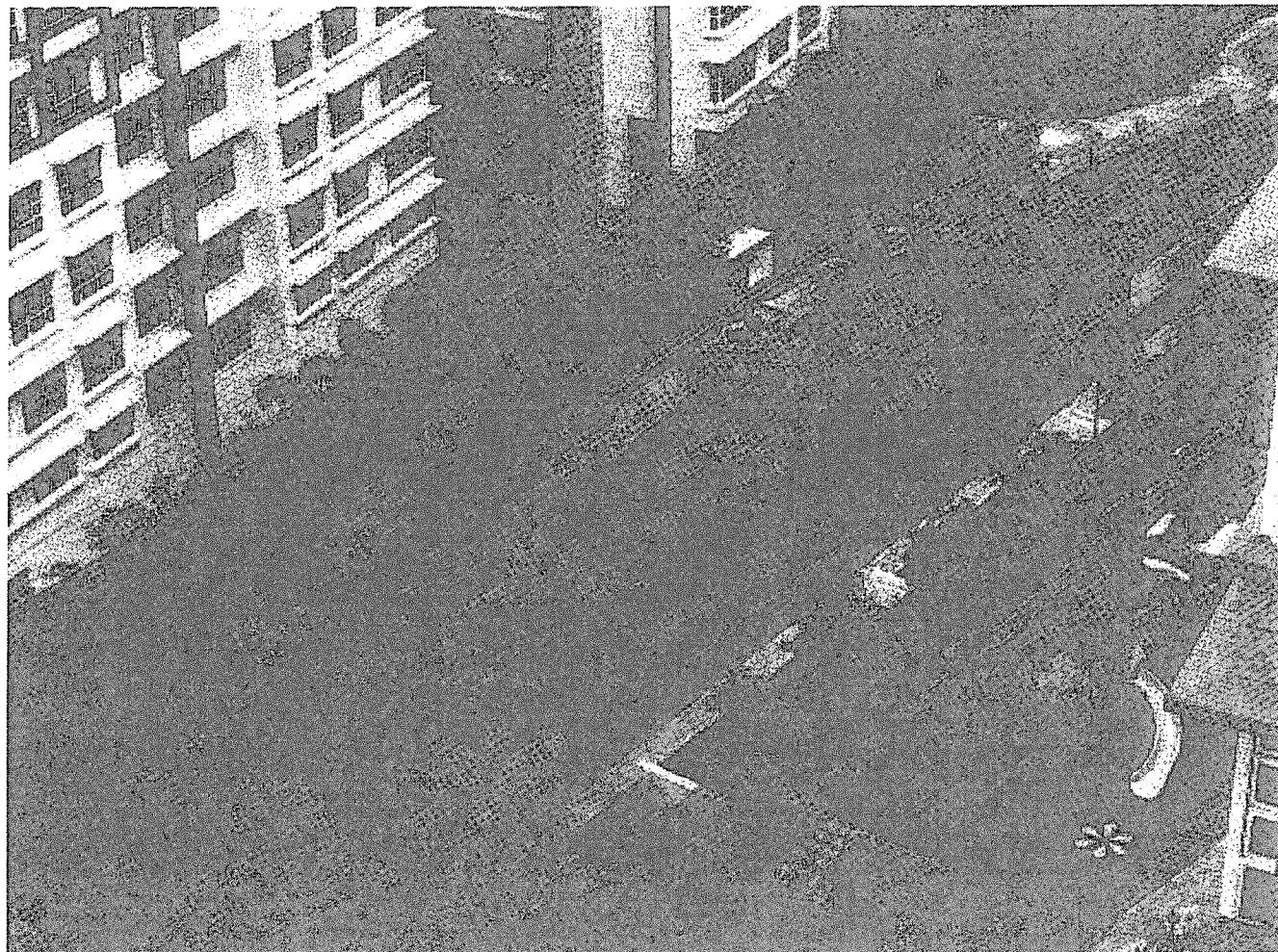
News

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See Also...



