

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Ocean Avenue Association's Endorsement Letter for the Balboa Reservoir
Date: Thursday, July 23, 2020 3:51:01 PM
Attachments: [BR Letter 6.12.2020.docx](#)

From: Ocean Avenue CBD <info.oacbd@gmail.com>
Sent: Thursday, July 23, 2020 3:37 PM
To: Yee, Norman (BOS) <norman.yee@sfgov.org>; Low, Jen (BOS) <jen.low@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Wong, Linda (BOS) <linda.wong@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; HNC <hnchung@cclg.net>; Henry Kevane <hkevane@pszjlaw.com>; Ocean Avenue CBD <info.oacbd@gmail.com>
Cc: Scott Falcone <scott@falconedevelopment.com>; Nora Collins <nora_collins@avalonbay.com>
Subject: Ocean Avenue Association's Endorsement Letter for the Balboa Reservoir

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

Supervisor Yee and Members of the Board of Supervisors,

Attached is the Ocean Avenue Association Board of Directors letter of support.

Dan

Daniel Weaver

Executive Director

Ocean Avenue Association

t: 650-273-6223

e: info.oacbd@gmail.com.

June 12, 2020

Support Letter for the Balboa Reservoir Partners Project

President Norman Yee and the Board of Supervisors
San Francisco City Hall

Dear President Yee,

The Ocean Avenue Association supports the proposed Balboa Reservoir development plan. We are in favor of the affordable family housing targets, especially housing units designed to accommodate families and extended families. We also support the much needed neighborhood park and green spaces. Moreover, we appreciate that the development does not create commercial space in competition with our constituent businesses on Ocean Avenue.

We look forward to working with you on our specific concerns. Namely, improving neighborhood transportation, ensuring infrastructure improvements are made, and creating an appropriate transition from the project to the Ocean Avenue commercial corridor.

We recognize that the development plan is just that, a plan. Accordingly, we look forward to working with the developer and providing input into the project.

Sincerely,
Daniel Weaver, Executive Director
Ocean Avenue Association
1728 Ocean Avenue PMB 154
San Francisco, CA 94112
415.404.1296
info.oacbd@gmail.com

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Letter in support of Balboa Reservoir
Date: Thursday, July 23, 2020 1:35:49 PM

From: Genna Yarkin <info@sg.actionnetwork.org>
Sent: Thursday, July 23, 2020 1:30 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Letter in support of Balboa Reservoir

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

Linda Wong,

I am a land use attorney and passionate housing advocate practicing in San Francisco, and I would like to register my support for the Balboa Reservoir project.

This is a rare opportunity for hundreds of families to secure an affordable place to live in our increasingly unaffordable city.

Making sure our essential workers are able to stay in San Francisco and continue to be part of the fabric of our community is more important than ever. Balboa Reservoir will be a huge help.

The inclusion of a childcare center on the site and the addition of public spaces that everyone can use is also wonderful. I know that great pains have been taken to keep these homes closely integrated with the wider neighborhood - this is a development where everyone will be included.

Placing these homes on the site of the CCSF overflow parking lot is a good use of public land. The City has proceeded wisely in assembling the mix of housing on the site and maximizing the number of affordable homes.

I strongly encourage the Board of Supervisors to endorse this project. We simply NEED more housing, especially affordable housing, and this project is consistent with City requirements.

Thank you very much for taking the time to consider this submission - this is a wonderful opportunity to work with affordable housing partners to right an ongoing wrong in our State and in San Francisco.

Sincerely,
Genna Yarkin

Genna Yarkin
gyarkin89@gmail.com
50 California Street Suite 2800
San Francisco, California 94111

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Letter in support of Balboa Reservoir
Date: Thursday, July 23, 2020 11:18:07 AM

From: Cassandra Yang <info@sg.actionnetwork.org>
Sent: Thursday, July 23, 2020 10:27 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Letter in support of Balboa Reservoir

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

Linda Wong,

I am a resident of San Francisco and would like to register my support for the Balboa Reservoir project.

