From:	aj
To:	Jon Winston; sunnyside.balboa.reservoir; cgodinez; tang.mark; jumpstreet1983; mikeahrens5; Brigitte Davila; Peter Tham
Cc:	BRCAC (ECN); Yee, Norman (BOS); Low, Jen (BOS); Major, Erica (BOS); Safai, Ahsha (BOS); Peskin, Aaron (BOS); PrestonStaff (BOS); Safai, Ahsha (BOS)
Subject:	3rd comment for 6/15/2020 CAC--CA & City Subsidies totaling $124.2 Million
Date:	Saturday, June 13, 2020 10:08:01 PM
Attachments:	dataURI-1591059075092

CAC Members--

Please familiarized yourselves with the fine print that is contained in the 2256-page PDF Planning Commission packet.   You will find that the fine print diverges from the marketing PR of the Reservoir Project.

Here are some examples of Bait & Switch that contrasts the marketing hype with the actual content of the Development Agreement:

- affordable in **perpetuity** vs. Development Agreement's **57 years**
- **50%** affordable vs. **33%** in DA *[17% will be from "City's Affordable Funding Share", which is our own public money--aj]*
- **market-rate subsidizing affordable** units vs. **$124.2 Million in State and City subsidies** for affordable units
- **Fair market** return for ratepayers vs. **$11.2M** giveaway price

The following was submitted on Friday 6/12/2020:

Sent: Friday, June 12, 2020, 11:17:37 PM PDT
Subject: EPS Feasibility Memo: Evidence of the myth of 'market-rate housing subsidizing affordable units'

PUC, Land Use & Transportation Committee, BOS, BRCAC, Planning Commission:

Subject: EPS Feasibility Memo--Evidence of the myth/deception of market-rate housing subsidizing affordable units

Page 1250 of the 2256-page Planning Commission packet https://commissions.sfplanning.org/cpcpackets/2018-007883GPAPCAMAPDVA.pdf contains an EPS Feasibility Memo. Within the Memo is a "Table 1." Table 1 is essentially a profit-loss statement for the Reservoir Project.

Table 1 has two sections:

Uses (equivalent to 'Expenditures' plus 'Profit' of a standard profit/loss statement),

- **Sources** (equivalent to 'Revenue' of a standard P/L statement)

Table 1 is not in a standard profit/loss statement format.

Here, for clarity and transparency, I present Table 1 in a standard profit/loss statement format. Additionally, I have returned the $40 Million CA grants (from MHP and AHSC Programs) amount back to the Revenue section where it belongs...instead of the $40M amount being hidden in a footnote in Table 1: [Reservoir Project--EPS Feasibility Memo Profit-Loss Sheet]

Reservoir Project--EPS Feasibility Memo Profit-Loss Sheet

Sheet1 REVENUE (Sources) ...

The "Affordable Housing Program" (Exhiibit D of the Development Agreement, on p. 1580 of 2256-page Planning Commission packet) specifies the City's Affordable Funding Share to be $239K per unit. Thus for 187 City-subsidized units, RCP will receive $44.693 Million (187 units X $239K).

It is unclear if "Uses" in Table 1 includes the costs for the 187 "additional affordable" City-subsidized units.

Neither does Table 1 include the $44.7 Million that Reservoir Community Partners is expecting to receive from the "City's Affordable Funding Share."

Despite the unclarity in Table 1, the "Affordable Housing Program" of the Development Agreement states:

> *Developer will cause at least 50% of the total number of dwelling units constructed on the Project Site to be Affordable Units. Developer will be responsible for the pre-development, planning, permitting, construction, and management of all*
> *Affordable Units. The Parties agree that the Project's ability to achieve an overall affordability level of 50% is predicated on Developer's receipt of City's Affordable Funding Share.*

THE MYTH/DECEPTION OF MARKET-RATE HOUSING SUBSIDIZING AFFORDABLE UNITS

The Reservoir Project has been promoted as 550 units subsidzing 550 affordable units. With the recent release of the Development Agreement, this can be shown to be a myth and to be deceptive advertising.

The EPS Feasibility Memo and Development Agreement provides evidence for fact that the affordable units will be subsidized by public monies. State and City funding is expected to total $124.2 Million:

- $79.5 M from State grants
    - $39.5M from Statewide Park Program (SPP) and Infill Infrastructure Grant (IIG) Program,
    - $40.0M from Multifamily Housing Program (MHP) and Affordable Housing & Sustainable Communities Program (AHSC);
- $44.7 M from "City's Affordable Funding Share."

PROPORTION OF PUBLIC FUNDING FOR PROJECT: 55-69%

Because of the unclarity of whether Table 1 covers the 187 City-subsidized units or not, here are two calculations: 1) for the Table 1 "Uses" figures that would cover all 550 units; 2) for the Table 1 "Uses" figures that would cover only the Developer's 363 affordable units:

In both cases, public sources of funds total $124.2 Million ($39.5M + $40M + $44.7M)

The proportion of public monies for the Project depends on whether or not the Table 1 figures cover the 187 City-subsidized units:

1. If 187 City-subsidized units are covered: $124.2M / $180.6M cost = **69%**
2. If 187 City units are not covered: $124.2M / ($180.6M + $44.7M) = **55%**

So in either case, well over half (55- 69%) of the funding of affordable units will be paid for with public monies ,while Avalon Bay will get **at least half or more** of the total number of units.

> From this, it should be evident that, in reality, the public will be subsidizing the private developer by:
>
> - Privatization of public land, which will be given up in perpetuity for a scandalous 98%-discounted price of $11.2 Million;
> - Instead of the marketing sweet-talk of affordablility "in perpetuity", affordability will only be assured for 57 years.
>
> I urge all Supervisors to resist the temptations that the private developers dangle in front of you. Don't be a party to corruption and privatization of public lands at a giveaway price.