KAISER CENTER, OAKLAND



PUNGGOL GARAGE, SINGAPORE

We learned in the presentation with Jeff from Nygaard how complicated the transportation/parking mix can be. City College, an important institution for the region, will be significantly impacted by the RFP choices. Therefore, I think it is very important to ensure we have good empirical data on student transit and parking use. Numbers can change, but I do not see how an RFP can be completed in good faith without understanding the demographics of those currently using our streets and the adjacent parking lots and the reasons they drive and park.

Our taxpayer dollars are being used for a Transportation Demand Management (TDM) study. If inaccurate assumptions are incorporated into the RFP before the TDM plan is complete, a significant amount of resources will have been wasted. We can't know all the assumptions we are making without empirical data. One assumption we might make is that the population for new housing development will be made up of millennials who don't drive. But needs change. We don't know if millennials will find they need to drive when they have children or elderly parents move in with them. People are living ever longer so baby boomers, GenXers and GenYers may move into these housing units and stay a very long time. At this point, we don't know who will be housed. A second assumption is that neighborhoods will want or be pushed to adopt the Residential Permit Program (RPP). RPPs have been suggested in Sunnyside in the past. However, there are many multi-person households that are adamantly against it. And there are multiple small businesses made up of people who fix automotive vehicles and park those vehicles on the street. This is their means of income, and they will oppose a program which would require them to buy many permits each year. What works in one neighborhood may not work in another.

There will be an enormous impact on students and adjacent neighborhoods if students have no alternative but to park on our streets. Students currently park on the street to avoid paying for parking in the CCSF lots; will new residents do the same? We need to understand the transit and parking needs of City College students as well as the neighborhoods to provide a solid base for understanding how much more City College and the area can bear. We look forward to

seeing the results of the TDM and request that you hold off on completing the RFP until the TDM results can be considered.

City College is too valuable an institution to be treated lightly. The CCSF Master Plan needs information from the TDM. Coordinating with CCSF is not likely to provide a meaningful RFP before study results are available on the topic that will impact City College the most.

The new Principle 3(Parameter e): I support this parameter encouraging everyone from CCSF to utilize non-single occupant vehicle modes of transit. However, missing from this parameter is non-polluting vehicles. Encouraging shared cars that pollute will not take care of the increase in pollution we can expect from a denser population. Electric vehicles are easier and less expensive to maintain than vehicles with combustion engines. And leases and second generation EV prices are very competitive. Please add “clean-energy”, “non-polluting” or “electric vehicles” when discussing encouraging non-single occupant vehicles.

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

Period: 4/15/16 – 5/09/16

Wong, Phillip (ECN)

From: Janice Li [REDACTED]
Sent: Tuesday, April 19, 2016 2:29 PM
To: BRCAC (ECN)
Cc: Lesk, Emily (ECN); Shaw, Jeremy (CPC)
Subject: Fwd: Draft Transportation Parameters - SUPPORT

To members of the Balboa Reservoir Community Advisory Committee,

First, I want to thank you for your service on the CAC. It is not an easy task that's been handed to you, and I deeply appreciate the diligence and care you've all put in to ensure this public process moves forward.

I'm writing to you today regarding the draft transportation parameters on behalf of the San Francisco Bicycle Coalition, representing our over-10,000 members who support our work and mission of promoting the bicycle for everyday transportation.

While the parameters are being developed specifically for the site at Balboa Reservoir, we realize what an important opportunity there is to improve transportation for everyone who passes through here, whether you're a bike rider heading to the Excelsior, a student at City College arriving by Muni, a local resident who uses BART to go to work downtown or otherwise. The current draft parameters take advantage of that opportunity, and we strongly urge the BRCAC to approve them.

As the goal of this site is to provide affordable housing for San Franciscans, the transportation options provided must also be affordable. It's important that the draft parameters give benefits to those who take transit, bike or walk to get around, which is reflected in Principle #2.

Furthermore, the streets surrounding the site are some of the city's most dangerous -- both Ocean Avenue and Geneva Avenue are on the city's High-Injury Network for biking and walking, which represents a small percentage of streets where the overwhelming majority of crashes occur resulting in serious injuries or fatalities. There is a critical need to ensure development along these corridors are bike-friendly, walkable and connect to the major transit hub at Balboa Park Station. The four draft principles do just that, and furthermore, we're encouraged to see such strong support for biking throughout the parameters but particularly outlined in #2d. In addition to a north-south bike route through the site, we think that there is also ample opportunity to provide an east-west bike route as well to parallel Ocean Avenue.

