

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

**NO DOCUMENTS RECEIVED FROM
PUBLIC DURING
7/11/16 REGULAR MEETING**

AND

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

Period: 6/14/16 – 7/11/16

**BALBOA RESERVOIR COMMUNITY ADVISORY COMMITTEE
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7/11/16 REGULAR MEETING**

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

Monday, July 11, 2016

6:15 PM

Regular Meeting

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

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

Period: 6/14/16 – 7/11/16

Wong, Phillip (ECN)

From: John Rizzo [REDACTED]
Sent: Thursday, June 16, 2016 3:42 PM
To: Jennifer Heggie
Cc: [REDACTED] BRCAC (ECN); Lisa Spinali; Kate Favetti; Maria Picar; Robert Muehlbauer; Howard Chung; Rebecca Lee; Christine Godinez; Jonathan Winston; Save CCSF Coalition; Wpa Balboa. Reservoir; SNA Brick; PODER; Ronald Gerhard; Steve Bruckman; Susan Lamb; R. Mandelman; Thea Selby; Brigitte Davila; Andrew Chandler; Amy Bacharach; Bouchra Simmons; Alex Randolph; Steve Ngo; Lillian Marrujo-Duck; Dana Jae; Lisa Romano; Mandy Liang; Wendy Aragon; Ray Kutz; [REDACTED]; Ken Hollenbeck; Rita Evans; Bob Byrne; Monica Collins; Ellen Wall; Estelle Smith; Linda Judge; Tim Emert; Anita Theoharis; Caryl Ito; Laura Frey; Francine Lofrano; Adrienne GO; Kishan Balgobin; MP Klier; Chris Hanson; Francine Podenski; Harry Bernstein; Madeline Mueller; Allan Fisher; Vicki Legion; Leslie Simon; Karen Saginor; Muriel Parenteau; eshanson@ccsf.edu; Diane Green; Marian Lam; Pam Mery; Michael Adams; Aaron Goodman; fernando@sfic-409.org; Lily Wong; Vincent Pan; Lenny Carlson
Subject: Re: for 6/13/2016 Reservoir CAC meeting

I have co-authored a position at the Board of Trustees. It was discussed at the last Board meeting and will come back to the Board for a vote.

John Rizzo

On Jun 13, 2016, at 10:44 AM, Jennifer Heggie wrote:

Where is the vision of the full Board of Trustees of City College on this? Are there plans to provide any replacement parking?
I continue to reel at the apparent lack of concern by the Board of Trustees for the diversity of their students' needs. My future votes will reflect it.
Jennifer Heggie

On Mon, Jun 13, 2016 at 10:06 AM, [REDACTED] wrote:
BR CAC, CCSF and neighborhood stakeholders:

Tonight's meeting will include the topic of "Additional Public Benefits." Unfortunately the City Team fails to balance "benefits" with a discussion of drawbacks.

I wrote in an earlier submission regarding Relationship with CCSF:

" 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."

The new 6/9/2016 Transportation Memo from the Planning Dept tries to explain TDM. Although it tries to make TDM sound good, you must not be fooled. The TDM toolkit will not address replacement for the existing student parking in the Reservoir.

The 6/9/2016 Memo states: "*The Balboa Area TDM Plan will recommend measures to better manage the current and future transportation needs of commuters, families, seniors, employees, visitors, and students of all ages, means, and schedules in the neighborhood.*"

The key to understanding this statement is the fact that Nelson-Nygaard was given a task to perform when it got the contract from the Planning Dept. Nelson-Nygaard is required to complete its TDM study within the parameters and scope set by the Planning Dept.

What is the TDM study's scope and parameters set by the City Team? TDM, by definition, is limited in what it addresses. TDM, is by definition, not a comprehensive transportation analysis. From the SFCTA website:

The Planning Department and SFMTA are proposing a Transportation Demand Management (TDM) study in coordination with CCSF Ocean Campus to reduce single-occupant vehicle trips by college staff, faculty, students, and neighborhood residents. TDM activities range from information and education programs, incentive programs, physical changes, innovative technologies, and pricing strategies.

The scope of the TDM contract does not specify a parking needs assessment. The TDM contract does not specify an assessment of the possible consequences of 1) elimination of student parking, and 2) maximum of 0.5 spaces per residential unit. Replacement of existing student parking is not part of the TDM toolkit. Neither will Westwood Park's call for one-to-one parking be within TDM contract's scope.

The scope of the TDM contract has as a main goal, "Outreach." What "outreach" really means is PR. The purpose of "outreach" isn't so much to listen to community concerns regarding parking and traffic, as it is to convince the public that TDM measures to discourage driving and encourage walking, biking and the use public transit will be enough to dispel community concerns.

I believe my 5/22/2016 e-mail (below) is still valid. Please take these thoughts under consideration in your deliberations.

--aj

From: [REDACTED]
To: BRCAC (ECN) <brcac@sfgov.org>; Michael Martin <michael.martin@sfgov.org>; Rich Ken (ECN) <ken.rich@sfgov.org>; Exline Sue
Sent: Sunday, May 22, 2016 5:08 PM

Subject: Minor tinkering is not enough: For 5/23 meeting on Transportation P & P

CAC members:

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

Here are some thoughts:

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

- *The Planning Department and SFMTA are proposing a Transportation Demand Management (TDM) study in coordination with CCSF Ocean Campus to reduce single-occupant vehicle trips by college staff, faculty, students, and neighborhood residents.*

- **PROJECT DESCRIPTION AND BENEFITS**

The Balboa Area Transportation Demand Study will develop clear strategies for reducing single-occupant vehicle trips and outline a coordinated framework for future TDM programs and policies between CCSF, the Balboa Reservoir project, and the City of San Francisco. Potential TDM activities will produce a wide-range of benefits to individuals and the transportation system as a whole, from reducing traffic congestion, vehicle emissions, and fuel consumption to supporting physical activity and enhancing safety. Additionally, TDM activities will make existing transportation investments perform better, extending the life of existing infrastructure and improving the outcomes for new transportation investments.

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

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

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

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

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

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

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

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

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

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

CAC members--

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

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

Thank you.

--Alvin Ja

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

From: [REDACTED]
To: BRCAC (ECN) <brcac@sfgov.org>; Michael Martin <michael.martin@sfgov.org>; Rich Ken (ECN)

<ken.rich@sfgov.org>; Exline Sue <susan.exline@sfgov.org>; Shaw Jeremy (CPC) <jeremy.shaw@sfgov.org>; Emily Lesk <emily.lesk@sfgov.org>; Rosanna Russell <rsrussell@sfgov.org>

Cc: SNA Brick <brc.sna@gmail.com>; Wpa Balboa. Reservoir

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

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

Subject: CAC and City Staff: Transportation P & P

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

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

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

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

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

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

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

Here are a couple of excerpts of comments:

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

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

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

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

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

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

Submitted by:
Alvin Ja, Sunnyside resident

--
Jennifer Heggie



Wong, Phillip (ECN)

From: [REDACTED]
Sent: Wednesday, June 22, 2016 10:44 PM
To: BRCAC (ECN); Rich, Ken (ECN); Lesk, Emily (ECN); Martin, Michael (ECN); Rahaim, John (CPC); Exline, Susan (CPC); Shaw, Jeremy (CPC); Russell, Rosanna (PUC); SNA Brick; Wpa Balboa. Reservoir; Save CCSF Coalition; Ronald Gerhard; Marian Lam; Pam Mery; Susan Lamb; Cynthia Dewar; R. Mandelman; Thea Selby; Brigitte Davila; Alex Randolph; John Rizzo; Steve Ngo; Amy Bacharach; Bouchra Simmons; Yee, Norman (BOS); Low, Jen (BOS); Wendy Aragon; Tracy Zhu
Cc: Gary Moon; Phil Newsom; ajfrater@tbparchitecture.com
Subject: CCSF Transportation Survey
Attachments: aj--CCSF OCEAN CAMPUS TRANSPORTATION SURVEY RESULTS.docx; FMP TRANSPORTATION SURVEY RESULTS 6-22-2016.pdf

City Team, BR CAC. PUC CAC:

The CCSF Transportation Survey results have come out.

Attached are:

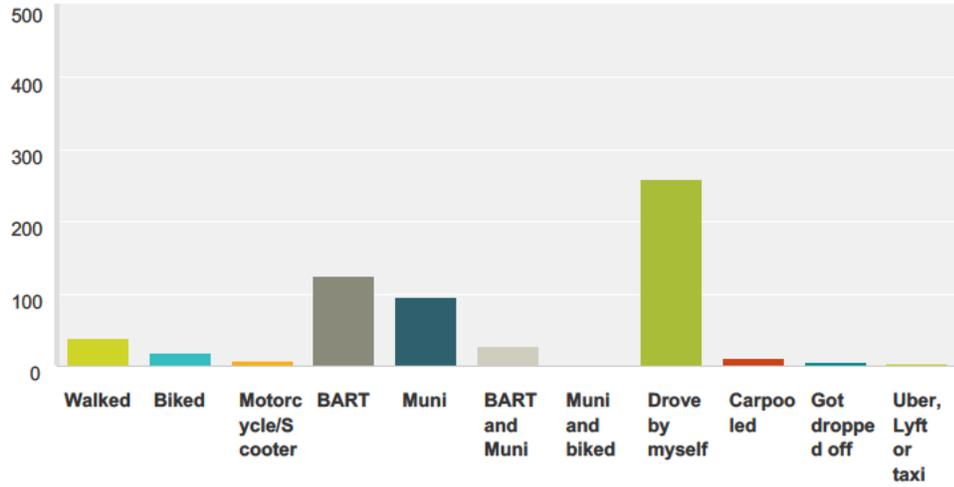
1. My comment on the Survey results,
2. CCSF Survey results