Sincerely,
Alvin Ja, District 7

From:	aj
To:	Jon Winston; sunnyside.balboa.reservoir; cgodinez; tang.mark; jumpstreet1983; mikeahrens5; Brigitte Davila; Peter Tham
Cc:	BRCAC (ECN); Yee, Norman (BOS); Low, Jen (BOS)
Subject:	ANOTHER comment for 6/15/2020 CAC--Objective Appraisal
Date:	Saturday, June 13, 2020 3:28:08 PM
Attachments:	dataURI-1591059075092

CAC members--

Here's another written comment that had been sent to brcac@sfgov.org on June 9, 2020. The 6/9 email relates to proposed ordinance to bypass Administrative Code 23.3's requirement that an independent appraisal be performed for sales of City property valued at over $10 Million.

Once again, I hope that you have already read and digested it:

PUC, Land & Transportation Committee, BOS, BRCAC, City Attorney:

In previous submittals I had raised the issue of the $ 11.2 Million valuation of the PUC Reservoir. It's a valuation that had been kept a secret from the public until about 5/21/2020......And even then, it was still hidden deep within a 2,256-page Planning Commission packet.

This $ 11.2 Million estimated valuation for the 17.6 acre (766,656 sq ft) equates to $14.61 per square foot.

INDEPENDENT, OBJECTIVE APPRAISAL REQUIRED
$14.61 per square foot pricing for the Reservoir parcel constitutes a 98% discount off market rate. This valuation is highly suspect in its provenance (backroom pay to play deal?) and requires an objective appraisal to avoid the public getting ripped off.

In line with the dubious $ 11.2 Million valuation, Administrative Code 23.3 REQUIRES an appraisal:

> *If the Director of Property determines the fair market value of Real Property that the City intends to Acquire or Convey exceeds $10,000 and the proposed Acquisition is not a donation, the Director of Property* ***shall obtain an Appraisal*** *for the Real Property.*

Despite an objective need and Administrative Code requirement for an independent and objective appraisal of the 17.6 acre parcel, you as the Board of Supervisors, are being asked to approve the following language on page 10 of the proposed Development Agreement Ordinance which purposefully violates 23.3:

> *The Board of Supervisors finds that due to current exigencies, the number of analyses of the Project that have been conducted, and the depth of analysis and sophistication required to*

appraise the Project Site, an Appraisal Review of the Project Site is ***not necessary and waives the Administrative Code Section 23.3 requirement*** *of an Appraisal Review as it relates to the Project Site.*

CORRUPTION INVESTIGATION NEEDED
"Not necessary?!....Waive a requirement!? This is manifestation of pure criminality and corruption.

City Attorney Herrera:

Please initiate a full investigation of corruption in this Privatization Scam.

Alvin Ja, District 7

From:	aj
To:	Jon Winston; sunnyside.balboa.reservoir; cgodinez; tang.mark; jumpstreet1983; mikeahrens5; Brigitte Davila; Peter Tham
Cc:	BRCAC (ECN)
Subject:	Fw: Privatization giveaway price of Reservoir lot--98% discount
Date:	Saturday, June 13, 2020 3:08:35 PM
Attachments:	dataURI-1591059075092

Chair Winston, CAC members:

Written comment for your 6/15/2020 meeting:

My preferred mode of public input is via written submissions. Oftentimes I only submit input to brcac@sfgov.org with the expectation that the input would be appropriately directed to the individual CAC members. I am not sure that this expectation is actually fulfilled.

Here's a 6/1 submission regarding the estimated valuation of the PUC Reservoir to RCP, LLC. Hopefully, you've already seen and digested its importance.

--aj

----- Forwarded Message -----
From: aj <ajahjah@att.net>
To: Major Erica (BOS) <erica.major@sfgov.org>; Board of Supervisors <board.of.supervisors@sfgov.org>; Donna Hood <dhood@sfwater.org>; BRCAC ECN <brcac@sfgov.org>

Sent: Monday, June 1, 2020, 05:51:15 PM PDT
Subject: Privatization giveaway price of Reservoir lot--98% discount

Land Use & Transportation Committee (File 200422 & 200423), BOS, PUC, BRCAC:

I've been contending since the beginning of the “public engagement process” that the Project is a privatization scam that uses "affordable housing" as a false advertising ploy.

The 'privatization scam' allegation has now been supported by documentation. The CEQA Finding that was released one week prior to the 5/28/2020 Planning Commission meeting revealed an estimated value for the PUC Reservoir.

