

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

**DOCUMENTS RECEIVED FROM  
PUBLIC DURING  
10/15/18 SPECIAL MEETING**

**AND**

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

**Period: 7/10/18 – 10/15/2018**

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**[No Documents Received]**

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**Period: 7/10/18 – 10/15/2018**

## **Shanahan, Thomas (ECN)**

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**From:** aj [REDACTED]  
**Sent:** Sunday, October 14, 2018 9:36 PM  
**To:** BRCAC (ECN); Shanahan, Thomas (ECN)  
**Cc:** Jon Winston; Christine Godinez; Howard Chung; Brigitte Davila; [REDACTED] Robert Muehlbauer; Michael Ahrens; Amy O'Hair; Yee, Norman (BOS); Low, Jen (BOS); Maybaum, Erica (BOS)  
**Subject:** Written Comment for 10/15/2018 BRCCAC meeting  
**Attachments:** BPS FEIR Reservoir housing-open space map.docx; Balboa Reservoir Open Space, BPS Area Plan.docx

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BRCAC:

Here is Written Comment for your 10/15/2018 meeting:

### **Agenda Item 3, Environmental Review Update**

I had cc'd my CEQA Scoping comment "Contextualization of Existing Land Use and Public Services" earlier today. Please take the effort to read it.

The Notice of Preparation material crucially cites Public Resources Code 21099. PRC Section 21099 (b)(3) states: "*Notwithstanding the foregoing* ["requirement to analyze a project's potentially significant transportation impacts"--aj], *the adequacy of parking for a project shall not support a finding of significance pursuant to this section.*"

What this legalese really means is this:

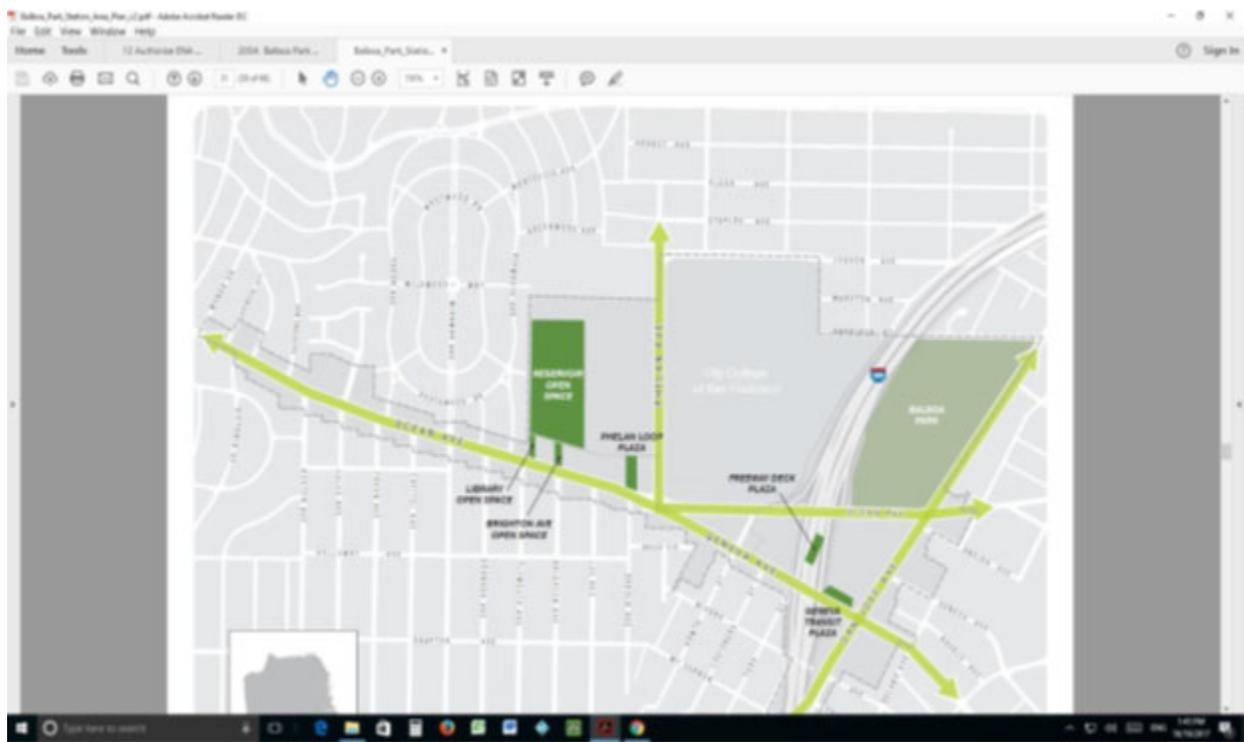
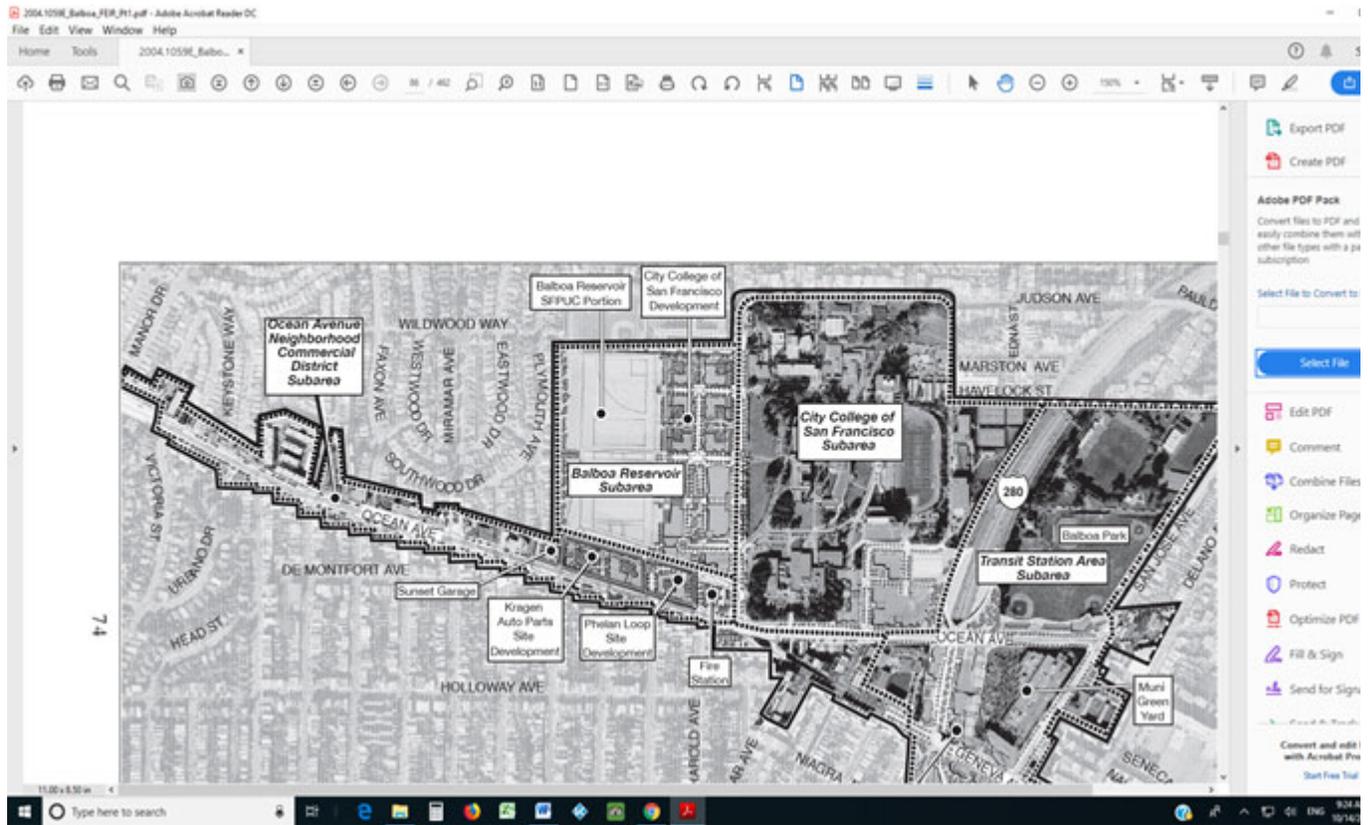
Even if the EIR analysis shows significant transportation impacts due to the of the loss of student parking, the **facts don't matter**. Even if in reality, parking impacts are significant, 21099 will not allow any factual real-world significance to result in a **finding** of significance. In the real world,  $1 + 1 = 2$ ; In the Balboa Reservoir world,  $1 + 1 = 0$ .

### **Agenda Item 4, Design Update**

The Notice of Preparation material refers to the Balboa Park Station Final EIR as foundational for the forthcoming "Subsequent EIR" for the Reservoir Project.

The BPS FEIR talked about considering 425-500 units. The Avalon proposal upped it to 1100 units. Now, the City's number has jumped to 1,550 units. Yes, times and conditions have changed, but from 425 to 1,550?

And what happened to the BPS FEIR's Reservoir Open Space? Check out these maps from the BPS FEIR and compare them to the current designs:



BRCAC members, please think independently instead of allowing yourselves to be led by the nose.