This is a rare opportunity for hundreds of families to secure an affordable place to live in our increasingly unaffordable city.

Making sure our essential workers are able to stay in San Francisco and continue to be part of the fabric of our community is more important than ever. Balboa Reservoir will be a huge help.

The inclusion of a childcare center on the site and the addition of public spaces for that everyone can use is also very welcome. I appreciate that great pains have been taken to keep these homes closely integrated with the wider neighborhood - this is a development where everyone will be included.

Placing these homes on the site of the CCSF overflow parking lot is a good use of public land. The City has proceeded wisely in assembling the mix of housing on the site and maximizing the number of affordable homes.

I strongly encourage the Board of Supervisors to endorse this project.

Thank you for taking the time to consider this submission.

Sincerely,

Cassandra Yang

Cassandra Yang

cyang619@hotmail.com
442 Monterey Blvd
San Francisco, California 94127

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Thursday, July 23, 2020 9:20:58 AM

From: Martin Munoz <info@email.actionnetwork.org>
Sent: Wednesday, July 22, 2020 5:52 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Please do not delay or deny hundreds of affordable new homes next to transit. Approve the project.

Martin Munoz
martinmunozdz@gmail.com
744 Oak Street
San Francisco, California 94117

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Thursday, July 23, 2020 9:19:58 AM

From: Seeyew Mo <info@email.actionnetwork.org>
Sent: Thursday, July 23, 2020 8:33 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Seeyew Mo and I live in the Westwood Highlands neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Given our City's dire housing crisis and the lack of affordable housing, I support the City's efforts to provide new housing opportunities for San Franciscans, especially when the new homes are built in places with good transportation access and existing services. The best combination would be new affordable housing for families located near family-friendly amenities, like playgrounds, parks, and child care centers.

The Reservoir Partners development proposal of 1,100 homes includes 550 affordable homes for people earning between 30% and 120% area median income (AMI). These affordable rental homes sized for working families will be built by San Francisco-based non-profits BRIDGE Housing and Mission Housing, along with a handful of for-sale affordable homes built by Habitat For Humanity. One of these rental buildings with approximately 150 apartments will offer prioritized housing for City College educators and staff earning between 80%-120% AMI with a secondary preference for SF Unified School District educators and staff. As with the market-rate apartments being built concurrently, all of these households will have access to the new neighborhood park, dog play areas, and the on-site child-care center that create a strong family friendly environment for future residents and all existing neighbors. Please support this project.

Seeyew Mo
seeyew@gmail.com

735 Mangels Avenue
San Francisco, California 94127

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Thursday, July 23, 2020 9:20:49 AM

From: Michael McCauslin <mmccaus@sbcglobal.net>
Sent: Wednesday, July 22, 2020 8:16 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Michael McCauslin and I live in the Ingleside neighborhood, just two blocks from the proposed entrance to the housing at the Balboa Reservoir. I've lived here for five years and previously lived just a mile away in the Excelsior for 15 years. I have been participating in the community planning process for the Balboa Reservoir and am writing in strong support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Given our City's dire housing crisis and the lack of affordable housing, I support the City's efforts to provide new housing opportunities for San Franciscans, especially when the new homes are built in places with good transportation access and existing services. Having worked for 27 years as a teacher in SFUSD and now as a retired teacher, I know all too well the burdens that SF's housing shortage puts on residents. The best solutions would be new affordable housing that is dense, has a mixture of sizes and types and affordabilities, and is located near amenities like playgrounds, parks, child care could go uh, and transportation.

The Reservoir Partners development proposal of 1,100 homes includes 550 affordable homes for people earning between 30% and 120% area median income (AMI). These affordable rental homes sized for working families will be built by San Francisco-based non-profits BRIDGE Housing and Mission Housing, along with a handful of for-sale affordable homes built by Habitat For Humanity. One of these rental buildings with approximately 150 apartments will offer prioritized housing for City College educators and staff earning between 80%-120% AMI with a secondary preference for SF Unified School District educators and staff. As with the market-rate apartments being built concurrently, all of

these households will have access to the new neighborhood park, dog play areas, and the on-site child-care center that create a strong family friendly environment for future residents and all existing neighbors. I feel the addition of the many new residents in this project will bring added vibrancy to the neighborhood, eventually revitalizing more of Ocean Avenue and sparking all kinds of growth. Please support this project.