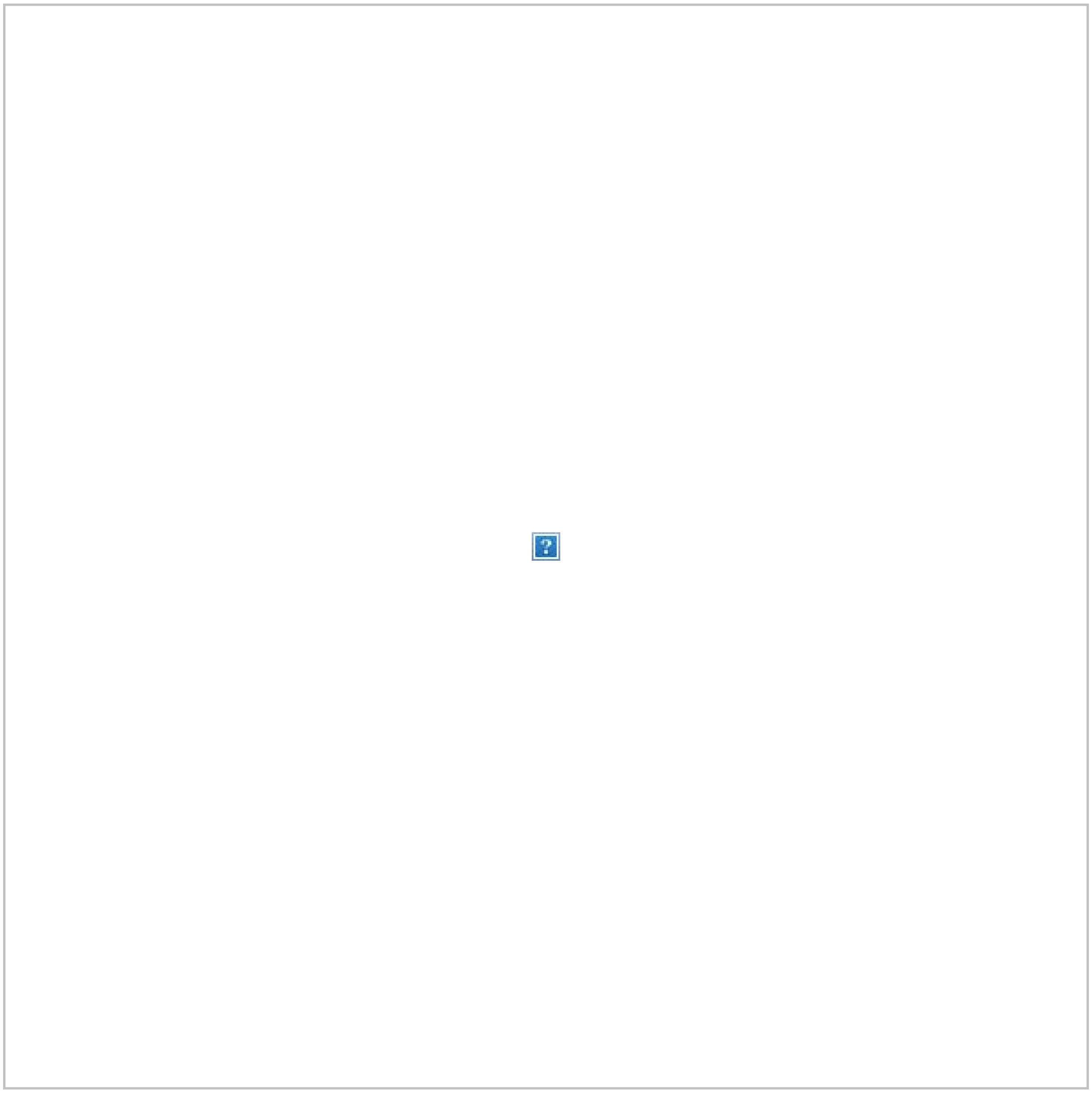
Actually, I was surprised that the estimated valuation was even contained in the packet that was prepared by Planning Dept Staff for the Planning Commission meeting.   I thought they would keep it secret until PUC sale approval was on deck.

But, whether intentionally or not, they did reveal the estimated valuation for the 17.6 acre Reservoir lot.

For those who missed it, according to the CEQA Findings, the PUC Reservoir's estimated valuation is $11.2 million.

Today, I found another for-sale property that can be used for comparison:

Subject: 636 Capp/21st & 22nd--$618/sq ft



From low to high, I present valuations of four properties:

LOCATION	PRICE	AREA	PRICE/SQ FT
PUC Reservoir	$ 11.2 Million	766,656 sq ft (17.6 acres)	**$ 14.61**
SFCCD Reservoir (Lee Extension, North Street), to be ceded to Reservoir Project	$ 3.8 Million	15,032 sq ft	$253.
636 Capp Street	$ 2.5 Million	4,046 sq ft	$618.

16th Street/Shotwell	$ 10 Million	13,068 sq ft (0.30 acre)	$768.

The Project's price-per-square foot is $14.61. This is a mere 2% of market rate.

The $11.2 Million sweetheart deal for the privatization scam must be opposed.

Gifting Avalon Bay a 98% discount off the actual land value will be criminal negligence and/or corruption by City Officials.

Do not be corrupted by developer forces.

Alvin Ja, District 7

From:	aj
To:	Hood, Donna (PUC); Major, Erica (BOS); Board of Supervisors, (BOS); Yee, Norman (BOS); Low, Jen (BOS); Maybaum, Erica (BOS); BRCAC (ECN); CPC-Commissions Secretary
Cc:	Public Lands for Public Good; CCSF Collective; ccsfheat@gmail.com; Defend City College Alliance; SNA BRC
Subject:	EPS Feasibility Memo: Evidence of the myth of "market-rate housing subsidizing affordable units"
Date:	Friday, June 12, 2020 11:17:44 PM

PUC, Land Use & Transportation Committee, BOS, BRCAC, Planning Commission:

Subject: EPS Feasibility Memo--Evidence of the myth/deception of market-rate housing subsidizing affordable units

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I urge all Supervisors to resist the temptations that the private developers dangle in front of you. Don't be a party to corruption and privatization of public lands at a giveaway price.

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Alvin Ja, District 7

From:	aj
To:	Hood, Donna (PUC); Major, Erica (BOS); Yee, Norman (BOS); Low, Jen (BOS); Maybaum, Erica (BOS); Board of Supervisors, (BOS); BRCAC (ECN); Cityattorney
Cc:	Public Lands for Public Good; CCSF Collective; ccsfheat@gmail.com; SNA BRC
Subject:	Balboa Reservoir Appraisal Required by Adm Code 23.3
Date:	Tuesday, June 9, 2020 6:51:04 PM

PUC, Land & Transportation Committee, BOS, BRCAC, City Attorney:

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City Attorney Herrera:

Please initiate a full investigation of corruption in this Privatization Scam.