Your role is to represent the interests of the community. It is not to gain "buy-in" from the neighborhood on behalf of developers who would privatize public lands in the guise of "affordable housing."

--aj

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

From: aj [REDACTED]

**Subject:** CEQA SCOPING for Reservoir: Contextualization of Existing Land Use and Public Services

Dear Ms. Poling, Environmental Planning Division:

According to the Notice of Preparation, the Reservoir EIR will be a "Subsequent EIR", a lower tier of the top-tier Balboa Park Station Final EIR.

The program-level BPS FEIR (as opposed to the forthcoming project-level Reservoir Subsequent EIR) determined that-- on the broad area-wide program level--there would be no significant impacts on the CEQA environmental categories of LAND USE and PUBLIC SERVICES. This determination of non-significance cannot be validly extended to the Balboa Reservoir Project.

The Reservoir Project will impact the existing physical **land use** condition/setting of it being a parking lot that provides access to City College's educational **public service**. Developer forces have conveniently but inaccurately characterized the PUC Reservoir as "an unpleasant void in the neighborhood." Contrary to this mischaracterization, the PUC Reservoir has in fact served for a long time as a student parking lot. The lot has been utilized continuously to provide an important public purpose of providing access to the educational services of City College.

The proposed physical elimination of student parking has had the secondary effect of forcing City College's Facilities Master Plan (FMP) to add 2-3 new parking structures. These new physical structures in the FMP are necessitated to counteract the adverse impacts of the Reservoir Project on student access to the commuter college.

The NOP cites Public Resources Code 21099:

*(3) This subdivision does not relieve a public agency of the requirement to analyze a project's potentially significant transportation impacts related to air quality, noise, safety, or any other impact associated with transportation. The methodology established by these guidelines shall not create a presumption that a project will not result in significant impacts related to air quality, noise, safety, or any other impact associated with transportation. Notwithstanding the foregoing, the **adequacy of parking for a project shall not support a finding of significance** pursuant to this section.*

The above-cited section of 21099 appears to unconditionally rule out parking adequacy as an environmental factor. However, this apparent unconditionality of the stricture that it "shall not support a finding of significance", violates the concept of "contextualization."

Judicial rulings have determined that parking must be "contextualized." For example, an initial contextualization was the differentiation between parking in urban contexts vs. suburban contexts.

Proper contextualization in the Balboa Reservoir-City College context would acknowledge the actual existing condition/setting of student parking that contributes to furthering the public purpose of providing student access to public education at a commuter school.

So, despite the apparent "Heads I win, tails you lose" nature of the PRC 21099 citation, it believe it would fail the "contextualization" principle in judicial review.

I urge the Reservoir Developers to fully mitigate its adverse impact on City College. City College should not be forced to use hard-to-come-by, or non-existent, public funds to to make up for the privatization of public lands.

Please enter this into the administrative record for 2018-007883ENV.

--Alvin Ja

## **Shanahan, Thomas (ECN)**

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**From:** Jonathan Rapp [REDACTED]  
**Sent:** Sunday, October 14, 2018 5:31 PM  
**To:** BRCAC (ECN)  
**Subject:** Balboa Reservoir

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please think seriously about the neighborhood before you approve an increase in the numbers of units planned for the reservoir, beyond what those in the process to date have found acceptable.

This is not the first or the last set of buildings very nearby. You may overwhelm the streets and transit, and equally importantly change the feeling of the area in a single stroke from an established city neighborhood to an intensely urban node. Few if any folks nearby want this. We are not against building an appropriate number of apartments, with as many as possible being subsidized by the developer for lower income folks. But we don't want to lose the sense of being a distance from center city.

Jonathan

## **Shanahan, Thomas (ECN)**

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**From:** aj [REDACTED]  
**Sent:** Thursday, October 11, 2018 1:26 AM  
**To:** Poling, Jeanie (CPC)  
**Cc:** BRCAC (ECN); Shanahan, Thomas (ECN); Yee, Norman (BOS); Board of Supervisors, (BOS); Hood, Donna (PUC); Secretary, Commissions (CPC); Rafael Mandelman  
**Subject:** Comment on Balboa Reservoir NOP re: "Summary of Potential Environmental Issues"  
**Attachments:** 2018-7-2 Comment on Transportation.docx; 2018-7-7 additional comment on Transportation.docx

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Ms. Poling:

The NOP's "Summary of Potential Environmental Issues" states:

*The proposed project and project variants meet all of the requirements of a transit-oriented infill development project under California Public Resources Code section 21099; therefore, the subsequent EIR shall not consider aesthetics and parking in determining if the project has the potential to result in significant environmental effects.*