--Alvin Ja

CCSF FACILITIES PLANNING SURVEY

**Q16 On your last visit to CCSF Ocean Campus, how did you get to campus?
(choose one)**

Answered: 586 Skipped: 173

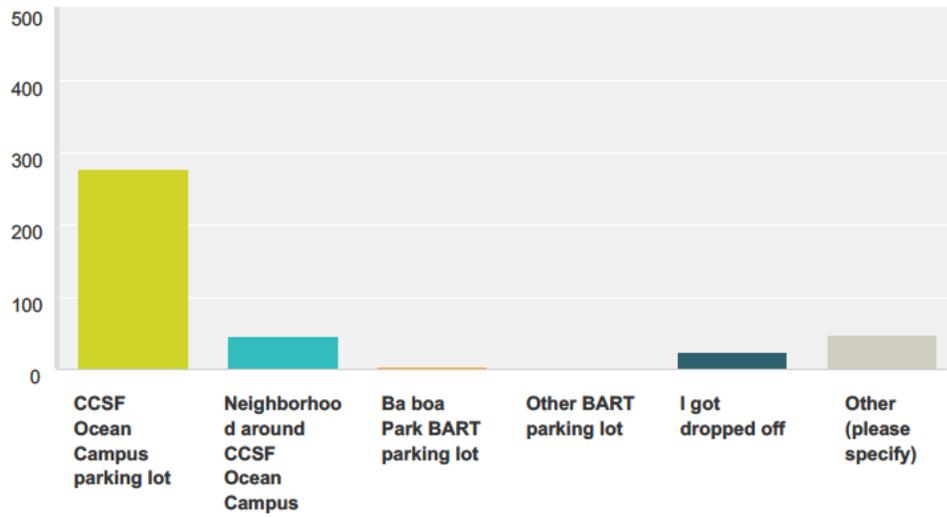


Answer Choices	Responses	
Walked	6.48%	38
Biked	2.90%	17
Motorcycle/Scooter	1.37%	8
BART	21.16%	124
Muni	16.04%	94
BART and Muni	4.78%	28
Muni and biked	0.17%	1
Drove by myself	44.03%	258
Carpooled	1.71%	10
Got dropped off	1.02%	6
Uber Lyft or taxi	0.34%	2
Total		586

CCSF FACILITIES PLANNING SURVEY

Q17 If you drove to CCSF Ocean Campus, where did you park? (choose one)

Answered: 394 Skipped: 365

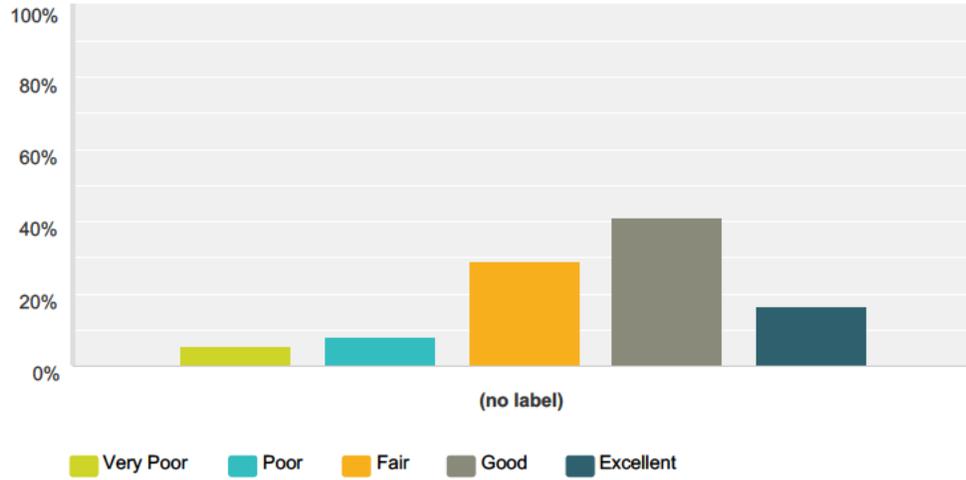


Answer Choices	Responses	
CCSF Ocean Campus parking lot	70.30%	277
Neighborhood around CCSF Ocean Campus	11.17%	44
Balboa Park BART parking lot	0.76%	3
Other BART parking lot	0.00%	0
got dropped off	5.84%	23
Other (please specify)	11.93%	47
Total		394

CCSF FACILITIES PLANNING SURVEY

Q18 If you drove and parked, how comfortable was your driving and parking experience? (choose one)

Answered: 373 Skipped: 386

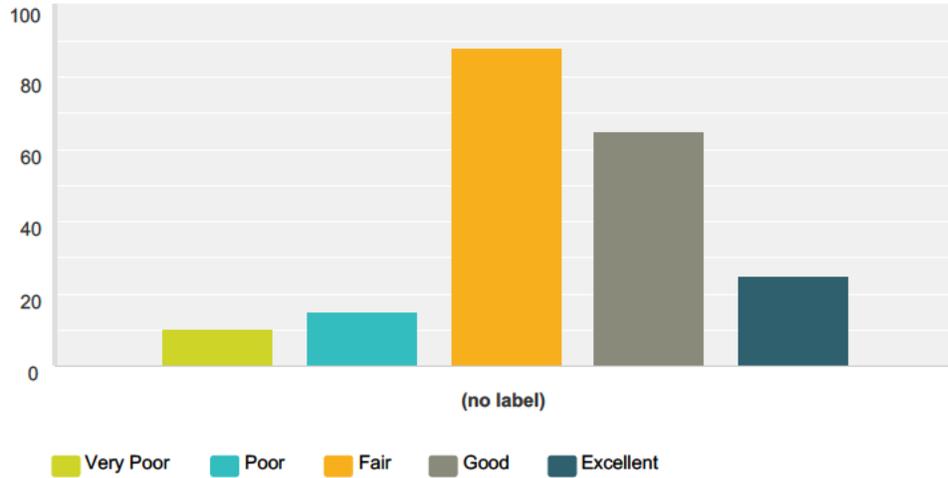


	Very Poor	Poor	Fair	Good	Excellent	Total	Weighted Average
(no label)	5.36%	8.04%	29.22%	41.02%	16.35%	373	3.55
	20	30	109	153	61		

CCSF FACILITIES PLANNING SURVEY

Q19 If you walked or biked, how comfortable was your walking or biking experience? (choose one)

Answered: 203 Skipped: 556

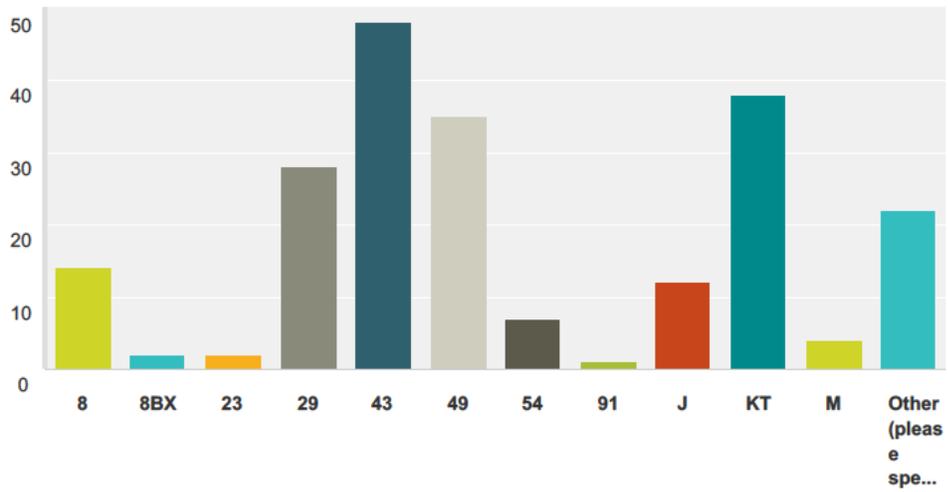


	Very Poor	Poor	Fair	Good	Excellent	Total	Weighted Average
(no label)	4.93% 10	7.39% 15	43.35% 88	32.02% 65	12.32% 25	203	3.39

CCSF FACILITIES PLANNING SURVEY

Q20 If you rode Muni, which line did you ride? (choose one)

Answered: 213 Skipped: 546

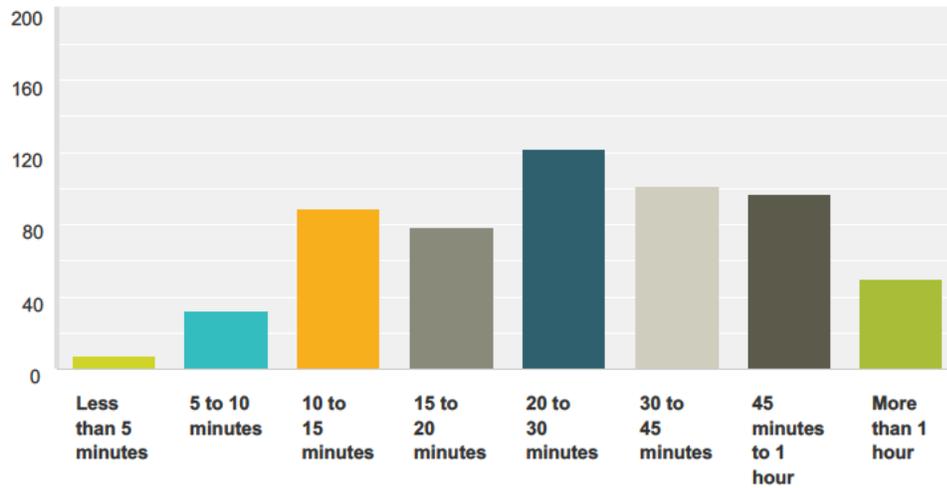


Answer Choices	Responses	
8	6.57%	14
8BX	0.94%	2
23	0.94%	2
29	13.15%	28
43	22.54%	48
49	16.43%	35
54	3.29%	7
91	0.47%	1
J	5.63%	12
KT	17.84%	38
M	1.88%	4
Other (please specify)	10.33%	22
Total		213