Alvin Ja, District 7

From:	aj
To:	CPC-Commissions Secretary; Koppel, Joel (CPC); Moore, Kathrin (CPC); Imperial, Theresa (CPC); Diamond, Susan (CPC); Fung, Frank (CPC); Johnson, Milicent (CPC); Major, Erica (BOS); Clerk of the Board Alberto Quintanilla; MTABoard; Boomer, Roberta (MTA); BRCAC (ECN); Jon Winston; sunnyside.balboa.reservoir; jumpstreet1983; cgodinez; Peter Tham; marktang.cac@gmail.com; rmuehlbauer; mikeahrens5
Cc:	Robert Feinbaum; Cat Carter; DPH - thea; SNA BRC
Subject:	Balboa Reservoir Final EIR: Significance Threshold for Transit Delay
Date:	Sunday, May 24, 2020 12:48:17 PM

Planning Commission, Land Use & Transportation Committee (File 200422, 200423), SFCTA, SFMTA, BRCAC:

Planning Dept Staff contends that its 4-minute Threshold of Significance for Transit Delay is supported by substantial evidence. This contention is false.

The claimed "substantial evidence" consists of a one-sentence assertion in the Planning Department's "Transportation Assessment Guideline" and in its Appendix I "Public Transit Memorandum." That one-sentence "substantial evidence", in its entirety, consists of:

> *"For individual Muni routes, if the project would result in transit delay greater than or equal to four minutes, then it might result in a significant impact."*

- **4-MINUTE THRESHOLD OF SIGNIFICANCE FOR TRANSIT DELAY IS AN UNSUPPORTED ASSERTION, LACKING SUBSTANTIAL EVIDENCE**
  - The Final SEIR uses a quantitative threshold of significance of 4-minute Reservoir-related Transit Delay. In other words, Transit Delay is considered insignificant unless the Project contributes 4 minutes of delay to a MUNI line. In the real world of MUNI passengers and operators, a 4-minute delay in a short stretch near the Reservoir is extremely significant.
  - The establishment of a quantitative threshold of significance is required to be based on "substantial evidence." The Final SEIR claims that substantial evidence for the 4-minute threshold of significance is contained in Planning Dept's "Transportation Impact Assessment Guidelines." Contrary to the claim of "substantial evidence", the 4-minute significance criterion contained in the TIA Guidelines is only an assertion, without any evidence whatsoever. The "substantial evidence" for the 4-minute delay significance criterion consists of this one sentence: *"For individual Muni routes, if the project would result in transit delay greater than or equal to four minutes, then it might result in a significant impact."* This one sentence constitutes the entirety of the claimed "substantial evidence" in the TIA Guidelines. This one sentence appears in the body of the TIA Guidelines and, again, in the Appendix I "Public Transit Memorandum." However, repetition of a one-sentence assertion does not constitute "substantial evidence."
  - Planning Staff repeatedly cites the City Charter Section 8A.103 (c)1 as justification for the Project's 4-minute threshold of significance. 8A.103

(c)1 sets a lateness standard for MUNI at scheduled timepoints. The MUNI on-time performance criterion was not meant to allow the Reservoir Project to add an additional 4-minute delay on top of the pre-existing MUNI lateness standard. Isn't this simple common sense that a project that adds an additional 4-minute delay over and above pre-existing MUNI delay would be significant?!

- The 4-minutes late significance threshold only serves as a "Get Out of Jail Free card" for the Project's real-world significant contribution to Transit Delay.

submitted by:
Alvin Ja, District 7

From:	aj
To:	CPC-Commissions Secretary; Koppel, Joel (CPC); Moore, Kathrin (CPC); Johnson, Milicent (CPC); Fung, Frank (CPC); Imperial, Theresa (CPC); Diamond, Susan (CPC); Major, Erica (BOS); Board of Supervisors, (BOS); Hood, Donna (PUC); BRCAC (ECN)
Subject:	Balboa Reservoir--False Advertising
Date:	Sunday, May 24, 2020 7:49:50 PM
Attachments:	FALSE ADVERTISING BAIT & SWITCH (2).pdf

Planning Commission, Land Use Committee (Files 200422 & 200423), BOS, PUC, BRCAC:

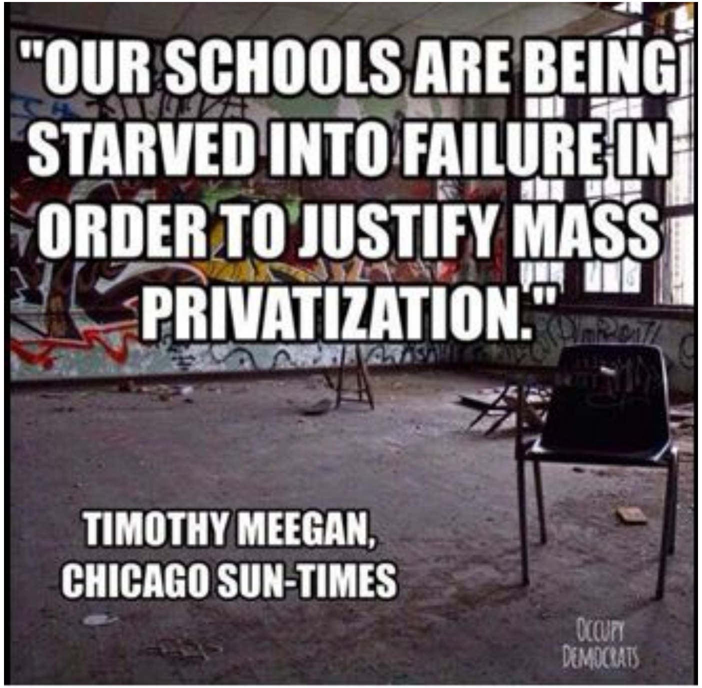
Attached is a City College stakeholder presentation.

BALBOA RESERVOIR PROJECT:
FALSE ADVERTISING
BAIT & SWITCH

Achieving Buy-In:
"Affordable Housing"
Affordable "In Perpetuity"

ACHIEVING BUY-IN:

For a PRIVATIZATION SCAM



50% AFFORDABLE!!