The main idea behind PRC 21099 is changing the evaluation of transportation & circulation impacts from Level of Service (LOS) to Vehicle Miles Travelled (VMT). In reference to parking, the NOP cites 21099 states:

*The methodology established by these guidelines shall not create a presumption that a project will not result in significant impacts related to air quality, noise, safety, or any other impact associated with transportation. Notwithstanding the foregoing, the adequacy of parking for a project shall not support a finding of significance pursuant to this section.*

Although 21099 exempts parking adequacy as a CEQA impact "**for the** (Reservoir Project itself) **project**", 21099 does not exempt the secondary parking impact on CCSF's public educational service to students from assessment and consideration.

Student parking, **being the existing condition and setting**, cannot be bypassed by extending 21099's parking exemption onto the elimination of the public benefit of providing access to a commuter college.

The proposed Reservoir development has forced City College to include in its Facilities Master Plan 2-3 new parking structures to make up for the loss of existing parking in the PUC Reservoir. This is the secondary impact that must be addressed in the Subsequent EIR.

Please also enter into your administrative record the following two attachments that relate to this subject:

- 7/2/2018 comment on Transportation to BRCAC and Reservoir Community Partners
- 7/7/2018 additional comment on Transportation

Sincerely,  
Alvin Ja

**Shanahan, Thomas (ECN)**

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**From:** aj [REDACTED]  
**Sent:** Wednesday, October 10, 2018 8:46 AM  
**To:** Shanahan, Thomas (ECN); BRCAC (ECN); Jon Winston  
**Cc:** [REDACTED]  
**Subject:** Fw: Written comment on Reservoir Open Space  
**Attachments:** 2018-6-19 WRITTEN COMMENT ON BALBOA RESERVOIR OPEN SPACE.pdf;  
2017-10-25 updated version-- UNADDRESSED FLAWS IN BALBOA RESERVOIR  
PROJECT.docx

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Tom, Jon,

I had submitted the following 6/19/2018 email for the 6/23/2018 Open Space BRCAC meeting. It went on the BRCAC record in the 7/9/2018 CAC meeting "Public Comment Documents and Emails." Although the body of the email was recorded, the 2 attachments were omitted.

Please correct this oversight by re-publishing the 6/23/2018 email to include the two attachments in the 10/15 CAC meeting material.

Thanks,  
aj

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

**From:** [REDACTED]  
**To:** "balboareservoir@gmail.com" <balboareservoir@gmail.com>; BRCAC (ECN) <brcac@sfgov.org>; Donna Hood <dhood@sfgwater.org>;  
**Sent:** Tuesday, June 19, 2018 8:54 PM  
**Subject:** Written comment on Reservoir Open Space

PUC, Planning Commission, Board of Supervisors, BRCAC, Reservoir Community Partners, LLC:

Attached is comment on Balboa Reservoir Open Space, solicited by Reservoir Community Partners, LLC for 6/23/2018 meeting.

## WRITTEN COMMENT ON BALBOA RESERVOIR OPEN SPACE

The fundamental issue of privatization of public assets has never been addressed throughout the Reservoir Project's public engagement process.

The PUC Reservoir parcel 3180 is zoned as a P (Public) District according to the Planning Code. The use of this "P" parcel for private ownership is not allowed under the Planning Code.

The Planning Code further requires that:

If the accessory nonpublic use is located on a lot with an OS Height and Bulk designation per Section 290 of this Code, it shall occupy a *de minimis* amount of space so that it does not detract from the lot's principal or exclusive purpose as open space. In no case may accessory nonpublic uses occupy more than 1/3 of the total lot area occupied by the principle use;

Also, being adjacent to the Westwood Park Residential Character District, the Planning Code furthermore requires that:

If the accessory nonpublic use is located within 1/4 mile of a Restricted Use Subdistrict listed in Article 2 or 7, then no use prohibited in such Subdistrict may be permitted as an accessory nonpublic use;

I expect that the Reservoir Project intends to rezone the PUC Reservoir from public "P" zoning and for removal of the 40-X height limit zoning to a substantially higher bulk-height zoning. The Planning Commission and Board of Supervisors should not allow this. Planning Commission and Board of Supervisors should not be facilitating the privatization of public property.