Michael McCauslin
mmccaus@sbcglobal.net
134 Lee Avenue
San Francisco, California 94112

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Thursday, July 23, 2020 9:20:24 AM

From: Jonathan Winston <info@email.actionnetwork.org>
Sent: Thursday, July 23, 2020 7:27 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Jonathan Winston and I live in the Sunyside neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Given our City's dire housing crisis and the lack of affordable housing, I support the City's efforts to provide new housing opportunities for San Franciscans, especially when the new homes are built in places with good transportation access and existing services. The best combination would be new affordable housing for families located near family-friendly amenities, like playgrounds, parks, and child care centers.

The Reservoir Partners development proposal of 1,100 homes includes 550 affordable homes for people earning between 30% and 120% area median income (AMI). These affordable rental homes sized for working families will be built by San Francisco-based non-profits BRIDGE Housing and Mission Housing, along with a handful of for-sale affordable homes built by Habitat For Humanity. One of these rental buildings with approximately 150 apartments will offer prioritized housing for City College educators and staff earning between 80%-120% AMI with a secondary preference for SF Unified School District educators and staff. As with the market-rate apartments being built concurrently, all of these households will have access to the new neighborhood park, dog play areas, and the on-site child-care center that create a strong family friendly environment for future residents and all existing neighbors. Please support this project.

Jonathan Winston
jwinstonsf@gmail.com

518 Joost Ave
San Francisco, California 94127

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Letter in support of Balboa Reservoir
Date: Thursday, July 23, 2020 1:35:39 PM

From: Maureen Persico <info@sg.actionnetwork.org>
Sent: Thursday, July 23, 2020 12:54 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Letter in support of Balboa Reservoir

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

Linda Wong,

I am a resident of San Francisco and would like to register my support for the Balboa Reservoir project.

This is a rare opportunity for hundreds of families to secure an affordable place to live in our increasingly unaffordable city.

Making sure our essential workers are able to stay in San Francisco and continue to be part of the fabric of our community is more important than ever. Balboa Reservoir will be a huge help.

The inclusion of a childcare center on the site and the addition of public spaces for that everyone can use is also very welcome. I appreciate that great pains have been taken to keep these homes closely integrated with the wider neighborhood - this is a development where everyone will be included.

Placing these homes on the site of the CCSF overflow parking lot is a good use of public land. The City has proceeded wisely in assembling the mix of housing on the site and maximizing the number of affordable homes.

I strongly encourage the Board of Supervisors to endorse this project.

Thank you for taking the time to consider this submission.

Sincerely,
Maureen Persico

Maureen Persico

SFWOM1@gmail.com
4026 Folsom Street
San Francisco, California 94110

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Letter in support of Balboa Reservoir
Date: Thursday, July 23, 2020 9:20:16 AM

From: Edita Santiago <info@sg.actionnetwork.org>
Sent: Thursday, July 23, 2020 7:28 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Letter in support of Balboa Reservoir

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

Linda Wong,

I am a resident of San Francisco and would like to register my support for the Balboa Reservoir project.

This is a rare opportunity for hundreds of families to secure an affordable place to live in our increasingly unaffordable city.

Making sure our essential workers are able to stay in San Francisco and continue to be part of the fabric of our community is more important than ever. Balboa Reservoir will be a huge help.

The inclusion of a childcare center on the site and the addition of public spaces for that everyone can use is also very welcome. I appreciate that great pains have been taken to keep these homes closely integrated with the wider neighborhood - this is a development where everyone will be included.

Placing these homes on the site of the CCSF overflow parking lot is a good use of public land. The City has proceeded wisely in assembling the mix of housing on the site and maximizing the number of affordable homes.

I strongly encourage the Board of Supervisors to endorse this project.