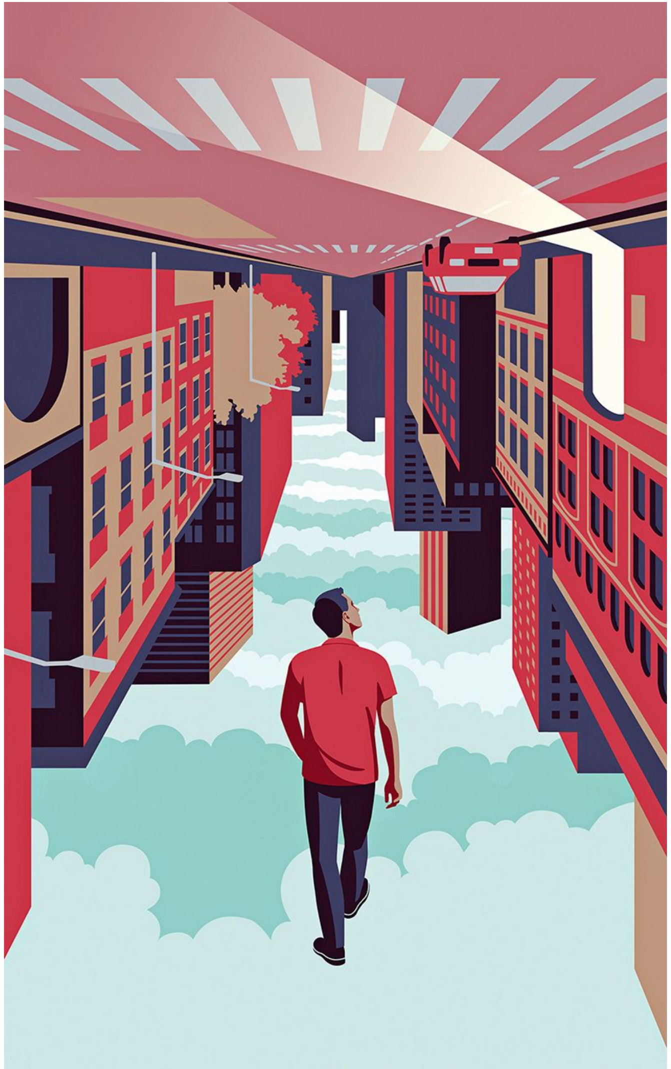
The sales pitch:
550 market-rate
units will subsidize
550 affordable
units.

NATIONAL LOW INCOME
HOUSING COALITION

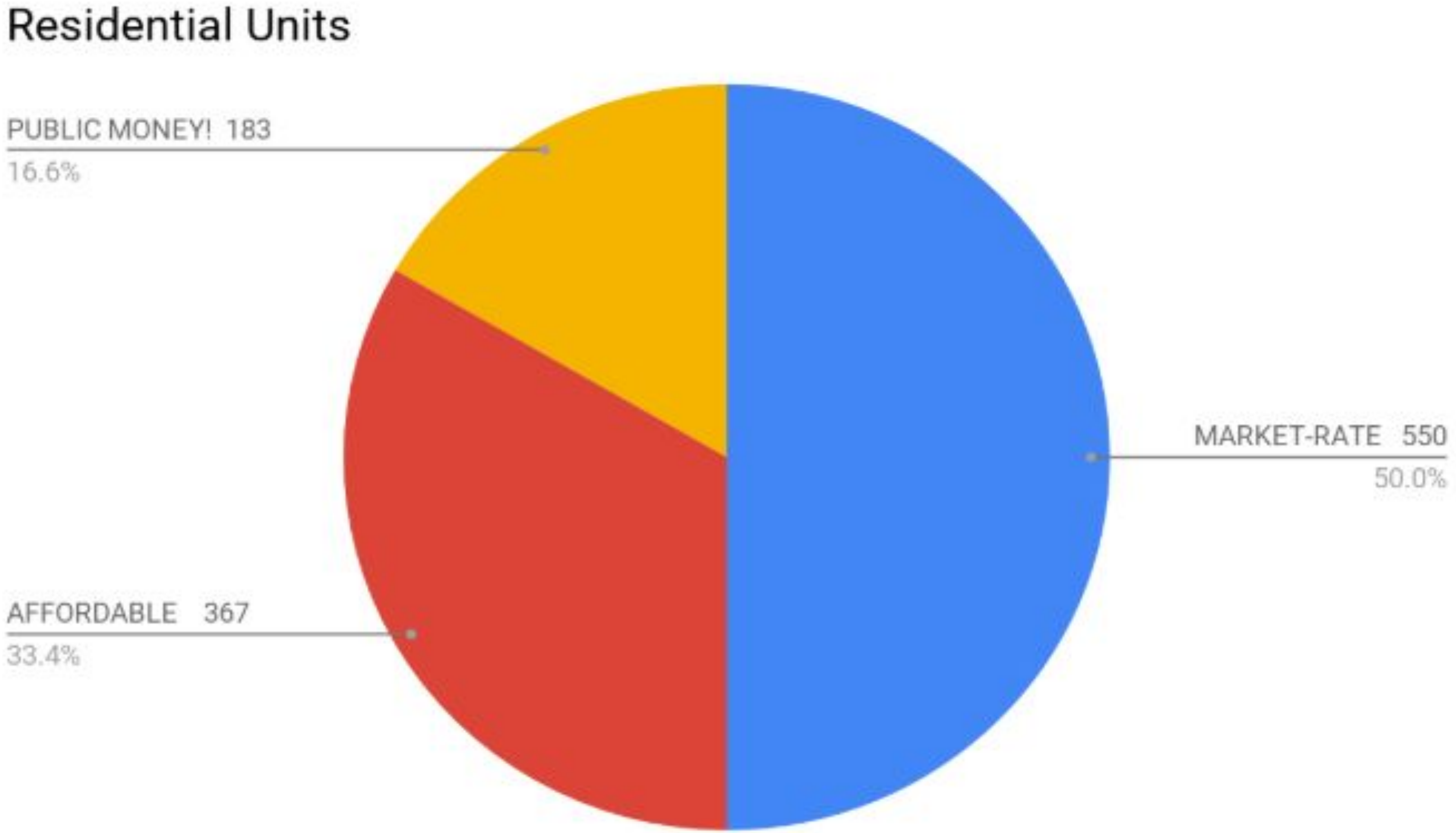
REALITY IS TURNED ON ITS HEAD

The reality is that public land (probably to be sold for cheap!) will be subsidizing 550 market-rate units.