CCSF FACILITIES PLANNING SURVEY

Q21 How long does it typically take you to get to the CCSF Ocean Campus? (choose one)

Answered: 576 Skipped: 183

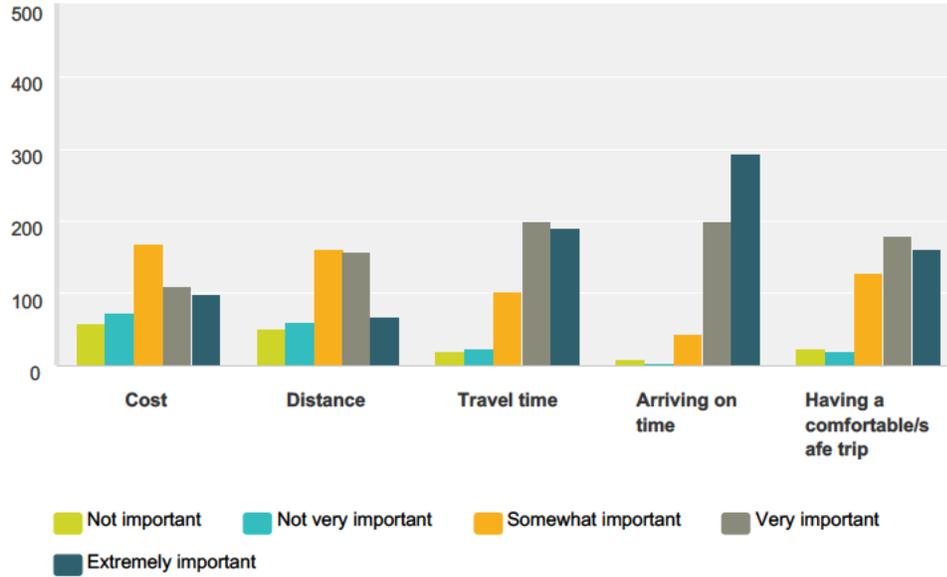


Answer Choices	Responses
Less than 5 minutes	1.22% 7
5 to 10 minutes	5.56% 32
10 to 15 minutes	15.45% 89
15 to 20 minutes	13.54% 78
20 to 30 minutes	21.18% 122
30 to 45 minutes	17.53% 101
45 minutes to 1 hour	16.84% 97
More than 1 hour	8.68% 50
Total	576

CCSF FACILITIES PLANNING SURVEY

Q22 When choosing how you typically travel to/from CCSF Ocean Campus, what are you most concerned about? (choose one)

Answered: 567 Skipped: 192

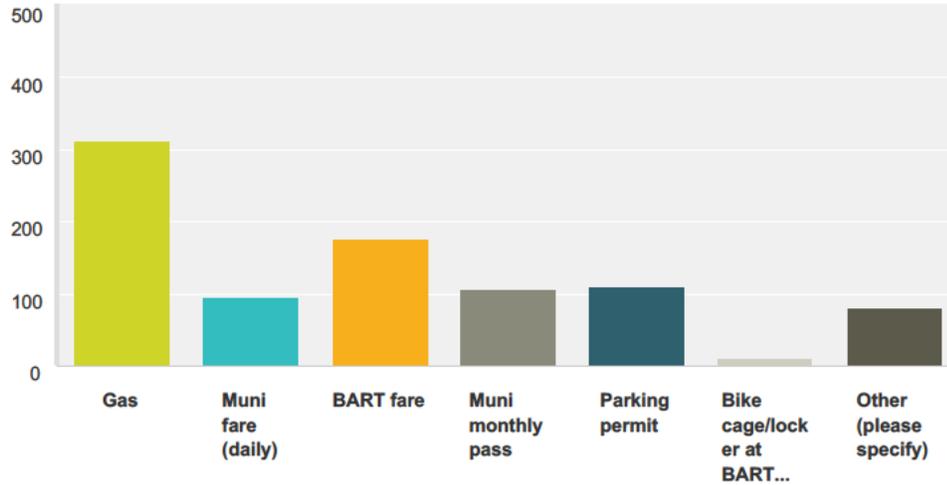


	Not important	Not very important	Somewhat important	Very important	Extremely important	Total	Weighted Average
Cost	11.33% 57	14.51% 73	33.20% 167	21.67% 109	19.28% 97	503	3.23
Distance	9.92% 49	12.15% 60	32.39% 160	31.98% 158	13.56% 67	494	3.27
Travel time	3.56% 19	4.13% 22	19.14% 102	37.71% 201	35.46% 189	533	3.97
Arriving on time	1.47% 8	0.55% 3	7.88% 43	36.63% 200	53.48% 292	546	4.40
Having a comfortable/safe trip	4.32% 22	3.93% 20	25.15% 128	35.36% 180	31.24% 159	509	3.85

CCSF FACILITIES PLANNING SURVEY

Q23 What are your costs associated with traveling to and from CCSF Ocean Campus? (select all that apply)

Answered: 552 Skipped: 207

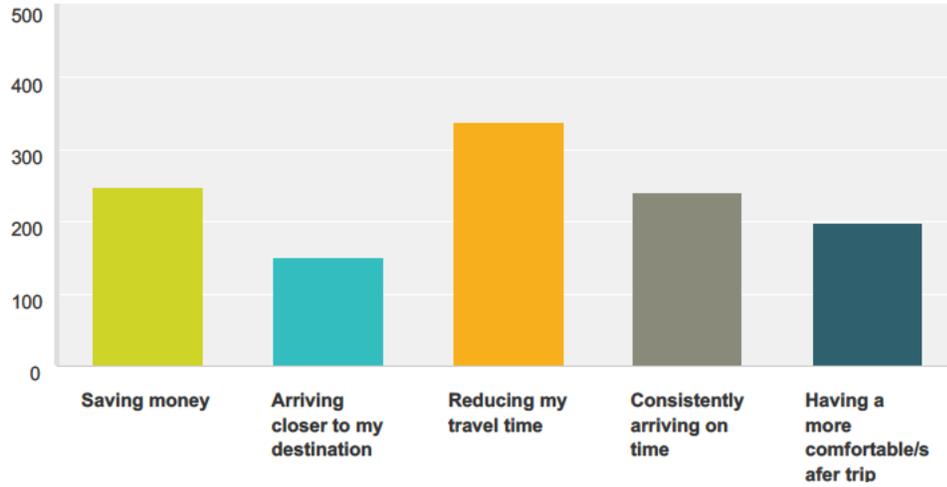


Answer Choices	Responses	
Gas	56.70%	313
Muni fare (daily)	17.03%	94
BART fare	31.70%	175
Muni monthly pass	19.02%	105
Parking permit	20.11%	111
Bike cage/locker at BART station	1.81%	10
Other (please specify)	14.31%	79
Total Respondents: 552		

CCSF FACILITIES PLANNING SURVEY

Q24 What would encourage you to use other transportation modes? (select all that apply)

Answered: 495 Skipped: 264

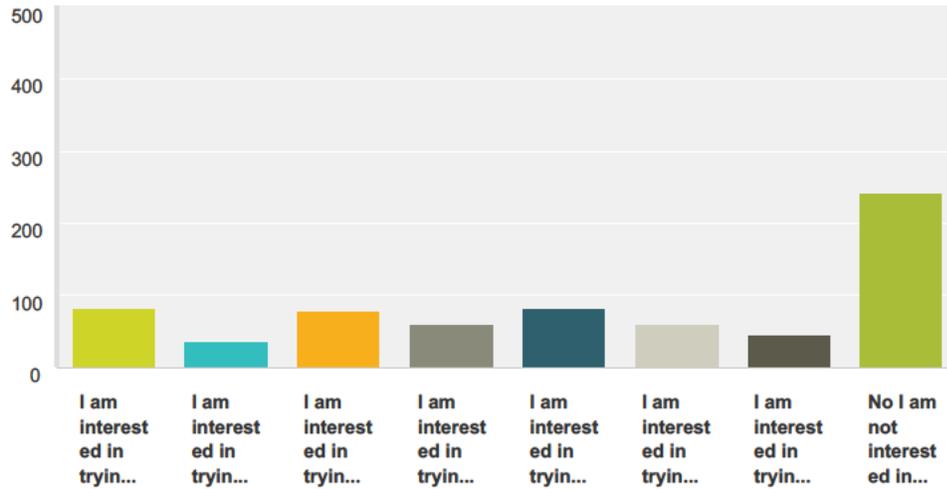


Answer Choices	Responses	
Saving money	50.10%	248
Arriving closer to my destination	30.30%	150
Reducing my travel time	68.28%	338
Consistently arriving on time	48.28%	239
Having a more comfortable/safer trip	40.00%	198
Total Respondents: 495		

CCSF FACILITIES PLANNING SURVEY

**Q25 Are you open to using another mode of travel, other than what you currently use, to get to and from CCSF Ocean Campus?
(select all that apply)**

Answered: 513 Skipped: 246



Answer Choices	Responses
am interested in trying biking	15.98% 82
am interested in trying walking	6.82% 35
am interested in trying Muni	15.01% 77
am interested in trying BART	11.70% 60
am interested in trying carpooling	15.98% 82
am interested in trying driving	11.70% 60
am interested in trying Uber Lyft or taking a taxi	8.77% 45
No am not interested in other transportation options	47.37% 243
Total Respondents: 513	

Q26 For statistical purposes, please provide your home zip code.