Thank you for taking the time to consider this submission.

Sincerely,
Edita Santiago

Edita Santiago

edita_santiago@glic.com
535 Haight Street
San Francisco, California 94117

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Oppose the Balboa Reservoir Project: No to Corporate Welfare – Yes to CCSF
Date: Wednesday, July 22, 2020 5:11:41 PM

From: Leslie Simon <simscha@sbcglobal.net>
Sent: Wednesday, July 22, 2020 5:03 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; ttemprano@ccsf.edu; davila <davila@sfsu.edu>; ivylee@ccsf.edu; alexrandolph <alexrandolph@ccsf.edu>; jrizzo@ccsf.edu; tselby <tselby@ccsf.edu>; studenttrustee@mail.ccsf.edu; rvurdien@ccsf.edu; swilliams <swilliams@ccsf.edu>; Haney, Matt (BOS) <matt.haney@sfgov.org>; Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Oppose the Balboa Reservoir Project: No to Corporate Welfare – Yes to CCSF

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

Dear public officials,

As a long time City College instructor and community activist, I am writing to ask you to oppose the Balboa Reservoir Project which you will soon be voting on.

The City is about to sell the Balboa Reservoir, which is public land, to a corporate housing developer whose CEO makes \$10M/year. The developer claims that by building 550 market rate units it will be able to subsidize an additional 550 affordable, or below market rate units. In reality, it is mainly city and state funds that will subsidize the affordable units.

Several community groups have been consulting with **Joseph Smooke of People. Power. Media.** We have forwarded his assessment to you. As one of the main community developers of the 1100 Ocean deeply and 100% affordable housing, Mr. Smooke has determined that it is possible to fund 100% deeply affordable housing at the Balboa Reservoir **without cross-financing with market rate housing.**

The housing crisis in San Francisco is an affordable housing crisis. This Project, built on public land, should be a 100% truly affordable development.

Even worse, the City is selling the land at a deep discount to this private developer, subsidizing a wealthy corporation with tax payer's dollars. It's a sweetheart deal, corporate welfare at its worst and should not be tolerated.

An additional concern is that by building separate market rate and affordable units, the Project results in a development that creates de facto segregation. This is inconsistent with San Francisco's inclusionary housing policy, which mandates that affordable and market rate units should all be under the same roof, creating a diverse housing community. In addition the open space will be controlled by members of the Home Owners Association who are mainly the owners of market rate, not affordable, units.

This project will also cause irreparable harm to City College of San Francisco. The Balboa Reservoir land has been used by CCSF for decades. Currently it provides commuter students, staff, and faculty access to CCSF with essential parking. Loss of this parking, without first ensuring other viable transportation options, will make it difficult, if not impossible, for many of the low income students and students of color to access the campus and get the education and professional training they need.

This is a city-wide issue. We need a City government that fights for housing justice and education.

Please oppose this project. Say No to Corporate Welfare – Yes to CCSF.

Sincerely,

Leslie Simon

Leslie Simon
Cell: 415-377-5330
San Francisco

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project
Date: Wednesday, July 22, 2020 3:40:18 PM
Attachments: [Board of Supervisors Letter.docx](#)
[Att. 1 Smooke Letter & Resume.pdf](#)
[Att. 2 Berkson Report.pdf](#)

From: Jean Barish <jeanbbarish@hotmail.com>

Sent: Wednesday, July 22, 2020 3:17 PM

To: Major, Erica (BOS) <erica.major@sfgov.org>; Wong, Linda (BOS) <linda.wong@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; swilliams <swilliams@ccsf.edu>; Tom Temprano <ttemprano@ccsf.edu>; davila <davila@sfsu.edu>; Ivy Lee <ivylee@ccsf.edu>; alexrandolph <alexrandolph@ccsf.edu>; John Rizzo <jrizzo@ccsf.edu>; tselby <tselby@ccsf.edu>; studenttrustee@mail.ccsf.edu; rvurdien@ccsf.edu; lmilloy@ccsf.edu; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>

Cc: madelinemueller@gmail.com; Christine Hanson <chrissibhanson@gmail.com>; Wynd Kuafman <wendypalestine@gmail.com>; Vicki Legion <activistsf@gmail.com>; madelinemueller@gmail.com; Leslie Simon <simscha@sbcglobal.net>

Subject: Balboa Reservoir Project

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

Dear Supervisors,

Attached is a letter and attachments from Public Lands for Public Good and Defend City College Alliance regarding the Balboa Reservoir Project.