In addition, we're pleased to see #1d, which would create an alternative to crossing Ocean at Phelan via the Lee Avenue connection. This project had been funded and was in the works but stalled indefinitely.

We hope that the BRCAC takes a significant step forward and ultimately approves these draft parameters, upholding our city's transit-first policy and Vision Zero, the citywide initiative to end all serious injuries and fatalities on our streets. We look forward to engaging throughout this process and continuing to find ways that affordable housing intersects with well-designed, safe and inviting transportation infrastructure.

Best regards,
Janice Li

--

Janice Li

[\(415\) 431-2453 x302](tel:(415)431-2453x302)

Advocacy Director

San Francisco Bicycle Coalition

Promoting the Bicycle for Everyday Transportation

[1720 Market St.](#)

San Francisco, CA 94102



Wong, Phillip (ECN)

From: [REDACTED]
Sent: Wednesday, April 20, 2016 8:40 PM
To: BRCAC (ECN); SNA Brick; Wpa Balboa. Reservoir; Save CCSF Coalition; Rich, Ken (ECN); Martin, Michael (ECN); Exline, Susan (CPC); Lesk, Emily (ECN); Shaw, Jeremy (CPC); Russell, Rosanna (PUC); CCHO--fernando; PODER; Iwata, Ryan (PUC); Tracy Zhu; Hood, Donna (PUC)
Cc: R. Mandelman; Susan Lamb; Yee, Norman (BOS); Low, Jen (BOS); Mormino, Matthias (BOS)
Subject: Inappropriate influence on internal CCSF processes

BRCAC, PUC CAC, OEWD, Planning Dept, PUC--

There are indications that City Staff has been inappropriately participating in internal CCSF processes regarding the SFCCD Facilities Master Plan. This, while at the same time, CCSF and neighborhood stakeholders have been allowed only token input and token participation in the Reservoir Project.

The following Written Comment has been submitted to SFCCD Board of Trustees and Administration:

WRITTEN COMMENT FOR 4/21/2016 BOT MEETING: AGENDA ITEM IV: NOT ON AGENDA—Balboa Reservoir

CCSF MISSION STATEMENT

The CCSF Mission Statement states: "City College of San Francisco belongs to the community and continually strives to provide an accessible, affordable, and high quality education to all its students."

Being primarily a commuter school, the use of public transit, biking and walking is to be encouraged. On the other hand, parking for CCSF students, faculty and staff needs to be maintained, as well. Many of our students have to juggle school, work and family responsibilities within a constrained time frame. For those who are not members of the leisure class, travel by public transit/biking/walking may not be realistic alternatives.

ACCREDITATION STANDARD III.B PHYSICAL RESOURCES

Accreditation Standards III.B.1 and III.B.2 requires that "The institution assures...sufficient physical resources [that are] maintained to assure access..." and "maintains, or replaces its physical resources...to support its programs...and achieve its mission."

In order to provide accessible education to all its students, CCSF needs to preserve student parking.

ACCREDITATION STANDARD IV.C GOVERNING BOARD

Accreditation Standard IV.C.4 states: "The governing board is an independent, policy-making body that reflects the public interest in the institution's educational quality. It advocates for and defends the institution and protects it from undue influence or political pressure."

It appears that the Mayor's Office and Planning Department promotion of the Balboa Reservoir Project has placed undue influence and political pressure on SFCCD to accede to the Reservoir Project's plans at the expense of student access to affordable, high-quality education.

When I saw City Staff's 12/4/2015 Principles and Parameters for CCSF, I was struck by this parameter:

Principle #3: Work with City College and its master planning consultants to ensure that the Balboa Reservoir site plan and City College's forthcoming new Master Plan are well coordinated and complementary.

Draft Parameters: a. Participate actively in City College's master planning process as a key stakeholder.