The Balboa Park Station Area Plan has been used to justify the development of the Reservoir by Reservoir Community Partner, LLC. However, the citation of the BPS Area Plan has been selective and distorted. From my submission entitled "Unaddressed Flaws in Balboa Reservoir Project" (attached), I had written the following which relates to the BPS Area Plan's call to consider Housing and Open Space:

10. Best use of PUC Reservoir:

Under Objective 1.4 of the Balboa Park Station Area Plan, Policy 1.3.2 [sic] states "*POLICY 1.3.2 Develop the west basin of the reservoir [for] the greatest benefit of the city as a whole as well as for the surrounding neighborhoods.*"

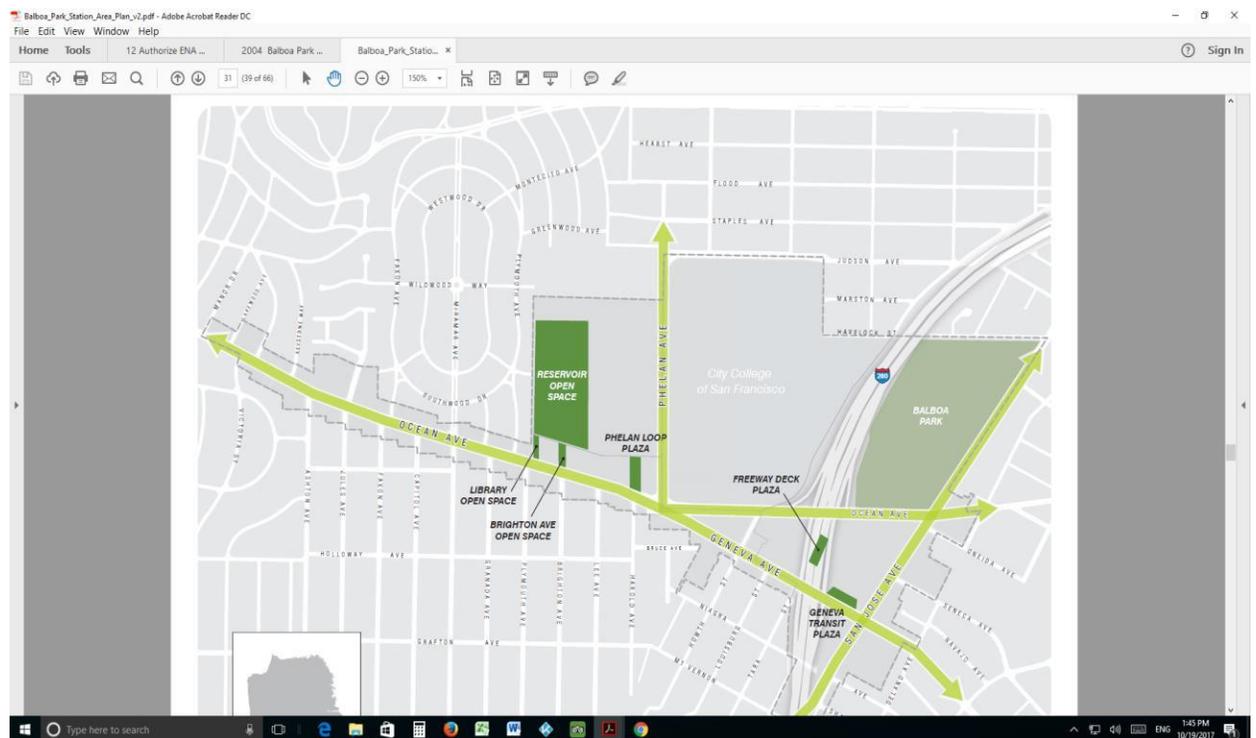
☒ There has never been any discussion about what constitutes "greatest benefit." The City/Mayor simply declared by fiat that it would be used for housing (without mandating compliance with the intent of State and City Public Lands laws regarding legally-defined Affordable Housing).

It can be legitimately argued that **using the west basin for educational purposes would be the "greatest benefit."**

11. Balboa Station Area Plan does not mandate housing at Reservoir

Proponents of the Reservoir Project refer to the Balboa Park Station Area Plan as calling for housing on the Reservoir. This is inaccurate. The BPS Area Plan actually used the term "consider." It called for housing to be considered. It was not a mandate. In addition to housing, there was something else that the BPS Area Plan asked to be considered: OPEN SPACE. The BPS Area Plan contains several elements, among which are the Housing Element and the Open Space Element.

The Open Space Element of the BPS Area Plan includes discussion of the western Reservoir as open space and includes this map, yet this section of the BPS Area Plan has been ignored.



And then again, on a broader perspective, the BPS Area Plan has asked that the "best use" be considered for the Reservoir. Instead of "best use" or "open space" as presented by the BPS Area Plan, the City jumped directly to housing as the sole consideration.