We appreciate your attention to the issues raised in this letter.

Cordially,

Jean

*Jean B Barish
Public Lands for Public Good
415-752-0185*

Stay safe and be well

***PUBLIC LANDS FOR PUBLIC GOOD
DEFEND CITY COLLEGE ALLIANCE***

July 22, 2020

VIA EMAIL

San Francisco Board of Supervisors
Land Use and Transportation Committee
Budget and Finance Committee
1 Dr. Carleton Goodlett Place, #244
San Francisco, CA 94102

Re: **Balboa Reservoir Project**
Land Use and Transportation Committee Legislative Items: 200422; 200635
Budget and Finance Committee Legislative Items: 200423; 200740

Dear Supervisors:

We are writing on behalf of Public Lands for Public Good and Defend City College Alliance. On July 27, 2020 the Board of Supervisors Land Use and Transportation Committee will be considering legislation related to the Balboa Reservoir Project. This legislation involves amending the San Francisco General Plan, the Planning Code, and Zoning Maps to enable rezoning of the Balboa Reservoir. And on July 29, 2020 the Budget and Finance Committee will consider the Development Agreement and an Agreement for the Sale of Real Estate for this Project.

This legislation will enable the construction of a housing development of 1,100 units on land adjacent to City College of San Francisco. For the reasons set forth below, we respectfully request you do not recommend approval of any of this legislation.

I. Introduction

The Balboa Reservoir Project would develop the Balboa Reservoir with a combination of market rate and affordable housing. It will take over all of the land on the Balboa Reservoir, public land

owned by the San Francisco Public Utilities Commission and used by City College of San Francisco ("CCSF," "City College") since 1946. It will privatize over sixteen acres of land by selling it to a private developer for an unjustified, unreasonable deep discount at a time when public land for 100% affordable projects is scarce. It dooms hope for restoring and growing enrollment at City College. And it will create significant impacts on pedestrian and bicycle safety, transit delay, and air and noise pollution. This Project deals multiple blows to CCSF and the City, and must be rejected.

II. The Project will Cause Irreparable Harm to City College of San Francisco

We are sure that the Supervisors understand the immense value that City College delivers to the City and County of San Francisco. The City itself previously performed a budget analysis on the financial impact of City College. In a detailed report to the Board of Supervisors, dated September 16, 2013, commissioned by Supervisor Eric Mar, the conclusion was that the financial benefits of City College to the City exceeded \$311 million. But it's not just about economics. It's also about improving the quality of life of everyone in the City by providing well-educated and well-trained San Franciscans, from home health aides to tech workers to engineers to artists and musicians.

When the Budget and Finance Committee addressed the proposed Project in March of 2018, Supervisor Norman Yee recognized that there are a number of problems that the developers must address with City College, including parking, before he could approve the Project. He recognized that the school is a commuter school serving the interests of low-income students. In fact, more than 80% of the students at City College are low-income and/or persons of color. Many of these students have part-time jobs as well as family obligations. In order for them to squeeze in classes between other responsibilities they must drive to access their classes. These classes enable them to be upwardly mobile.

Recognizing the needs of City College students, Supervisor Yee stated at the March, 2018 meeting that parking was a key for such students. He said: "if we don't have a solution, we're not going to be able to move forward with this project." The City representative responded, saying that the Developer had to reach a resolution with City College to replace the many spaces lost by the proposed Development.

A Fehr & Peers transportation report was submitted to City College in March of 2019.