Answered: 514 Skipped: 245

CCSF OCEAN CAMPUS TRANSPORTATION SURVEY RESULTS (6/22/2016)

CCCSF conducted a Transportation Survey for the Ocean Campus in May 2016, shortly before the end of the Spring 2016 Semester.

There were 586 responses from CCSF stakeholders (students, faculty, staff, administration,...):

586 responses to **“how did you get to campus?”**:

1. 44.0% “Drove by myself”
2. 21.2% “BART”
3. 16.0% “BART and MUNI”
4. 6.5% “Walked”
5. 2.9% “Biked”
6. 1.7% “Carpooled”
7. 1.4% “Motorcycle/scooter”
8. 1.0% “Got dropped off”
9. 0.3% “Uber, Lyft, taxi”

394 responses to **“If you drove to CCSF Ocean Campus, where did you park?”**:

1. 70.3% “CCSF Ocean Campus parking lot”
2. 11.9% “Other”
3. 11.2% “Neighborhood around CCSF Ocean Campus”

203 responses to **“If you walked or biked, how comfortable was your walking or biking experience?”**

1. 43.4% “Fair”
2. 32.0% “Good”
3. 12.3% “Excellent”
4. 7.4% “Poor”
5. 4.9% “Very poor”

567 responses to **“When choosing how you typically travel to/from CCSF Ocean Campus, what are you most concerned about?”**

503 responses for COST:

1. 41.0% “Very important” and “Extremely important”
2. 33.2% “Somewhat important”
3. 25.8% “Not important” and “Not very important”

494 responses for DISTANCE:

1. 45.5% “Very important” and “Extremely important”
2. 32.4% “Somewhat important”
3. 22.1% “Not important” and “Not very important”

533 responses for TRAVEL TIME:

1. 73.2% “Very important” and “Extremely important”

2. 19.1% “Somewhat important”
3. 7.7% “Not important” and “Not very important”

546 responses for ARRIVING ON TIME:

1. 90.1% “Very important” and “Extremely important”
2. 7.9% “Somewhat important”
3. 2.0% “Not important” and “Not very important”

509 responses for HAVING A COMFORTABLE/SAFE TRIP:

1. 66.6% “Very important” and “Extremely important”
2. 25.2% “Somewhat important”
3. 8.3% “Not important” and “Not very important”

513 responses to **“Are you open to using another mode of travel, other than what you currently use, to get to and from CCSF Ocean Campus?”**

1. 47.4% “No I am no interested in other transportation options”
2. 16.0% “I am interested in trying biking”
3. 16.0% “I am interested in trying carpooling”
4. 15.0% “I am interested in trying MUNI”
5. 11.7% “I am interested in trying BART”
6. 11.7% “I am interested in trying driving”
7. 8.8% “I am interested in trying Uber, Lyft, or taking a taxi”
8. 6.8% “I am interested in trying walking”

495 responses to **“What would encourage you to use other transportation modes? (select all that apply)”**

1. 68.3% “Reducing my travel time”
2. 50.1% “Saving money”
3. 48.3% “Consistently arriving on time”
4. 40.0% “having a more comfortable/safer trip
5. 30.3% “Arriving closer to my destination

MY TAKE ON SURVEY RESULTS

The most telling question in the survey was: **“When choosing how you typically travel to/from CCSF Ocean Campus, what are you most concerned about?”**

The question listed the valid concerns of cost, distance, travel time, arriving on time, and comfort/safety of trip for CCSF stakeholders.

- “Travel time” and “Arrival on time” were overwhelmingly most important concerns (90% and 73.2 % respectively)
- Of least concern were “Cost” and “Distance” (25.8% and 22.1% respectively)

Most of us want to be “green” and support the idea and practice of walking, biking and public transit. However the response to **“What would encourage you to use other transportation modes? (select all that apply)”** is grounded in the real-world needs of CCSF stakeholders.

Overwhelmingly most important consideration for respondents was “reducing travel time.” That efficient use of time is important should not be surprising to the City Team.

The CCSF Ocean Campus Transportation Survey results just confirm common sense. The survey confirms the common sense input that ordinary citizens have been trying to communicate to the Mayor’s Office and Planning Department to little effect—because the City Team’s “sustainable” TDM solution had been pre-ordained in contradiction and opposition to the real world lives of CCSF and neighborhood stakeholders.

The City Team’s solution for transportation and parking problems that will be created by the Balboa Reservoir Project is TDM. According to Planning Department’s Transportation Sustainability Program, *“TDM is the “Shift” component of the Transportation Sustainability Program. A series of development focused TDM measures incentivize on-site amenities intended to provide sustainable alternatives to driving – or “shifting” people’s usual practice of driving alone in their cars – by providing residents, business tenants, and visitors with sustainable alternative travel options.”*

However, instead of just applying TDM measures to the beneficiaries (“residents, business tenants, and visitors”) of the Balboa Reservoir Project, the City Team has expanded the application of TDM to the pre-existing stakeholders of CCSF, Riordan, Sunnyside Elementary, St. Finn Barr, Lick Wilmerding, and the Ingleside, Westwood Park and Sunnyside neighborhoods.

No matter how the City Team tries to convince the public that its TDM Study will be comprehensive in nature, the fact remains that TDM is self-defined within its own parameters. The Reservoir Project’s TDM solution is straightforwardly documented: *“The Planning Department and SFMTA are proposing a Transportation Demand Management (TDM) study in coordination with CCSF Ocean Campus to reduce single-occupant vehicle trips by college staff, faculty, students, and neighborhood residents.”*

The City Team fundamentally shifts the burden of mitigation of the adverse impact of the Reservoir Project onto school stakeholders and neighborhood residents. This is wrong.

Submitted by:

Alvin Ja

CCSF lifelong learning student, Sunnyside resident, Retired MUNI Operator/Inspector/Instructor

Wong, Phillip (ECN)

From: [REDACTED]
Sent: Thursday, June 23, 2016 8:41 AM
To: BRCAC (ECN); Rich, Ken (ECN); Lesk, Emily (ECN); Martin, Michael (ECN); Rahaim, John (CPC); Exline, Susan (CPC); Shaw, Jeremy (CPC); Russell, Rosanna (PUC); SNA Brick; Wpa Balboa. Reservoir; Save CCSF Coalition; Ronald Gerhard; Marian Lam; Pam Mery; Susan Lamb; Cynthia Dewar; R. Mandelman; Thea Selby; Brigitte Davila; Alex Randolph; John Rizzo; Steve Ngo; Amy Bacharach; Bouchra Simmons; Yee, Norman (BOS); Low, Jen (BOS); Wendy Aragon; Tracy Zhu
Cc: Gary Moon; Phil Newsom; ajfrater@tbparchitecture.com
Subject: CORRECTION Re: Comment on CCSF Transportation Survey
Attachments: FMP TRANSPORTATION SURVEY RESULTS 6-22-2016.pdf

Hi Phillip, Tracy--

Please disregard my submission of 6/22/2016 @ 10:44pm containing a WORD document. I had made a mistake in transcribing the responses for "MUNI" and "BART and MUNI".

Instead, please enter the following corrected comment into the Balboa Reservoir record for distribution and posting:

City Team, BR CAC, PUC CAC:

CCSF OCEAN CAMPUS TRANSPORTATION SURVEY RESULTS (6/22/2016)

CCCSF conducted a Transportation Survey for the Ocean Campus in May 2016, shortly before the end of the Spring 2016 Semester.

There were 586 responses from CCSF stakeholders (students, faculty, staff, administration,...):

586 responses to "how did you get to campus?":

1. 44.0% "Drove by myself"
2. 21.2% "BART"
3. 16.0% "MUNI"
4. 6.5% "Walked"
5. 4.8% "BART and MUNI"
6. 2.9% "Biked"
7. 1.7% "Carpooled"
8. 1.4% "Motorcycle/scooter"
9. 1.0% "Got dropped off"
10. 0.3% "Uber, Lyft, taxi"

394 responses to "If you drove to CCSF Ocean Campus, where did you park?":

1. 70.3% "CCSF Ocean Campus parking lot"
2. 11.9% "Other"

3. 11.2% "Neighborhood around CCSF Ocean Campus"

203 responses to "If you walked or biked, how comfortable was your walking or biking experience?"

1. 43.4% "Fair"
2. 32.0% "Good"
3. 12.3% "Excellent"
4. 7.4% "Poor"
5. 4.9% "Very poor"

567 responses to "When choosing how you typically travel to/from CCSF Ocean Campus, what are you most concerned about?"

503 responses for COST:

1. 41.0% "Very important" and "Extremely important"
2. 33.2% "Somewhat important"
3. 25.8% "Not important" and "Not very important"

494 responses for DISTANCE:

1. 45.5% "Very important" and "Extremely important"
2. 32.4% "Somewhat important"
3. 22.1% "Not important" and "Not very important"

533 responses for TRAVEL TIME:

1. 73.2% "Very important" and "Extremely important"
2. 19.1% "Somewhat important"
3. 7.7% "Not important" and "Not very important"

546 responses for ARRIVING ON TIME:

1. 90.1% "Very important" and "Extremely important"
2. 7.9% "Somewhat important"
3. 2.0% "Not important" and "Not very important"

509 responses for HAVING A COMFORTABLE/SAFE TRIP:

1. 66.6% "Very important" and "Extremely important"
2. 25.2% "Somewhat important"
3. 8.3% "Not important" and "Not very important"

513 responses to "Are you open to using another mode of travel, other than what you currently use, to get to and from CCSF Ocean Campus?"