I took an Anthropology class that was taught on the 3<sup>rd</sup> floor of the Science Building in Fall 2017. From the classroom, we were able to take in the view of the Pacific Ocean out to the Farallon Islands. This view will be lost with the high-density Reservoir development.

Avalon-Bridge's plan to offer 4 acres of open space out of the Reservoir's 17.4 fails to address the Reservoir Project's impact on the existing neighborhood character, context and setting.

CALL FOR RESERVOIR COMMUNITY PARTNERS,LLC, OEWD, PLANNING DEPT, and PUC TO DESIST IN THE MISREPRESENTATION OF "50% AFFORDABLE"

The Reservoir Project has been able to gain traction because of the deceptive marketing of "50% affordable." The fact is that the Reservoir Project's own Development Overview provides only for:

- 50% (550 units) market-rate;
- 18% (198 units) low-income (80% AMI-- \$64,500)
- 15% (165 units) moderate-income (120% AMI-- \$97,000)
- **HYPOTHETICAL (not funded or planned by the private developer)** "additional affordable" middle-income (150 AMI-- \$121,000)

SINCE RESERVOIR COMMUNITY PARTNERS, LLC HAS NO RESPONSIBILITY TO ACTUALIZE THE 17% "ADDITIONAL AFFORDABLE" (for those of up to \$121,000 annual income), the deceptive misrepresentation of "50% affordable" needs to be corrected. "50% affordable" is fundamentally deceptive advertising.

Submitted by:

Alvin Ja

Sunnyside resident, City College stakeholder

June 19, 2018

## **UNADDRESSED FLAWS IN BALBOA RESERVOIR PROJECT (updated 10-25-2017)**

The Balboa Reservoir Project has been presented to the community essentially as a done-deal. It has been justified by referencing the Balboa Park Station Area Plan and the Public Land for Housing Program.

However, there has been no fact or evidence-based analysis of the assumptions and premises involved in the Reservoir Project's so-called affordable housing. The Project has been framed as an affordable housing effort; it has also been framed as providing affordable housing "in perpetuity." Yet when deeper analysis is made, only 33% of the housing on public land will be legally-defined Affordable Housing. When you read the fine print, "in perpetuity" only means "for the useful life of the buildings."

Objective 1.4 of the Balboa Park Station Area Plan called for using the Reservoir for the "best benefit of the neighborhood, the city, and the region as a whole." Yet the Balboa Reservoir Project has failed to assess the relative harms and benefits of the proposed housing development versus the educational needs of the city and the Bay Area. As envisioned, the Reservoir Project will harm City College of San Francisco which serves the broadest public interest and benefit to the entire Bay Area.

During the course of the public engagement process, much input has been provided to the City Team regarding flaws in the Reservoir Project. However, fundamental questions and concerns regarding the validity of the Project have not been addressed.

Here is an updated digest of critiques have remained unaddressed by the City Team.

### **CONCEPTUAL FRAMEWORK: PUBLIC LAND FOR THE PUBLIC GOOD**

1. Public land should be used for the public good.
2. Affordable housing for homeless, low-income and moderate-income people contributes to the public good.
3. The California State Surplus Land Statute and the City's Surplus City Property/Public Lands Ordinance were set up to help address housing targeted for homeless, low-income and moderate-income people.
4. The intent of both State and City laws were not meant to subsidize high-cost housing.
5. As defined by law, "Affordable Housing" covers moderate-income housing going up to 120% Area Median Income only.
6. Balboa Reservoir Project only requires that 33% of the BR housing to be legally-defined "Affordable Housing." The remaining 67% of housing falls outside the bounds of the original intent of State and City targets of Affordable Housing--as defined by State law--for low-income, and moderate-income people.
7. The result of this 33% Affordable Housing/67% non-Affordable Housing ratio is that public land will be transferred to private interests/higher income owners in the guise of "Affordable Housing."
8. Using 33% "Affordable Housing" to subsidize the 67% high-cost housing is contrary to the intent of the original legislation.
9. Distorted meaning of "in perpetuity": Affordable units are supposedly going to be deed-restricted "in perpetuity." Yet, contrary to the normal meaning of "in perpetuity", the City/RFQ defines it as

follows: "The project's affordable housing units must remain affordable in perpetuity (i.e. throughout the useful lives of the buildings in which those units are located), ..." What this really means is that after 55-75 years, or even sooner--depending on how the developer defines "useful life"-- even the 33% Affordable will no longer be in existence. **The entire Reservoir property will be owned free and clear by private interests with no requirements for affordability: It's the pot at the end of the rainbow for private interests that are willing to make a short-term sacrifice in exchange for a long-term bonanza.**