[https://go.boarddocs.com/ca/ccsf/Board.nsf/files/BPHPXA618C17/\\$file/CCSF%20TDM%20Plan_2019-03-15_FP_Facilities%20May%202014%202020.pdf](https://go.boarddocs.com/ca/ccsf/Board.nsf/files/BPHPXA618C17/$file/CCSF%20TDM%20Plan_2019-03-15_FP_Facilities%20May%202014%202020.pdf) That report concluded that with the loss of parking due to the development, at least 980 replacement parking spaces were needed on low demand days, and that the unserved demand on peak times would be 1,767 spaces.

Hence, the Fehr & Peers report demonstrated that Supervisor Norman Yee was correct that this parking problem needs to be solved before the development can proceed.

The importance of parking cannot be overstated. City College students and employees live throughout San Francisco, as well as the surrounding area. According to the Fehr & Peers report, about one-third of CCSF students drive alone to school, and about 2/3 of employees drive alone. (F&P, p. 9) That represents thousands of students and employees who, should they lose parking, will find it difficult, if not impossible, to get to their classes or their jobs.

Exacerbating the impact of lost parking is the fact that public transit will not adequately compensate for this loss. SF MTA has just announced plans to significantly reduce transit for the foreseeable future. And they have stated on several occasions that there are not any firm plans to increase transit to CCSF. There are discussions of plans, but so far these are only tentative, provisional or aspirational. This lack of access to City College could destroy the school. Approval of this project must be held up until this issue is resolved.

Before this Project can be approved the loss of educational access and other issues must be addressed. At this point there is no agreement or MOU between the Developer and City College with respect to anything. An agreement between the Developer and City College must be in place before the project is approved that minimally addresses the following:

1. the college's need for at least 980 parking spaces
2. appropriate placement of the North Access road
3. coordination of construction schedules
4. mitigation of noise, traffic, and air pollution during construction

Additionally, the privatization of precious public land must be quashed. This land currently functions as an integral part of City College's Ocean campus. With the recently approved bond measure of over \$800 M, City College could potentially develop the land to maximize the educational value of CCSF.

There are numerous problems impacting City College that cannot be solved with the proposed 1,100 unit development. The best solution is to have all of the Balboa Reservoir serve the interests of the public. That solution is set forth below, in Section III.

III. The Project Should be a 100% Affordable Project

The development at the Balboa Reservoir should meet the City's growing need for affordable, not market rate housing on a portion of the Balboa Reservoir. The remaining portion of the land could continue to be used by City College to meet its needs for student, faculty, and staff access, as well as for any other purpose that serves its needs. While there is a glut of market

rate housing, the City is far behind in providing affordable housing, especially for low-income residents.

The Balboa Reservoir site provides an ideal location for a 100% affordable development. A significant barrier to building affordable housing in San Francisco is available land. The public Balboa Reservoir land meets that need while at the same time allowing another portion of the land to meet the needs of City College.

The attached report from Joseph Smooke, an affordable housing expert, details how a 100% affordable development on the Balboa Reservoir public land could be fully funded using various sources, including state grants, City monies, low income housing tax credits, other affordable housing capital subsidies and a bank loan. According to Mr. Smooke, this is a typical leveraging structure that MOHCD expects when it invests in affordable housing.

Mr. Smooke's analysis is that 100% affordable housing is both visionary and financially feasible. Furthermore, the current Project primarily benefits a for-profit developer. The 100% alternative better serves the City and CCSF, and should be adopted.

IV. The Development Agreement is Flawed

As Mr. Smooke sets out in his letter, this Development Agreement is fatally flawed and should not be approved. In addition to the fact that the price of the land and the terms of the Agreement unfairly favor the Developer, what is especially concerning is that this Project creates unacceptable *de facto* segregation and class divide. All, or almost all, of the "affordable" units are rental, not ownership units. And these units will all be built in separate buildings, unconnected to the market rate buildings. This is simply not the "on site inclusionary" housing policy that this City supports. According to Mr. Smooke:

What is proposed for this site should either be considered as "off site" inclusionary housing which would trigger a 30% requirement, or it should be viewed as a development with what is typically called a "poor door" situation where the upper income market rate residents go in through one door and the residents in the affordable units go in through a separate door. Inclusionary legislation is intentionally crafted to ensure that developers are not able to create these "poor door" conditions.