I was struck by the arrogance of the idea the City Team felt it had the right to “participate actively...as a key stakeholder” in what CCSF does. Yet, on the other hand, the City Team has ignored and sidestepped substantive concerns about the Reservoir Project’s adverse impact on CCSF and neighborhood stakeholders.

The CAC process has shown to us, as ordinary citizens, that the City Team is dictating the terms of engagement to CCSF and neighborhood stakeholders

INDICATIONS OF UNDUE INFLUENCE

1. The City Team (OEWD, Planning) had been meeting secretly with SFCCD Administrative staff. Despite Trustee Davila being a member of the Reservoir CAC, she was not told about the secret meetings;
2. Discredited ex-Chancellor Tyler was put in charge of the the TDM for CCSF. Ex-Chancellor Tyler had no expertise on transportation issues. This would have allowed the City Team to give an official SFCCD imprimatur for OEWD/Planning’s deficient plan for transportation “solutions” to the elimination of student parking (not to mention the insufficient parking for its 500 housing units);
3. A scoring session for the Facilities Master Plan RFP took place on 6/8/2015 (see attached). The purpose of the 6/8/2015 meeting was to choose a consultant for the FMP. The scoring session was a restricted meeting. Madeline Mueller, Resource member of the Capital Projects Planning Committee, was not allowed to attend.

Yet Jeremy Shaw of the Balboa Reservoir Project was allowed to attend, according to the attached document:

“Attendees were: Fred Sturner, James Rogers, Jay Field, Athena Steff and Muriel Parenteau. Jeremy Shaw from the San Francisco Planning Department attended as an observer but did not participate in the scoring.”

It was inappropriate for Jeremy Shaw to have been there because his interests are substantially in conflict with CCSF stakeholder interests.

BOT and Administration need to comply with Accreditation Standard IV.C.4 by “advocat[ing] for and defend[ing] the institution and protect it from undue influence or political pressure” from Mayor’s Office/Planning Dept.

BOT needs to adopt broad a broad policy statement to guide the Administration in protecting CCSF interests against inappropriate external influence. Here are some ideas (that I’ve submitted before) you might want to work with:

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

Submitted by:

Alvin Ja, community member

Wong, Phillip (ECN)

From: [REDACTED]
Sent: Sunday, April 24, 2016 9:18 AM
To: Rich, Ken (ECN); Martin, Michael (ECN); Lesk, Emily (ECN); Kelley, Gil (CPC); Rahaim, John (CPC); Exline, Susan (CPC); Shaw, Jeremy (CPC); Jones, Sarah (CPC); Carlin, Michael (PUC); Russell, Rosanna (PUC); BRCAC (ECN)
Cc: SNA Brick; Wpa Balboa. Reservoir; Save CCSF Coalition; Low, Jen (BOS); Yee, Norman (BOS); Yee, (BOS); Ronald Gerhard; Steve Bruckman; Marian Lam; Andrew Chandler; Gary Moon; Phil Newsom; R. Mandelman; Thea Selby; Amy Bacharach; Alex Randolph; Steve Ngo; John Rizzo; Brigitte Davila; Bouchra Simmons; Iwata, Ryan (PUC); Tracy Zhu; Keith Tanner; CCHO--fernando; PODER; pmery@ccsf.edu
Subject: Balboa Reservoir Project's relationship to CCSF
Attachments: THE ROAD TO THE BALBOA RESERVOIR PROJECT--FATAL FLAWS.pdf

OEWD, Planning, PUC staff:

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

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

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

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

1. AECOM misinterpreted the Balboa Station Area Plan/Final EIR as having determined that Reservoir housing would have no significant environmental impact;
2. In a 9/4/2014 communication to AECOM, the Planning Dept told the AECOM Transportation Analyst not to assess parking impacts of the Reservoir Project on the surrounding area:

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Schools

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

Recreation

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

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

¹⁵ San Francisco Unified School District website, <http://orb.sfusd.edu/profile/pf1-100.htm>, accessed July 5, 2006.