1. 47.4% "No I am no interested in other transportation options"
2. 16.0% "I am interested in trying biking"
3. 16.0% "I am interested in trying carpooling"
4. 15.0% "I am interested in trying MUNI"
5. 11.7% "I am interested in trying BART"
6. 11.7% "I am interested in trying driving"
7. 8.8% "I am interested in trying Uber, Lyft, or taking a taxi"
8. 6.8% "I am interested in trying walking"

495 responses to “What would encourage you to use other transportation modes? (select all that apply)”

1. 68.3% “Reducing my travel time”
2. 50.1% “Saving money”
3. 48.3% “Consistently arriving on time”
4. 40.0% “having a more comfortable/safer trip
5. 30.3% “Arriving closer to my destination

MY TAKE ON SURVEY RESULTS

The most telling question in the survey was: “When choosing how you typically travel to/from CCSF Ocean Campus, what are you most concerned about?”

The question listed the valid concerns of cost, distance, travel time, arriving on time, and comfort/safety of trip for CCSF stakeholders.

- “Travel time” and “Arrival on time” were overwhelmingly most important concerns (90% and 73.2 % respectively)
- Of least concern were “Cost” and “Distance” (25.8% and 22.1% respectively)

Most of us want to be “green” and support the idea and practice of walking, biking and public transit. However the response to “What would encourage you to use other transportation modes? (select all that apply)” is grounded in the real-world needs of CCSF stakeholders.

Overwhelmingly, the most important consideration for respondents was “reducing travel time.” That efficient use of time is important should not be surprising to the City Team.

The CCSF Ocean Campus Transportation Survey results just confirm common sense. The survey confirms the common sense input that ordinary citizens have been trying to communicate to the Mayor’s Office and Planning Department to little effect—because the City Team’s “sustainable” TDM solution had been pre-ordained in contradiction and opposition to the real world lives of CCSF and neighborhood stakeholders.

TDM is the City Team’s solution for transportation and parking problems that will be created by the Balboa Reservoir Project. According to Planning Department’s Transportation Sustainability Program, “TDM is the “Shift” component of the Transportation Sustainability Program. A series of development focused TDM measures incentivize on site amenities intended to provide sustainable alternatives to driving or “shifting” people’s usual practice of driving alone in their cars by providing residents, business tenants, and visitors with sustainable alternative travel options.”

However, instead of just applying TDM measures to the beneficiaries (“residents, business tenants, and visitors”) of the Balboa Reservoir Project, the City Team has expanded the application of TDM to the pre-existing stakeholders of CCSF, Riordan, Sunnyside Elementary, St. Finn Barr, Lick Wilmerding, and the Ingleside, Westwood Park and Sunnyside neighborhoods.

No matter how the City Team tries to convince the public that its TDM Study will be comprehensive in nature, the fact remains that TDM is self-defined within its own parameters. The Reservoir Project’s TDM solution is straightforwardly documented: “The Planning Department and SFMTA are proposing a Transportation Demand Management (TDM) study in coordination with CCSF Ocean Campus to reduce single-occupant vehicle trips by college staff, faculty, students, and neighborhood residents.”

The City Team fundamentally shifts the burden of mitigation of the adverse impact of the Reservoir Project onto school stakeholders and neighborhood residents. This is wrong.

Submitted by:

Alvin Ja

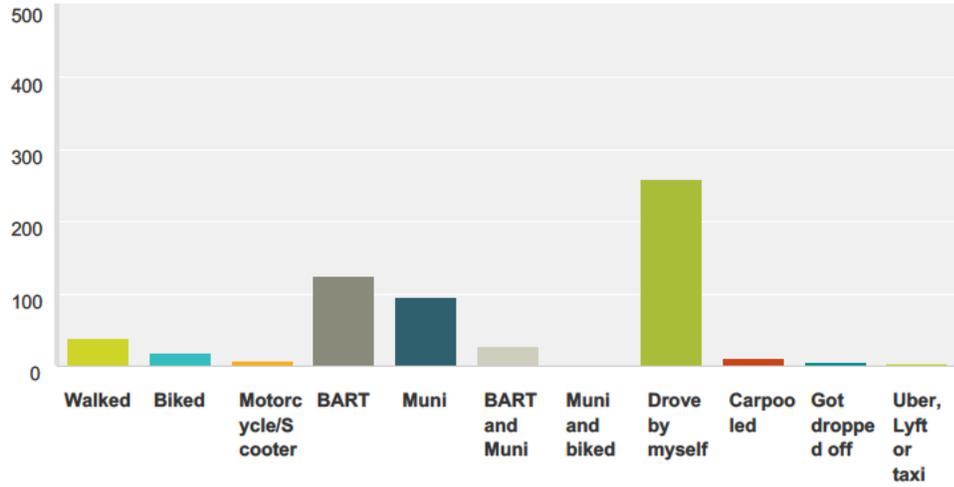
CCSF lifelong learning student, Sunnyside resident, Retired MUNI Operator/Inspector/Instructor

Also for the record: attached is the CCSF Transportation Survey.

CCSF FACILITIES PLANNING SURVEY

Q16 On your last visit to CCSF Ocean Campus, how did you get to campus? (choose one)

Answered: 586 Skipped: 173

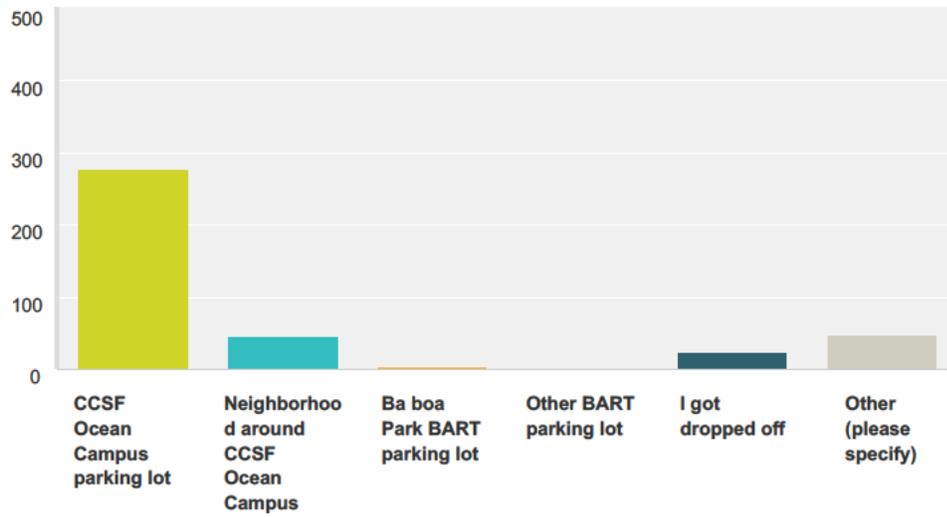


Answer Choices	Responses	
Walked	6.48%	38
Biked	2.90%	17
Motorcycle/Scooter	1.37%	8
BART	21.16%	124
Muni	16.04%	94
BART and Muni	4.78%	28
Muni and biked	0.17%	1
Drove by myself	44.03%	258
Carpooled	1.71%	10
Got dropped off	1.02%	6
Uber Lyft or taxi	0.34%	2
Total		586

CCSF FACILITIES PLANNING SURVEY

Q17 If you drove to CCSF Ocean Campus, where did you park? (choose one)

Answered: 394 Skipped: 365

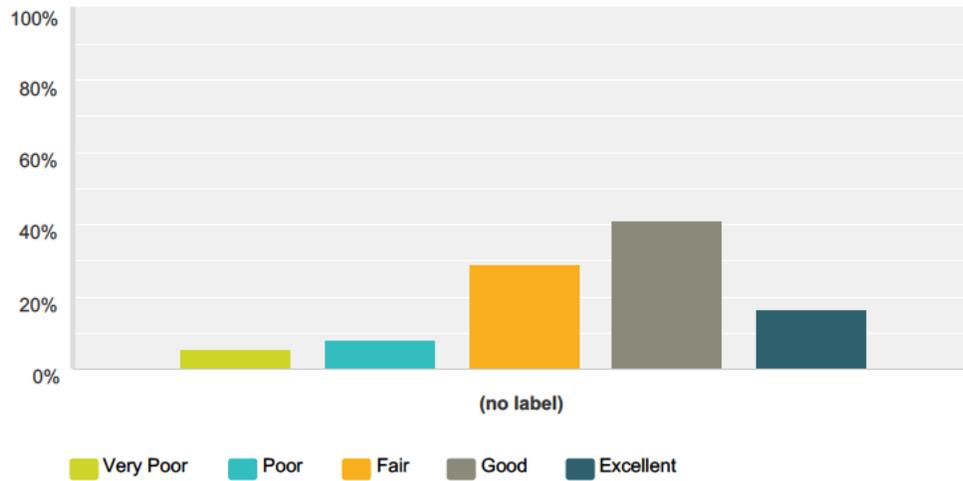


Answer Choices	Responses	
CCSF Ocean Campus parking lot	70.30%	277
Neighborhood around CCSF Ocean Campus	11.17%	44
Balboa Park BART parking lot	0.76%	3
Other BART parking lot	0.00%	0
got dropped off	5.84%	23
Other (please specify)	11.93%	47
Total		394

CCSF FACILITIES PLANNING SURVEY

Q18 If you drove and parked, how comfortable was your driving and parking experience? (choose one)