“Affordable housing” is a marketing ploy to facilitate privatization.



THE REALITY


Residential Units
PUBLIC MONEY! 183
16.6%
MARKET-RATE 550
50.0%
AFFORDABLE 367
33.4%

OTHER PEOPLE'S (OUR!) MONEY

From the Development Agreement:

"Project's ability to achieve an overall affordability level of 50% is predicated on **Developer's receipt of City's Affordable Funding Share**."

AFFORDABLE "IN PERPETUITY"

The LIE from
Principles & Parameters:

Principle #1:
Build new housing for people at a range of income levels.
Parameters: a. Make at least 50% of total housing units **permanently affordable in perpetuity** to low (up to 55% of Area Median Income (AMI)), moderate (up to 120% of AMI), and middle-income (up to 150% AMI) households, provided that this can be achieved while also ensuring project feasibility and providing the economic return to SFPUC ratepayers that is required by law…

1. Make at least 33% of total housing units **permanently affordable in perpetuity** to low or moderate-income households, consistent with Proposition K (2014).

Development Agreement: Affordable for 57 years

$$57 \neq \infty$$

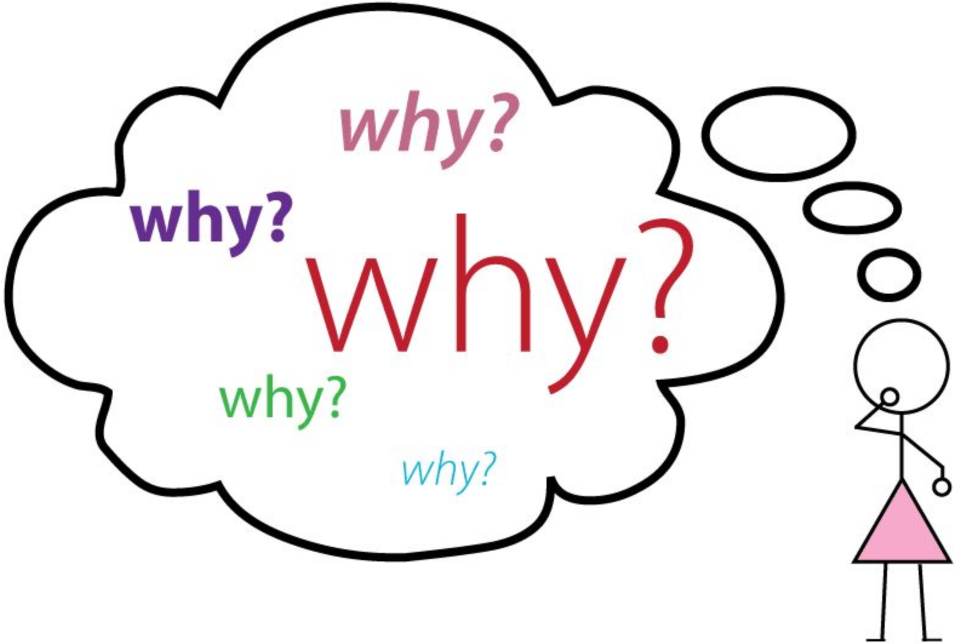
The TRUTH from Development Agreement:

"Affordability Restrictions. (a) Each Affordable Parcel will be subject to a recorded regulatory agreement approved by MOHCD to **maintain affordability levels for the life of the Project or fifty-seven (57) years, whichever is longer**, ..."

WHY A HOUSING SHORTAGE?

Is it because of:

- Excessive bureaucracy and regulations?
- NIMBY resistance?
- Insufficient supply relative to demand?



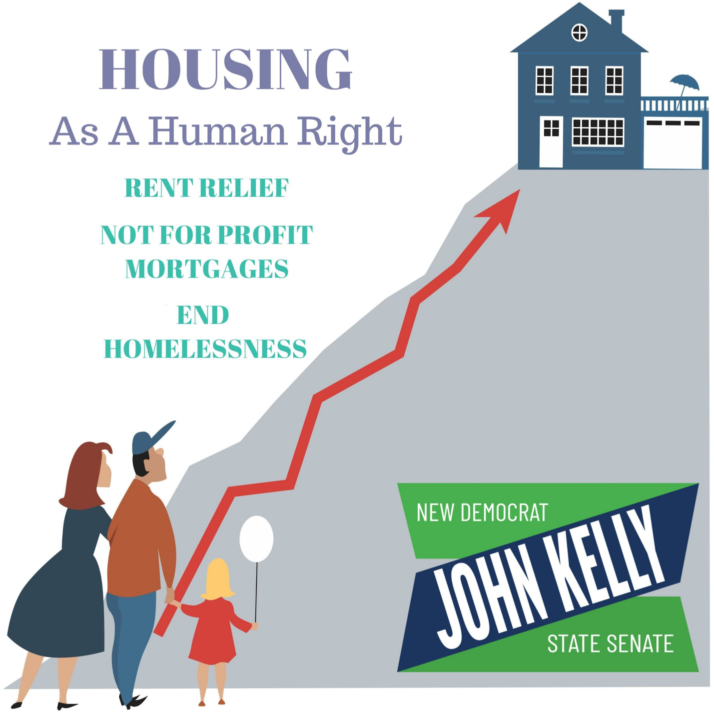
MAIN REASON FOR HOUSING SHORTAGE

Housing has a:

- **USE VALUE for people as shelter;**
- **VALUE AS A COMMODITY for trading**

HOUSING CONSTRUCTION IS CAPITAL INTENSIVE

- **Investment goes to where there is high Rate-of-Return on Investment**
  - **There is little or no profit in affordable housing**



NOT SIMPLY SUPPLY & DEMAND

YIMBY'S SAY: JUST BUILD MORE HOUSING!