10. Best use of PUC Reservoir:

Under Objective 1.4 of the Balboa Park Station Area Plan, Policy 1.3.2 [sic] states "*POLICY 1.3.2 Develop the west basin of the reservoir [for] the greatest benefit of the city as a whole as well as for the surrounding neighborhoods.*"

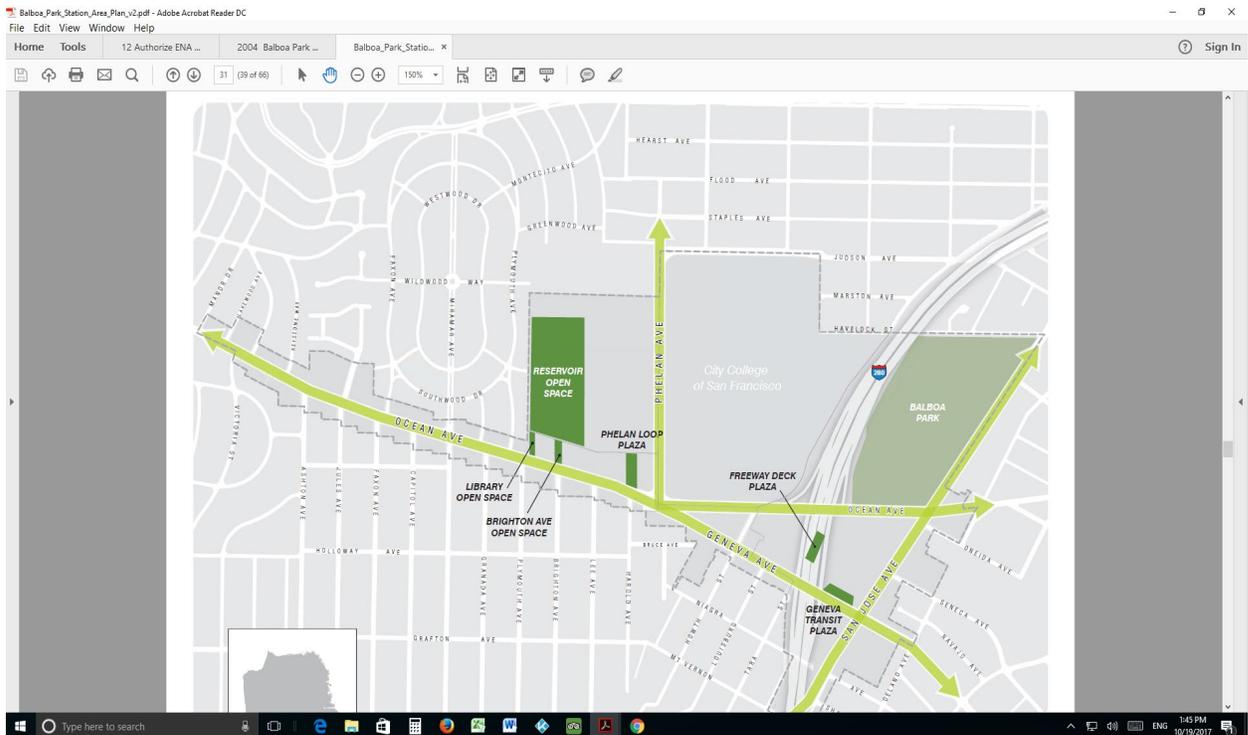
- There has never been any discussion about what constitutes "greatest benefit." The City/Mayor simply declared by fiat that it would be used for housing (without mandating compliance with the intent of State and City Public Lands laws regarding legally-defined Affordable Housing).
- It can be legitimately argued that **using the west basin for educational purposes would be the "greatest benefit."**

11. Balboa Station Area Plan does not mandate housing at Reservoir

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The BPS Area Plan contains several elements, among which are the Housing Element and the Open Space Element.

The Open Space Element of the BPS Area Plan includes discussion of the western Reservoir as open space and includes this map, yet this section of the BPS Area Plan has been ignored.



And then again, on a broader perspective, the BPS Area Plan has asked that the "best use" be considered for the Reservoir. Instead of "best use" or "open space" as presented by the BPS Area Plan, the City jumped directly to housing as the sole consideration.

**CEQA CONSIDERATIONS**

1. CEQA requires public agencies to avoid or mitigate significant adverse environmental impacts caused by a project.
2. City College is a critical public service that serves the entire Bay Area. CCSF is the central economic, educational and cultural feature of the Reservoir vicinity. However the Balboa Reservoir Project has failed to acknowledge CCSF's primacy.
3. Housing on Balboa Reservoir is a component of the Balboa Park Station Area Plan, based on an Initial Study conducted in 2006, referenced in the BPS Final EIR.
4. The proposal of 425-500 units in the Reservoir was arbitrary. There was no documentation, evidence, or argumentation presented to support the proposal for 425-500 units in the 2006 BPS Initial Study/BPS Final EIR/BPS Area Plan.
5. The BPS Area Plan, Final EIR/Initial Study determined that, on the BPS Program-Level, that there would be no significant impact to school facilities.