Answered: 373 Skipped: 386

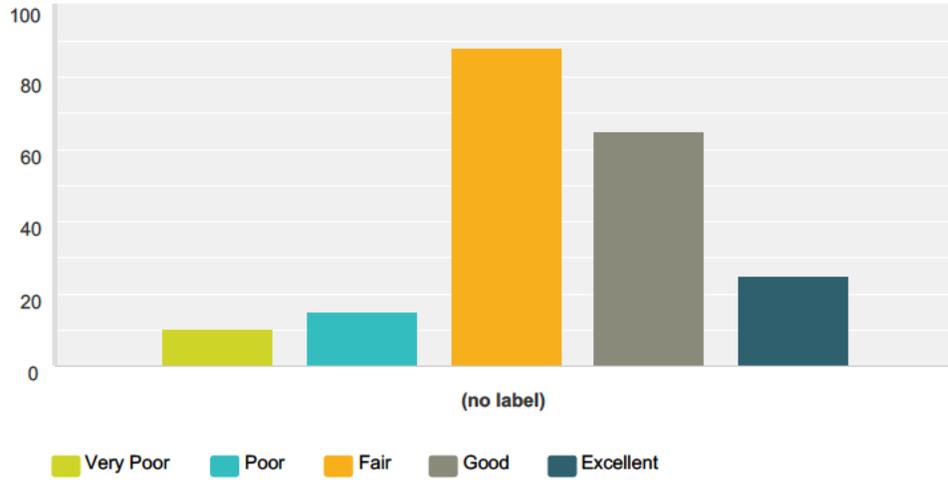


	Very Poor	Poor	Fair	Good	Excellent	Total	Weighted Average
(no label)	5.36%	8.04%	29.22%	41.02%	16.35%	373	3.55
	20	30	109	153	61		

CCSF FACILITIES PLANNING SURVEY

Q19 If you walked or biked, how comfortable was your walking or biking experience? (choose one)

Answered: 203 Skipped: 556

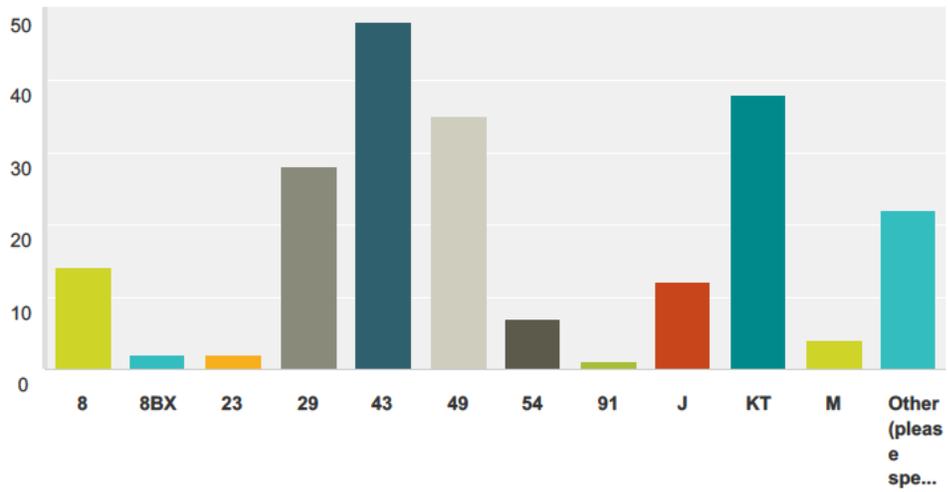


	Very Poor	Poor	Fair	Good	Excellent	Total	Weighted Average
(no label)	4.93% 10	7.39% 15	43.35% 88	32.02% 65	12.32% 25	203	3.39

CCSF FACILITIES PLANNING SURVEY

Q20 If you rode Muni, which line did you ride? (choose one)

Answered: 213 Skipped: 546

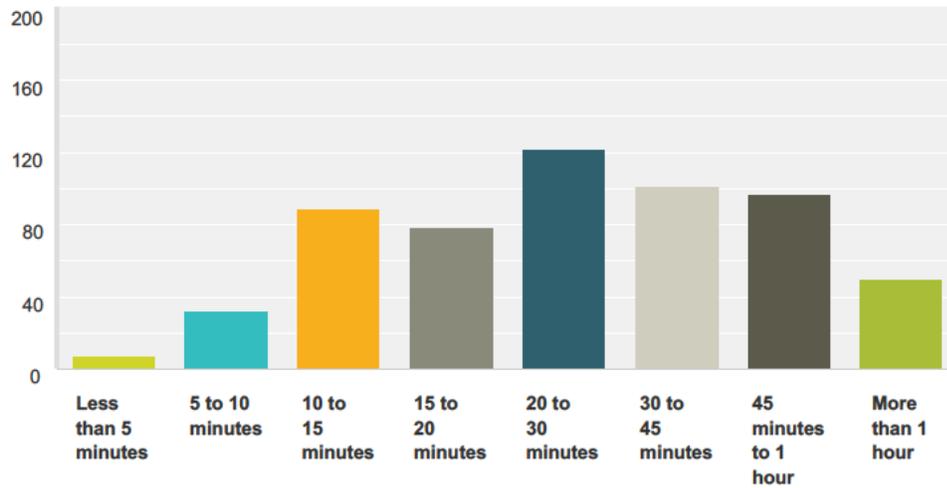


Answer Choices	Responses	
8	6.57%	14
8BX	0.94%	2
23	0.94%	2
29	13.15%	28
43	22.54%	48
49	16.43%	35
54	3.29%	7
91	0.47%	1
J	5.63%	12
KT	17.84%	38
M	1.88%	4
Other (please specify)	10.33%	22
Total		213

CCSF FACILITIES PLANNING SURVEY

Q21 How long does it typically take you to get to the CCSF Ocean Campus? (choose one)

Answered: 576 Skipped: 183

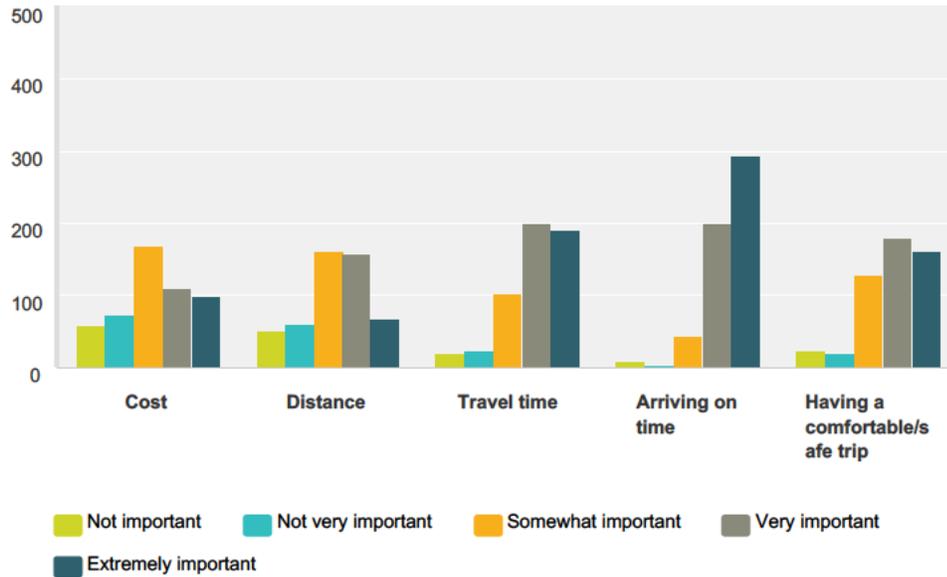


Answer Choices	Responses
Less than 5 minutes	1.22% 7
5 to 10 minutes	5.56% 32
10 to 15 minutes	15.45% 89
15 to 20 minutes	13.54% 78
20 to 30 minutes	21.18% 122
30 to 45 minutes	17.53% 101
45 minutes to 1 hour	16.84% 97
More than 1 hour	8.68% 50
Total	576

CCSF FACILITIES PLANNING SURVEY

Q22 When choosing how you typically travel to/from CCSF Ocean Campus, what are you most concerned about? (choose one)

Answered: 567 Skipped: 192

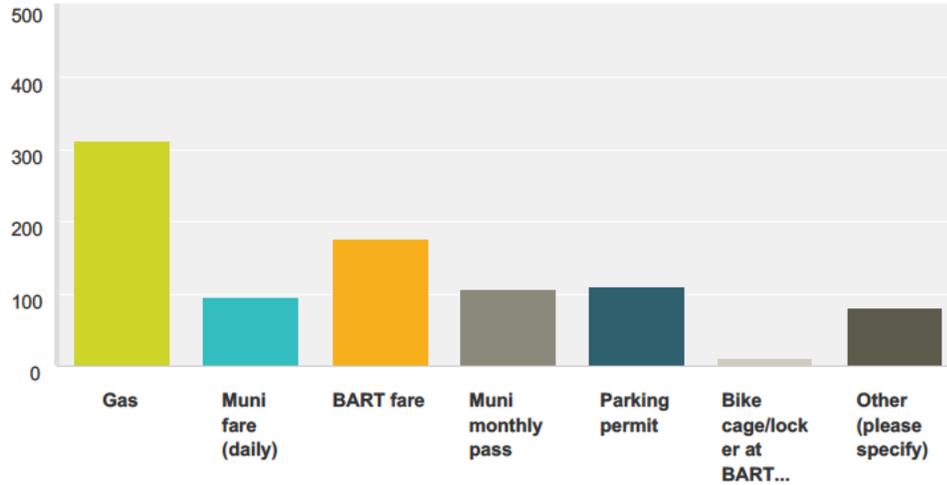


	Not important	Not very important	Somewhat important	Very important	Extremely important	Total	Weighted Average
Cost	11.33% 57	14.51% 73	33.20% 167	21.67% 109	19.28% 97	503	3.23
Distance	9.92% 49	12.15% 60	32.39% 160	31.98% 158	13.56% 67	494	3.27
Travel time	3.56% 19	4.13% 22	19.14% 102	37.71% 201	35.46% 189	533	3.97
Arriving on time	1.47% 8	0.55% 3	7.88% 43	36.63% 200	53.48% 292	546	4.40
Having a comfortable/safe trip	4.32% 22	3.93% 20	25.15% 128	35.36% 180	31.24% 159	509	3.85