This is simple-minded trickle-down economics.

What's important is what they call "financial feasibility."

Affordable housing is not financially feasible. Affordable housing will not attract investment, simply because it is not profitable enough.

The “Build! Build! Build!” Argument:

Increase the supply of luxury housing. Affordable housing will trickle down.

Have you noticed affordable housing trickling down in the Mission?

Or SOMA?

Building more luxury housing ….

just creates more luxury housing!

And drives up prices in surrounding neighborhoods.

PRIVATIZATION: "PUBLIC-PRIVATE PARTNERSHIP"

The Reservoir Project is an example of trickle-down economics.

Advantage accrues to the 1%, while crumbs (affordable units) fall to a mere handful of the multitudes of common people in need of basic shelter.

No matter how much profitable market-rate housing is built, the crumbs will be unable to satisfy the housing needs of the populace.

CRUMBS ARE NOT ENOUGH!

From:	Rita M EVANS
To:	BRCAC (ECN)
Cc:	SNA-BRC@googlegroups.com
Subject:	Addressing Pandemic Issues in Street and Sidewalk Design
Date:	Thursday, May 21, 2020 4:49:37 PM

NACTO (National Assn of City Transportation Officials) released today (May 21, 2020) ***Streets for Pandemic Response and Recovery***. It looks at how streets may need to be reshaped and resources deployed differently with the pandemic.
https://nacto.org/wp-content/uploads/2020/05/NACTO_Streets-for-Pandemic-Response-and-Recovery_2020-05-21.pdf

Can you assure the community that this has been reviewed and appropriate changes have been incorporated into street and sidewalk design for the Balboa Reservoir project? This is a rare opportunity to incorporate them into the design phase rather than attempting to shoehorn them in later.

Rita
Sunnyside
--
Rita Evans

From:	Tomasita Medál
To:	BRCAC (ECN); Tomasita Medál
Subject:	BRCAC Meeting Monday May 18, 2020
Date:	Wednesday, May 20, 2020 4:31:49 PM

Dear Mr. Shanahan,

Please send me the written transcript of the Balboa Reservoir Citizens Advisory Committee Meeting (including all public comment) this past Monday, May 18, 2020.

Respectfully,

Tomasita Medál
tomasitamedal@gmail.com
1415.629.5044

From:	Stephen Martinpinto
To:	BRCAC (ECN)
Subject:	COMMENTS for BRCAC meeting 20200518
Date:	Monday, May 18, 2020 7:58:51 PM

My public comment for the BRCAC meeting May 18, 2020

"We need to remember even if people don't own cars, they will still use cars, especially in this day and age of social distancing. We've seen this in China post-COVID, where traffic has actually increased well beyond what it was pre-COVID. Ride sharing does nothing to mitigate traffic concerns, it in fact increases it. We need to get this TDM right, which means having based on realistic assumptions, not desired or wished assumptions. People will always go to the path of least resistance. If it means driving, then they will drive. If it means using public transportation, then they will use public transportation. In order to encourage people to tend toward a specific choice, ethically, you must make it easier to use that specific choice, not more difficult to use other choices."

thanks

Stephen Martin-Pinto
Sunnyside Neighborhood

From:	Christine Hanson
To:	BRCAC (ECN); sunnyside.balboa.reservoir; Brigitte Davila; mikeahrens5; jonathan winston
Cc:	Jennifer Heggie; Jean Barish; Alvin Ja; Madeline Mueller; Harry Bernstein; Wynd Kaufmyn
Subject:	Re: BART shuttle Community Benefit
Date:	Monday, May 18, 2020 4:05:02 PM
Attachments:	Screen Shot 2020-05-17 at 11.09.50 PM.png Screen Shot 2020-05-18 at 9.34.38 AM.png presentation differences.pdf

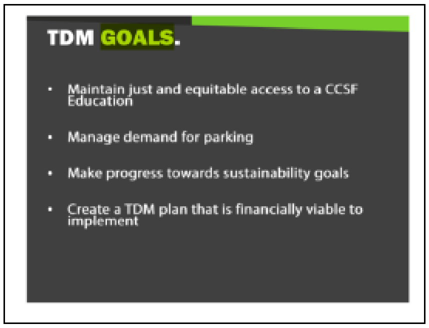
Hello CAC Members,
Attached is a pdf of the image that I pasted into the previous email for hopefully easier reading.
Chris Hanson

On Mon, May 18, 2020 at 9:36 AM Christine Hanson <chrissibhanson@gmail.com> wrote:

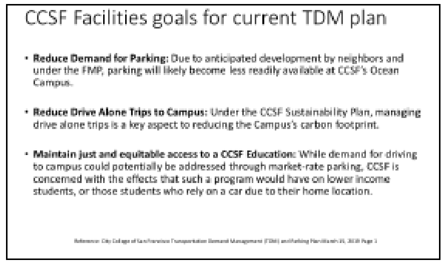
> Dear CAC Members,
>
> At the last CAC meeting I noted in public comment that when members of the City Team describe an improved relationship with City College Facilities staff they are not speaking about a dialogue with City College's Community or especially its Facilities Committee which is made up of representatives from the College.
>
> This results in a message to you and the people weighing the worthiness of this project that leaves out City College itself.
>
> Below is an example of this showing how two presentations on the same subject interpreted. The presentation of the Fehr and Peers report given to you was sculpted by the former head of the City College Facilities staff. It is compared to a presentation given to the City College Board of Trustees a month earlier at the College's Chinatown Campus and the original page in the Fehr and Peers report.
>
> The differences are subtle, but they are different and the message they convey is slightly different.
> We have been at this for years now, with the view of the College being seen through this lens starting at the ramp up to build on the Reservoir during the State takeover and regularly held private meetings between City Agencies (SFPUC, SFMTA, OEWD, SF Planning) and City College upper management began. The Facilities Master Plan for the school itself had the unprecedented attendance of Jeremy Shaw of SF Planning attend the interviews at the invitation of Fred Sturner who was brought in under the State's imposed Trustee Bob Agrella.
> This has continued with the regularly held meetings between the City Agencies and upper management of City College and their hired consultants.
>
> At least the consultants, Fehr and Peers, made a few points that the former head of Facilities didn't share, the recommendation of a shuttle as part of CCSF TDM and the identified need for at least 980 replacement parking spots to serve staff and students while instituting TDM measures.

Sincerely,
Chris Hanson

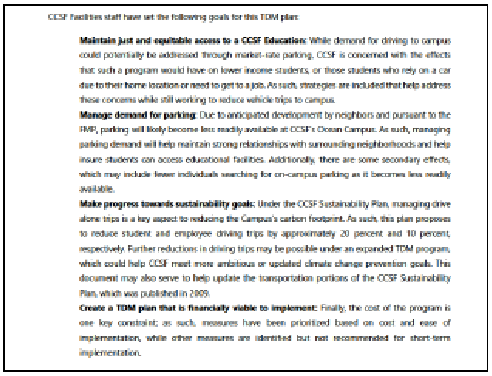
City College Presentation



CAC Presentation



CCSF Goals from Fehr and Peers Report



CCSF Facilities staff have set the following goals for this TDM plan:

Maintain just and equitable access to a CCSF Education: While demand for driving to campus could potentially be addressed through market-rate parking, CCSF is concerned with the effects that such a program would have on lower income students, or those students who rely on a car due to their home location or need to get to a job. As such, strategies are included that help address these concerns while still working to reduce vehicle trips to campus.

Manage demand for parking: Due to anticipated development by neighbors and pursuant to the FMP, parking will likely become less readily available at CCSF's Ocean Campus. As such, managing parking demand will help maintain strong relationships with surrounding neighborhoods and help insure students can access educational facilities. Additionally, there are some secondary effects, which may include fewer individuals searching for on-campus parking as it becomes less readily available.

Make progress towards sustainability goals: Under the CCSF Sustainability Plan, managing drive alone trips is a key aspect to reducing the Campus's carbon footprint. As such, this plan proposes to reduce student and employee driving trips by approximately 20 percent and 10 percent, respectively. Further reductions in driving trips may be possible under an expanded TDM program, which could help CCSF meet more ambitious or updated climate change prevention goals. This document may also serve to help update the transportation portions of the CCSF Sustainability Plan, which was published in 2009.

Create a TDM plan that is financially viable to implement: Finally, the cost of the program is one key constraint; as such, measures have been prioritized based on cost and ease of implementation, while other measures are identified but not recommended for short-term implementation.

On Sun, May 17, 2020 at 11:20 PM Christine Hanson <chrissibhanson@gmail.com> wrote:

> Dear CAC Members,
>
> Attached is the BART shuttle study portion of Kittleson's August 2019 report. Its conclusion was that in order to be competitive with existing bus and walking opportunities, and retain ridership, a certain level of service and expense for a shuttle needed to be met. The existing area transit was considered to be optimal with no mention of delay times or congestion.
>
> The study missed a few key points.
> --There was no mention of potential riders who currently avoid using BART because the walk up the hill is too strenuous. The Fehr and Peers TDM noted this multiple times in teachers survey responses.
> --The study chose to study a shuttle route through the middle of the most congested street in the area, Ocean Avenue. It did not study routes to the South of the BART station with stops on the South side of Ocean Campus.
> --It did not evaluate the existing transit honestly, or take into consideration the effects on transit and congestion predicted in the SEIR.
> --It fails to take into account a shuttle's potential role in the TDM efforts around City College and the reservoir.
>
> For those reasons this small study can't be regarded as the end of the discussion of a BART shuttle. Skyline College and SMMTA have partnered on a shuttle that provided

over 70,000 one-way trips to riders during the 2017-18 school year at a cost of under $300K per year.

In the Berkson report, the Reservoir Partners projected $1.9M in annual parking revenue. This money needs to be dedicated toward a shuttle service. A page from that report showing that projection is included below.

A BART shuttle would truly be something that adds community benefit. But this is something that must be put back into the conversation now. It's not likely that once the developers have their permits and zoning changes that they will volunteer to fund a shuttle.

Sincerely,
Christine Hanson

Table A-9
Parking Tax
Balboa Reservoir

Item	Assumption	Total
Garage Revenue (2)		$1,900,000
Spaces (shared garage) (1)		500
Parking Revenues		
Annual Total (2)	$3,800 per year/space	$1,900,000
San Francisco Parking Tax (3)	25% of revenue	**$475,000**
Parking Tax Allocation to General Fund/Special Programs	*20% of tax proceeds*	$95,000
Parking Tax Allocation to Municipal Transp. Fund	*80% of tax proceeds*	$380,000

(1) Shared spaces will be a mix of residents and City College parking.
(2) Based on estimated revenue from parking garage; actual hourly and daily revenue will vary depending on occupancy rates, turnover during the day, and long-term parking rates vs. hourly rates.
(3) 80 percent is transferred to the San Francisco Municipal Transportation Agency for public transit as mandated by Charter Section 16.110.

Source: Berkson Associates *2/9/18*