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

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

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

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

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

The AECOM Study states:

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

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

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

CALL FOR RESET

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

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

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

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

Submitted by:

Alvin Ja

Sunnyside resident, CCSF lifelong learning student

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

(revised 4/23/2016)

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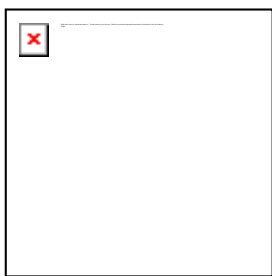
Sunnyside resident

Wong, Phillip (ECN)

From: [REDACTED]
Sent: Tuesday, April 26, 2016 8:03 AM
To: fmp@ccsf.edu; Ronald Gerhard; Marian Lam; Andrew Chandler; Gary Moon; Phil Newsom; jjah@ccsf.edu; rchavez@ccsf.edu; Muriel Parenteau; edelacor@ccsf.edu; jkelly@ccsf.edu; asteff@ccsf.edu; jrogers@ccsf.edu; jfield@ccsf.edu; taranas@ccsf.edu; spugh@ccsf.edu; Steven Brown; Madeline Mueller; pmary@ccsf.edu; Lillian Marrujo-Duck; Samuel Santos; jtumlin@nelsonnygaard.com; BRCAC (ECN); Rich, Ken (ECN); Martin, Michael (ECN); Lesk, Emily (ECN); Exline, Susan (CPC); Shaw, Jeremy (CPC); Russell, Rosanna (PUC)
Cc: SNA Brick; Wpa Balboa. Reservoir; Save CCSF Coalition
Subject: BR Project's Relationship with CCSF: October 2015 issue of Guardsman

FMP Workgroup, tBP, Nelson Nygaard, BR CAC. City Team:

This is from the 10/2015 issue of the student newspaper [The Guardsman | Have Your Say: What should happen to the Balboa Reservoir?](#):



The Guardsman | Have Your Say: What should happen to ...

Reporting by Rita Berrios Photos by Bridgid Skiba
Sarena Williams-Ruiz Undecided "I think that it is convenient for the students that come here because it is really...

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Have Your Say: What should happen to the Balboa Reservoir?

Reporting by Rita Berrios

Photos by Bridgid Skiba



Sarena Williams-Ruiz

Undecided

"I think that it is convenient for the students that come here because it is really hard to find parking around here."



Nathalie Guillen

Undecided

"I think the way it is now is perfectly fine given the amount of students that City College has, it is necessary for people that come from all part of the city or outside of the city to be able to drive here and for them to be accessible for everybody, and for disable people. And if we restrict that space even more, it is going to hinder our possibility for more students."



Makhmud Islamov

Business administration and management

"Whatever decision is going to be made, definitely is an interest that City College students should be taking into consideration. I am sure that City and the City College governing body will look at all the points of this issue and will come up with an optimal solution."



Yannee Buorn

Radiology

"I think it should be left as a parking lot because parking is expensive all over SF, it would very helpful to leave it as a parking lot."



John Graves

Communication

"As a student I think that for people that are coming in using the space for sports or art will encourage high school student to come to this college, for example a rock climbing wall."

MAY 6, 2016

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POSTED ON [OCTOBER 10, 2015 \(HTTP://THEGUARDSMAN.COM/HAVE-YOUR-SAY-WHAT-SHOULD-HAPPEN-TO-THE-BALBOA-RESERVOIR/\)](http://theguardsmen.com/have-your-say-what-should-happen-to-the-balboa-reservoir/) BY [THE GUARDSMAN \(HTTP://THEGUARDSMAN.COM/AUTHOR/ONLINEADMIN1/\)](http://theguardsmen.com/author/onlineadmin1/)

Have Your Say: What should happen to the Balboa Reservoir?

Reporting by Rita Berrios

Photos by Bridgid Skiba

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Sarena Williams-Ruiz

Undecided

“I think that it is convenient for the students that come here because it is really hard to find parking around here.”



<http://theguardsgman.com/wp-content/uploads/2015/10/HaveYourSay-RGB-5171.jpg>

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“I think it should be left as a parking lot because parking is expensive all over SF, it would very helpful to leave it as a parking lot.”