CCSF FACILITIES PLANNING SURVEY

Q23 What are your costs associated with traveling to and from CCSF Ocean Campus? (select all that apply)

Answered: 552 Skipped: 207

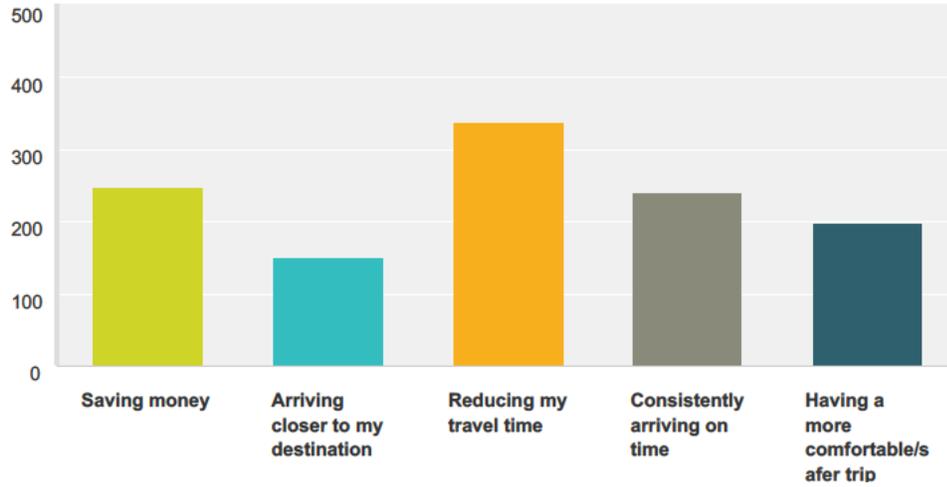


Answer Choices	Responses	
Gas	56.70%	313
Muni fare (daily)	17.03%	94
BART fare	31.70%	175
Muni monthly pass	19.02%	105
Parking permit	20.11%	111
Bike cage/locker at BART station	1.81%	10
Other (please specify)	14.31%	79
Total Respondents: 552		

CCSF FACILITIES PLANNING SURVEY

Q24 What would encourage you to use other transportation modes? (select all that apply)

Answered: 495 Skipped: 264

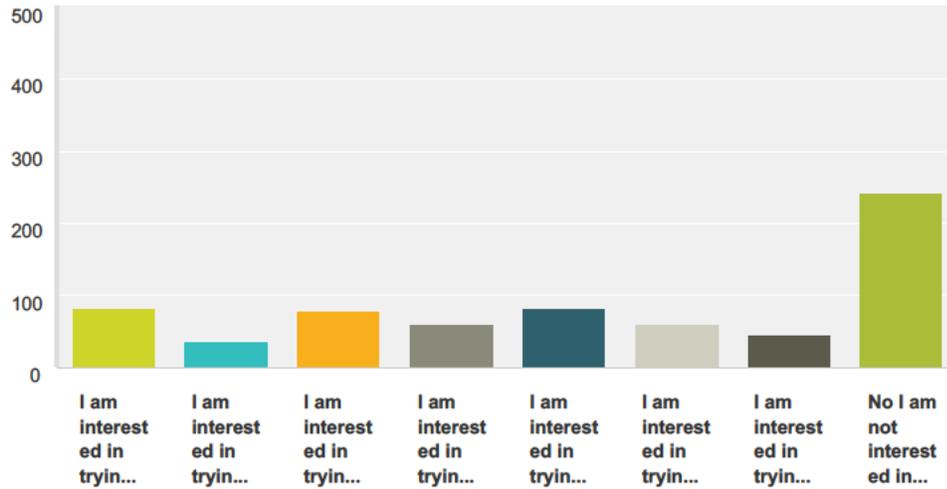


Answer Choices	Responses	
Saving money	50.10%	248
Arriving closer to my destination	30.30%	150
Reducing my travel time	68.28%	338
Consistently arriving on time	48.28%	239
Having a more comfortable/safer trip	40.00%	198
Total Respondents: 495		

CCSF FACILITIES PLANNING SURVEY

Q25 Are you open to using another mode of travel, other than what you currently use, to get to and from CCSF Ocean Campus? (select all that apply)

Answered: 513 Skipped: 246



Answer Choices	Responses
am interested in trying biking	15.98% 82
am interested in trying walking	6.82% 35
am interested in trying Muni	15.01% 77
am interested in trying BART	11.70% 60
am interested in trying carpooling	15.98% 82
am interested in trying driving	11.70% 60
am interested in trying Uber Lyft or taking a taxi	8.77% 45
No am not interested in other transportation options	47.37% 243
Total Respondents: 513	

Q26 For statistical purposes, please provide your home zip code.

Answered: 514 Skipped: 245

Wong, Phillip (ECN)

From: T R <[REDACTED]>
Sent: Friday, June 24, 2016 9:57 AM
To: BRCAC (ECN)
Subject: Westwood Park objection to less than 1 parking space per unit

I found the arguments of the transportation consultants to be pretty convincing. The problem with traffic is that we have too many cars going through roads with too little capacity, and people put up with it because for their needs it's still better than public transit.

If we want to alleviate the housing shortage while keeping San Francisco livable, we need to reduce the per capita use of cars. It can and should be done here, a short distance from Balboa Park and where several Muni lines converge. There are neighborhoods in San Francisco that were not built for cars, and traffic seems fine there, if you do not mind giving up your car. Given a choice between a house for a human and a house for a car, choose the human. It's better for life.

However, just removing parking doesn't solve the transportation issue. On my block, crossed by 3 bus lines and a short distance from 4 more, two of them with Restricted and Express options, there are still more cars than parking spots. Every night, around 10 cars pile onto the sidewalk, for lack of anywhere else to put them, and I've seen tenants refuse to move in because there is no space for their car. If we build into the Reservoir without leaving even sidewalk space for cars, then that will repel some potential residents.

I think that would happen to City College, too. When there is no parking, then some people would take public transit who would otherwise drive, but others will note how much harder it is to get to City College, and refuse to go. When I went to City College, I worked part time, but not downtown. To get from City College to work is 15 minutes by car, but 40–50 minutes by bus. I prefer to bike, but people going longer distances will have a tough choice. The most vulnerable people are exactly the people who cannot afford to take a taxi every day.

So, I wonder if a compromise position cannot be found: A housing unit should have less than 1 parking spot per unit, but the number of parking spots in the development as a whole may exceed 1 parking spot per unit. The height limits are keeping the number of units from being all that high, anyway. Perhaps language could be added at least to keep the same number of parking spaces, compared to how the reservoir is now. Given the importance of parking to City College, I wonder if perhaps the housing development could even develop "off-site" parking, as in, a parking garage on the City College campus.

It is clear, though, that adding *more* cars will reduce the livability of the neighborhood and worsen traffic. We do not want that.

Theodore from Excelsior.

Wong, Phillip (ECN)

From: Jonathan Rapp <[REDACTED]>
Sent: Sunday, June 26, 2016 9:39 PM
To: Yee, Norman (BOS); Lee, Mayor (MYR); Johnrahaim@sfgov.org;
Jeremyshaw@sfgov.org; Michaelmartin@sfgov.org; BRCAC (ECN)
Cc: Westwood Park Associatio
Subject: Balboa Reservoir Project

Dear Supervisor Yee, Mayor Lee and other officials

Please take seriously the residential character of the neighborhoods surrounding this Balboa Reservoir and the goal of keeping our wonderful city both affordable AND desirable as you make decisions regarding it's development. There is only false value in adding housing that dilutes the remarkable qualities that make San Francisco the most balanced and attractive city in America, if not the world. We want neighborhoods and neighbors, not corridors and residents.

The proposals of he Westwook Park Association to limit the project to 500 units, be sure there is open space, preserve parking, ensure affordability for all and impose appropriate height limits are key to integrating the proposed development to our city and area. Forcing inappropriately high density into an area where it simply does not fit will leave the city, and your legacies, marred.

Thank you for your service to our city and for your consideration.

Jonathan Rapp
[REDACTED]

Wong, Phillip (ECN)

From: Shaw, Jeremy (CPC)
Sent: Tuesday, June 21, 2016 10:10 AM
To: Tad Tassone
Cc: BRCAC (ECN)
Subject: RE: Balboa Reservoir Project

Jude and Barbara,

Thank You for your input. Your email will be incorporated into the public record and shared with the CAC.

We encourage you to attend meetings or follow the conversation [here](#).

Jeremy

From: Tad Tassone [REDACTED]
Sent: Tuesday, June 21, 2016 9:04 AM
Subject: Balboa Reservoir Project

As 40-year residents of Westwood Park we are writing to support The Westwood Park Association's position on the Balboa Reservoir Project.

We agree that:

The proposed project must be no more than 500 units.

Each unit must have an assigned parking space.

5 acres must be dedicated to open space, with 2 acres being a contiguous park, and include a 28' height limit, and a buffer along Plymouth Avenue.

Existing parking capacity for City College students be preserved.

Affordability and ownership opportunities for the middle class need to be a key component.

Any project must take into account the Association's legal status as the only Residential Character District (RCD) in San Francisco.