6. The BR Project's 2014 AECOM Study incorrectly extended the Program-Level determination of non-significance to the Balboa Reservoir Project's Plan-Level. This has caused the BR Project to ignore adverse impacts that the Project will have on City College and neighboring schools.
7. The City Team has refused to acknowledge the reality that the use of the Reservoir for student parking is an existing public benefit. It is a benefit that helps provide access to quality education.
8. Instead, the Balboa Park Station Area Plan mischaracterizes the Reservoir as simply being an "unpleasant void in the neighborhood " despite the reality that it serves an important and needed public purpose for students.
9. The Balboa Reservoir Project can be characterized as constituting an **eviction of an important Bay Area-wide public service**--City College. A public good is being eliminated for the benefit of private developer interests.
10. The City Team operates on the unfounded assumption that housing on the Reservoir is of higher importance than the importance of City College to the community.
  - The City Team shifts the burden of mitigation of impending adverse impacts of the Project onto the surrounding neighborhoods and CCSF stakeholders. It addresses the BR Project's adverse impacts by calling for the impactees to bear the burden by practicing TDM ("*reduce single-occupant vehicle trips by college staff, faculty, students, and neighborhood residents*") and requesting Residential Permit Parking.
11. The City Team argues that it is too expensive to build parking. If the Reservoir were to be left as-is to provide student access to education, there would be no need to build new parking. It's cheaper to keep it as-is.
12. Eviction of CCSF from western Reservoir will harm student access to education.
13. The State Surplus Property Statute (Govt Code 54220) targets use of housing for those of "low" or "moderate" income (up to 120% of Area AMI). It was under this concept that San Francisco's Public Lands for Housing Program was originally formulated. The idea was for surplus public property to be used for the public good to create Affordable Housing (120% AMI).
14. "Affordable Housing" is legally defined as up to 120% AMI (Administrative Code 23.A.4) The Principles & Parameters only requires 33% to be legally-defined Affordable Housing.
15. In reality 67% will be unaffordable housing. Although the City Team presents the Project as market-rate housing subsidizing affordable housing, this is an inversion of reality. In reality, the 33% affordable housing is cover for the reality that this transfer of public property will benefit private interests at the expense of the public. The reality is that the 33% "affordable housing" will be subsidizing private interests.

## PUC LAND USE POLICY

1. The RFQ's section on Applicable Land Use Policies makes no reference to the PUC's own "Framework for Land Use and Management."

2. From the PUC website: By adoption of [the Framework](#), the Commission is seeking to advance the analytical and decision-making process surrounding the administration of real estate assets under the SFPUC’s exclusive jurisdiction.
3. PUC’s Land Use Framework policy allows sale only if: *“Use of the land sold will not result in creating a nuisance.”*
4. Even though the PUC Land Use Framework was formulated to focus on “Land Management Guidance for...Disposition of SFPUC Lands,” The City Team has dismissed the importance of this policy document: *“It is not necessary, or feasible, for an RFQ to name all of the City policies and procedures that apply to the project.”* [ from Staff Response to *“Why doesn’t the RFQ discuss the SFPUC Land Use Framework?”* ]

Importantly, Staff misstated the essence of the question. **The real question was whether or not the intended disposition of the PUC Reservoir property complies with PUC’s policy on “Disposition of SFPUC Lands”; the question was not whether the Land Use Framework policy is “named.”**

#### **PARKING vs. TDM**

1. The City Team argues that it is too expensive to build parking. If the Reservoir were to be left as-is to provide student access to education, there would be no need to build new parking. If construction cost is the consideration, then the best option is to leave the western Reservoir as-is.
2. TDM is the third component of the City’s Transportation Sustainability Program. TDM requires new developments to provide on-site amenities that prioritize sustainable alternatives to driving.
3. The Balboa Reservoir Project will not exist in isolation from the surrounding neighborhoods. The TDM outcomes within the boundaries of the Project itself will probably be highly successful. However, BR Project’s internal TDM success will come at the expense of the surrounding neighborhoods when BR residents park their privately-owned vehicles and drive their privately-owned vehicles outside the Reservoir Project’s own boundaries.
4. FROM EARLIER SUBMISSION TO CAC REGARDING TDM:
  - 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.**

--aj