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Wong, Phillip (ECN)

From: ajahjah@att.net
Sent: Tuesday, April 26, 2016 8:20 AM
To: jtumlin@nelsonnygaard.com; Exline, Susan (CPC); Shaw, Jeremy (CPC); Martin, Michael (ECN); Lesk, Emily (ECN)
Cc: BRCAC (ECN); SNA Brick; Wpa Balboa. Reservoir; fmp@ccsf.edu
Subject: Fw: deficiency in draft FMP Survey: draft omits subject of parking

Here are some comments on tBP's Architecture's draft CCSF Facilities Master Plan Survey, to which I assume your offices had made substantial contributions.

--aj

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

Vice Chancellor Gerhard, Associate Vice Chancellor Lam, FMP Workgroup, tBP Architecture:

1. The survey subject areas for Part I: Facilities Planning Issues omits the issue of parking. Parking needs to be addressed because the Balboa Reservoir Project intends to eliminate student parking. SFCCD cannot pretend that TDM will fully solve the issue of student demand for parking. Replacement parking needs to be addressed. Please refer to my 4/19/2016 email, below.
2. For Part II: TDM, Question 17 should add as a choice: "motorcycle/scooter"
3. For Part II: TDM, Question 21 should add as choices: "23 Monterey", and "54 Felton"
4. For Part II: TDM, Question 23 should add as a choice: "efficiency of trip"
5. For Part II: TDM, Question 27 is not objectively formulated. It is a leading series of choices in which indication of "interest" will lead to the TDM consultant's conclusion that parking is an archaic/vestigial/unnecessary function.

--Alvin Ja

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

From: [REDACTED]
To: "lquan@ccsf.edu" <lquan@ccsf.edu>; Ronald Gerhard <rgerhard@ccsf.edu>; Andrew Chandler <achandle@ccsf.edu>; "mlam@ccsf.edu" <mlam@ccsf.edu>
Sent: Tuesday, April 19, 2016 9:25 PM
Subject: Reservoir Principles & Parameters counterproductive to student attendance

FMP Advisory Group, Co-Chairs Gerhard & Chandler, tBP Architecture--

Please take the following forwarded message into consideration for FMP. It was an email to Mike Martin of OEWD and the Reservoir CAC.

Please forward to all members of the FMP Working Group and to tBP.

Thanks,

Alvin Ja

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

Sent: Tuesday, December 8, 2015 5:40 PM

Subject: Re: Comment on CCSF Relationship Memo/Principles & Parameters/ Fundamental flaw

Mr.Martin--

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

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

It is because of CCSF's function as an essential and important public service that I find the idea of discouraging car use by CCSF students and staff by making parking difficult and more expensive wrong-headed. This idea constitutes more than giving students/staff "options." It's a stick or a club that will ultimately discourage people from going to school. This is a case of muddled priorities in which the balance of benefit (less cars) and harm (students not enrolling) weigh in as more harmful than beneficial.

The other effect that I've also brought up in earlier submissions is that by making parking difficult and more expensive, students will end up blocking driveways in Sunnyside. Sunnyside houses are attached 25 feet wide lots. The spaces between driveways cannot fit a regular-sized car, but students would park in these spaces anyway even when driveway curb tips were painted red by DPT. This is what used to happen on a constant and regular basis before the Reservoir was opened up for student parking. This issue of blocked driveways would not be alleviated by instituting residential permit parking, as has been suggested.

Whatever decisions are made by the BR project need to be grounded in real-life impacts and not high-minded hopes and wishes.

(And FYI. I was one who in real life practice, not just in theory, had chosen the transportation option of walking and/or riding MUNI to and from work.)

Thank you for considering these thoughts.