Thank you,

Jude and Barbara Tassone
[REDACTED]

Wong, Phillip (ECN)

From: [REDACTED]
Sent: Wednesday, July 06, 2016 8:32 AM
To: Martin, Michael (ECN); Lesk, Emily (ECN); Rich, Ken (ECN); Shaw, Jeremy (CPC); Exline, Susan (CPC); Rahaim, John (CPC); BRCAC (ECN); Susan Lamb; Cynthia Dewar; Ronald Gerhard; Marian Lam; CCSF Facilities Master Plan; Amy Frater; Phil Newsom; Gary Moon; Shaw, Linda (MYR); R. Mandelman; Thea Selby; Brigitte Davila; John Rizzo; Amy Bacharach; Steve Ngo; Steve Bruckman; Samuel Santos; Bouchra Simmons; Alex Randolph; Lisa Spinali; Kate Favetti; Maria Picar; Robert Muehlbauer; Howard Chung; Rebecca Lee; Christine Godinez; Jonathan Winston; Russell, Rosanna (PUC); Yee, Norman (BOS); Low, Jen (BOS); Hood, Donna (PUC)
Cc: Wpa Balboa. Reservoir; SNA Brick; Save CCSF Coalition; Tracy Zhu; PODER; CCHO--fernando
Subject: for 7/11/2016 CAC: Additional Public Benefits

City Team, CAC, SFCCD:

ON "ADDITIONAL PUBLIC BENEFITS"

The Ocean Campus of CCSF is the most important existing feature of the Reservoir neighborhood.

For decades, it has provided tremendous public benefit not only to San Francisco, but to the entire Bay Area. The Ocean Campus provides educational opportunity that is irreplaceable, with programs unavailable at its satellite campuses and centers.

AN EXISTING PUBLIC BENEFIT

The existing use of the western Reservoir as student parking constitutes an existing public benefit.

As a commuter school, the parking lot at the Reservoir plays an important role in enabling student access to affordable education. Not being part of the leisure class, many students do not have the luxury of giving up the time needed for the preferred "sustainable" option of commuting via biking, walking or public transit.

The Balboa Reservoir Project, despite consistent community calls for replacement parking for CCSF students, has put its eggs in the basket of TDM. TDM will not realistically solve the need of students, faculty, staff for parking. TDM just shifts--unfairly--the burden of mitigation of the adverse impact caused by elimination of student parking onto CCSF stakeholders and neighborhood residents.

The Reservoir Project suggests to the existing residential neighbors that Residential Permit Parking will prevent CCSF "spillover" parking. This proposed "solution" to "spillover" also constitutes shifting the burden of mitigation of an adverse impact to the impactees.

BALANCE OF HARMS AND BENEFITS

Parking is important for fulfillment of CCSF's stated Mission of providing accessible and affordable high-quality education.

Elimination of student parking prevents access to educational opportunity for many. It will harm CCSF's Mission by discouraging enrollment and attendance.

The value and public benefit of student access to educational opportunity should override any financial concerns for the new Reservoir Project's developers (and despite promoting it as "affordable housing", the Reservoir Project is in essence "privatization"--transfer of public property to private interests.)

This harm to the public good should be impermissible. This harm should be especially impermissible when in reality, only 33% of the housing units are required to be "affordable" (leaving 67% unaffordable). The true beneficiaries of the transfer of Reservoir public property will be the developers and owners of the 67% 'unaffordable' housing.

The current use of the Reservoir as student parking is a true public benefit. The "Additional Public Benefits" contained in the Principles and Parameters just constitute crumbs.

As I wrote in an earlier submission:

"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 generously tosses your drivers license and CCSF student ID card back to you."

Submitted by:

Alvin Ja

Wong, Phillip (ECN)

From: [REDACTED]
Sent: Saturday, July 09, 2016 4:44 PM
To: BRCAC (ECN); Tracy Zhu; Hood, Donna (PUC); Russell, Rosanna (PUC); Martin, Michael (ECN); Lesk, Emily (ECN); Rich, Ken (ECN); Shaw, Jeremy (CPC); Exline, Susan (CPC); Rahaim, John (CPC)
Subject: Haas School of Business 2012 student project: Balboa Reservoir development

BR CAC, PUC CAC, City Team, PUC--

UC Haas School of Business students did a project on development of Balboa Reservoir in 2012. They were engaged in an annual "Golden Shovel" competition against Stanford counterparts.

Unlike the City Team's unwillingness to acknowledge the importance of parking for CCSF and the neighborhoods, the UC students were able to see that parking was of obvious importance.

"The proposal also took advantage of the site's unique topography to provide below-grade replacement parking at close to above-grade costs. "As the largest student parking area on campus, replacement parking was a focal point of both the CCSF and the local community," says D'Orazi."

Here's a Haas blog regarding the project [Cal 14-Stanford 9. Why Yes, We Did Win the Golden Shovel Again](#)



Cal 14-Stanford 9. Why Yes, We Did Win the Golden Shovel...

The Competition: Not that we're keeping score or anything (all right, clearly we are), but we must point out that for the 5th consecutive year, Berkeley-Haas has wo...

[View on haasachievers.wordpre...](#) Preview by Yahoo

:

Cal 14-Stanford 9. Why Yes, We Did Win The Golden Shovel Again

- Posted by [valeriegilbert](#)

- May 7, 2012



Fit to be tied...actually, this team won the Golden Shovel: Steve O'Connell, MBA 12; Dan D'Orazi and Chris Brown, both MBA 13; Micah Burger, CED 12; and Fred Bayles, MBA 13

The Competition: Not that we're keeping score or anything (all right, clearly we are), but we must point out that for the 5th consecutive year, Berkeley-Haas has won the Golden Shovel Competition, sponsored by National Association of Industrial and Office Properties (NAIOP). The two-team match-up pits Berkeley against Stanford.

The Outcome: This year's win brings the lifetime total to Cal 14-Stanford 9.

The team: Frederick Bayles, Chris Brown, and Dan D'Orazi, all MBA 13; Steve O'Connell, MBA 12; and Micah Burger, Architecture, CED 12.

The Challenge: To act as a consultant to the San Francisco Public Utilities Commission (SFPUC) to create a development and disposition strategy for a 17.5 acre site called the Balboa Reservoir. The site is located adjacent to the City College of San Francisco and is currently used as a surface parking lot for CCSF students. "As one of the last remaining

large-scale, transit oriented development opportunities in San Francisco, the Site represents an extremely attractive investment opportunity," says D'Orazi.

The Winning Approach: The "Reservoir Bears" came up with a vision for a mixed residential community with open space called "Westwood Terrace." The proposal also took advantage of the site's unique topography to provide below-grade replacement parking at close to above-grade costs. "As the largest student parking area on campus, replacement parking was a focal point of both the CCSF and the local community," says D'Orazi.

Due Diligence: The team spent time identifying the SFPUC's key motivators, distilling those down to: Maximize the value of the site to create an economic benefit for ratepayers and align with the SFPUC's long-term commitment to environmental sustainability. Also, "We spoke with over 100 industry leaders and spent countless hours analyzing different concepts and strategies."

Judges Said: The team was told that the depth and quality of their research on all aspects of the development was extremely impressive. "Our analysis was supported by a 272 page document that detailed every aspect of the process from start to finish. We also utilized a creative deal structure that was supported by accurate underwriting in-line with current return requirements," D'Orazi says.

The H Factor: The team received guidance from Professors Nancy Wallace and Bob Helsley and were concurrently taking their Real Estate Investment and Analysis class. "Our team advisor, Craig Davey, was also extremely helpful in developing our core concepts. In addition, the Haas real estate network was an invaluable resource for our team and we were continually impressed by the willingness of the community to open their doors."

Influence without Authority: "This was one of the most equitable and hardworking teams we have ever been associated with and we all truly enjoyed the experience," says D'Orazi. "The collaborative nature of Haas was extremely evident."

Wong, Phillip (ECN)

From: [REDACTED]
Sent: Monday, July 11, 2016 7:14 PM
To: Kate Favetti; Lisa Spinali; Maria Picar; Brigitte Davila; Robert Muehlbauer; Howard Chung; Rebecca Lee; Christine Godinez; Jonathan Winston; Wong, Phillip (ECN)
Cc: [REDACTED]; Harry Bernstein; Madeline Mueller
Subject: Balboa Reservoir CAC Public Realm

In regards the “Public Realm” Parameters, two parameters describe but do not name the 60 years of existing use of the parking lot by City College students.

It is not sufficient to shunt some of the needs of the College community to a general overview of City College or to an overview of transportation. To do so ignores those needs taken as a whole within the community that surrounds the Balboa Park Reservoir.

For example, in Public Realm Principle #3 which says:

Incorporate the different needs and hours of activity for diverse users in the area

The people who are currently using the parking lot 5 days a week are ignored in this principle. Because the City College community does indeed have different “needs and hours of activity” this principle as written completely ignores the needs and hours of activity of approximately 30,000 people who visit this area.

This principle should be rewritten to include the needs and hours of activity for those currently using the parking lot or it should be stricken for its omission.

In Principle #7: *Plan and design in coordination with a long-term, sustainable maintenance plan and community-serving programming*, portion (d.) says:

“Integrate educational and cultural opportunities into the public realm”

How is it possible to write this principle and not mention City College?

This principle makes no reference toward how to integrate educational opportunities with City College and instead does not name or in any way describe any connection to the school, which is a few steps away. A person reading this principle as written would not know there was a large community college at this location's doorstep.

By excluding City College from places throughout the principles where mention is entirely appropriate, the Parameter minimize the school's importance and jeopardizes the future of City College's operations. It is a disservice to City College students, faculty and staff to ignore them in these parameters.