--Alvin Ja

Wong, Phillip (ECN)

From: [REDACTED]
Sent: Sunday, May 01, 2016 12:58 AM
To: BRCAC (ECN); Rich, Ken (ECN); Martin, Michael (ECN); Lesk, Emily (ECN); Shaw, Jeremy (CPC); Exline, Susan (CPC); Susan Lamb; Cynthia Dewar; Shaw, Linda (MYR); Ronald Gerhard; Steve Bruckman; Marian Lam; R. Mandelman; Thea Selby; Brigitte Davila; John Rizzo; Steve Ngo; Amy Bacharach; Bouchra Simmons; Alex Randolph; Russell, Rosanna (PUC); Carlin, Michael (PUC)
Cc: SNA Brick; Wpa Balboa. Reservoir; Save CCSF Coalition; Iwata, Ryan (PUC); Tracy Zhu; Wendy Aragon; Lillian Marrujo-Duck; Lisa Romano; Dana Jae; Mandy Liang; Phil Newsom; Gary Moon; jtumlin@nelsonnygaard.com; Keith Tanner
Subject: For 5/9/2016 CAC meeting: Relationship to CCSF
Attachments: --aj comment on REVISED CCSF 1-29-2016 P & P.pdf

BRCAC, City Team, SFCCD--

Attached is the revised CCSF Principles & Parameters PDF file containing my comments in sticky notes.

Here are two of the comments:

- Revised Principle 1:

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

This prior public comment has been ignored:

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

- Revised Principle 2:

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

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

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

- CCSF is the central educational, economic, and cultural focus of the neighborhood. Its interests cannot be allowed to be made secondary to BR Project.
- CCSF's educational mission makes it a target destination for students, staff, faculty. This simple fact needs to be recognized as being desirable, even if CCSF students drive to school and need parking.
- Reservoir Project must take responsibility for mitigation of its own significant cumulative impacts on CCSF, traffic and parking. The burden of mitigation should not be shifted onto CCSF and the neighborhoods.

- Current Reservoir student parking is an existing physical condition. This physical reality cannot be allowed to be effectively ignored by OEWD /Planning. Removal of student parking will have significant impact on student enrollment and attendance.
- The "solutions" to circulation, parking, congestion problems proposed by OEWD/Planning via TDM cannot be simply based on wishful thinking and "creative solutions". Conjecture and hope is not a solution for student access to education.

Submitted by:

Alvin Ja

Sunnyside resident, CCSF lifelong learning student, retired SF Municipal Railway Operator/Inspector/Instructor



To: Members of the Balboa Reservoir Community Advisory Committee




From: Emily Lesk, Office of Economic and Workforce Development

Date: January 29, 2016

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

This memorandum contains revisions to the draft Balboa Reservoir development parameters pertaining to the Balboa Reservoir project's relationship with City College. These revisions reflect feedback received from members of the public and by the CAC at the December 14, 2015 CAC meeting, as well as written feedback received by the CAC and the City. Staff expects to hear additional feedback on these revised parameters at the upcoming CAC meeting scheduled for February 8, 2016, and is prepared to make additional revisions as appropriate.

Staff has revised the parameters considerably, as indicated by the red text below. Major changes include:


- Building in a process for continued collaboration and accountability between the project and City College, even after the project has been constructed.
- Demonstrating openness to a range of parking solutions and locations. 
- Clarifying that any City College-affiliated daycare on the Balboa Reservoir site would occur only at City College's discretion.
- Ensuring that new ground-floor uses include and do not compete with existing local businesses and services.
- Relative to City College's master planning process, clarifying that the Balboa Reservoir developer should stay informed and participate as any responsible neighbor should, but that the developer's interests do not supersede others. 
- Explicitly acknowledging City College's plans to build the Performing Arts & Education Center (PAEC). 

Staff did not, however, incorporate all suggested changes. The rationale behind these difficult decisions is explained in detail in the comment/question response matrix that will be posted online as a separate document on the Balboa Reservoir CAC website. Some of the main categories of these comments, and staff's rationale, are as follows:




- **Transportation:** Certain parking and transportation suggestions fell within the scope of the City College parameters, while others can be more appropriately addressed through the transportation parameters, which will be revised following the February 8th CAC meeting.

- **Housing:** Commenters called for any City College-affiliated housing built on the Balboa Reservoir site to prioritize certain populations, such as faculty, staff, retirees, veterans, and transition-aged youth. Should City College wish to provide housing, it would be up to the College to determine which of members of its community this housing would serve. It would not be appropriate for the parameters to determine which segments of the City College community would be served by any such housing.

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

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


Draft Parameters:

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

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


Draft Parameters:


- a. Consider partnering with City College and/or area schools to allocate some on-site units to house students, faculty, and/or staff.
- b. **To the extent that City College expresses interest in relocating or expanding ~~Explore the addition of on-site childcare facilities or the possible relocation or expansion of~~ the City College Child Development Center to the Balboa Reservoir site, examine opportunities to accommodate this request within the new development.**
- c. If on-site commercial space is developed, explore including retail and non-profit uses that will **serve** the needs of the City College students, faculty and staff in addition to serving residents and the site's immediate neighbors. **If proposing any such uses, demonstrate that they will complement the existing commercial and environment without negatively impacting existing local retail businesses or non-profit activities.**

- d. As described in the Transportation Parameters, create safe, clearly navigable pedestrian and bicycle access through the Balboa Reservoir site to connect surrounding neighborhoods to City College and to connect the City College community to on-site public amenities that they are likely to utilize. **Allow for safe, comfortable, and convenient pedestrian, bike, and car travel between City College and the Balboa Reservoir project.** 
- e. As described in the Open Space Parameters, when designing parks and open spaces, consider neighbors, including the City College community (students, faculty, and staff), as future user groups.

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

Draft Parameters:

- a. Coordinate with City College to implement transportation demand management measures required to meet the Balboa Reservoir project's mode split target and other goals identified in the Balboa Area Transportation Demand Management (TDM) Plan. 
- b. Explore opportunities to provide ~~on-site~~ parking to City College students, faculty, and/or staff; as described in the Transportation Parameters, consider the creation of shared parking facilities, where the same parking spaces are utilized by residents during nights and weekends and accessible to all others, including City College students, faculty, and staff, during weekdays. **If expert analysis demonstrates that shared parking is not a viable solution, explore alternative approaches.**

[Note: City staff recommends deleting "on-site" from this parameter to provide greater flexibility for the developer partner to explore a wider range of solutions. This deletion does not, however, preclude the project from providing on-site parking.] 

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



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

Draft Parameters:



- a. ~~Remain actively informed about Participate actively in~~ City College's master planning process ~~and receptive to opportunities to participate as a key stakeholder.~~
- b. Assume that City College's planned Performing Arts & Education Center, designed for City College property to the east of the Balboa Reservoir site, will be built unless informed otherwise by City College.
- c. Identify opportunities for the Balboa Reservoir project to help City College fulfill its master plan objectives, while also meeting all other applicable development parameters.

Wong, Phillip (ECN)

From: Ellen Wall <[REDACTED]>
Sent: Wednesday, May 04, 2016 5:32 PM
To: ajahjah@att.net
Cc: BRCAC (ECN); Rich, Ken (ECN); Martin, Michael (ECN); Lesk, Emily (ECN); Shaw, Jeremy (CPC); Exline, Susan (CPC); Susan Lamb; Cynthia Dewar; Shaw, Linda (MYR); Ronald Gerhard; Steve Bruckman; Marian Lam; R. Mandelman; Thea Selby; Brigitte Davila; John Rizzo; Steve Ngo; Amy Bacharach; Bouchra Simmons; Alex Randolph; Russell, Rosanna (PUC); Carlin, Michael (PUC); SNA Brick; Wpa Balboa. Reservoir; Save CCSF Coalition; Iwata, Ryan (PUC); Tracy Zhu; Wendy Aragon; Lillian Marrujo-Duck; Lisa Romano; Dana Jae; Mandy Liang; Phil Newsom; Gary Moon; jtumlin@nelsonnygaard.com; Keith Tanner
Subject: Re: For 5/9/2016 CAC meeting: Relationship to CCSF

We often forget the economic importance of CCSF to all of SF. It is the second largest employer in SF, UCSF being the first. The jobs pay well, most workers represented by unions. To build housing that would limit numbers of jobs is at best illogical. Ellen

On Sun, May 1, 2016 at 12:57 AM, <ajahjah@att.net> wrote:
BRCAC, City Team, SFCCD--

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Submitted by:

Alvin Ja

Sunnyside resident, CCSF lifelong learning student, retired SF Municipal Railway Operator/Inspector/Instructor

--

Ellen Wall, English Department Emerita
City College of San Francisco