To make the segregation and class divide issues even worse, the open space at the center of the development is a privately owned public open space (POPOS). The owner and manager of this POPOS is the group of homeowners who live in the ownership units. What people do in the open space and at what hours are determined by the homeowners association for everyone who might live there or visit.

The finances of this deal are also highly problematic, as detailed in Mr. Smooke's analysis. First, the City is selling more than sixteen acres of public land to a private developer at a heavily discounted price of \$11.4M, approximately 95% of the market rate. Further, the Development Agreement says that the developer has no obligation to build anything at any time. (Development Agreement, Para. 6). And, finally, the developer would have the ability to sell off any portion of the property, purchased at 5% market price, for whatever the market will pay. This is a great deal for the developer, but a terrible deal for the City.

And adding insult to injury, the "affordable" units do not meet the City's required definition of "affordable" as defined in the City's "inclusionary" program. This project defines "low income" as 60% of AMI which is 5% more expensive than the City's inclusionary definition.

The proposed project also has affordable units for "moderate income" households. And the City's inclusionary program sets "moderate income" rents as being affordable to households earning 80% of AMI, while this project is defining "moderate income" as 100% of AMI, 20% more than the City's requirement.

As Mr. Smooke so clearly concludes:

The fact that this project has come so far through the approval in this form is beyond comprehension. The scheme of privatization without accountability, the confusing of definitions of what is "affordable" to guarantee higher levels of cash flow for the developer, and the segregation of wealthy and non-wealthy and of owner versus renter all add up to a misuse of public resources and of the public trust. As such my recommendation is to urge the Board of Supervisors to reject this development proposal and commit to a new development proposal that ensures 100% affordable housing is built at the Balboa Reservoir.

V. The Final Subsequent EIR has Many Significant Flaws

The Balboa Reservoir Project not only threatens to do irreparable damage to City College, but its environmental impacts are significant enough to justify a legal challenge to the Certification of the Subsequent Environmental Impact Report (SEIR.) The SEIR understates the project's significant and unavoidable impacts. Several of these significant and unavoidable impacts would adversely affect human health and safety for inhabitants of the area surrounding the project, including impacts on students, bicyclists, and young children. Furthermore, many of the claimed benefits are not supported by substantial evidence in the record.

Some of the key issues in the legal challenge of the SEIR include the following:

- it fails to give an accurate and complete description of the project area and existing conditions;

- it fails to analyze the significant impacts of the Balboa Reservoir Project's construction schedule on the construction and renovation of buildings on the CCSF campus;
- it fails to give stable, accurate, and finite descriptions of the affordable units it promises;
- it fails to fully identify and mitigate significant impacts on noise, air quality, transit delay, pedestrian and bicyclist safety;
- it fails to include feasible alternatives, such as 100% truly affordable housing, and,
- it completely ignores the changed circumstances presented by the COVID-19 Pandemic.

There is no reason to rush through the approval of a Project that would have been highly flawed and suspect even before the deep game-change of the COVID-19 Pandemic and the need to analyze its future effects. The appeal of the SEIR Certification should be approved, and the project should not go forward pending further CEQA review.

VI. Failure to Adequately Collaborate with CCSF and the Community

While some have lauded the fact that there have been years of collaboration with the community, the so-called public outreach and engagement has in fact been little more than one-way directives and co-opting City College's facilities planning processes.

The Community has stated and restated concerns about the project for years at the Balboa Reservoir Community Advisory Committee, even though SF Planning, OEWD, and other City agencies have tightly controlled those meetings. Issues repeated over and over again there do not seem to have had any effect on the process. Here is a link to all of the minutes encompassing nearly five years of meetings: <https://sfplanning.org/project/balboa-reservoir-and-community-advisory-committee-cac#meetings>

Following is a sample from these minutes that illustrate the failure of the community process to address the concerns of CCSF:

- We must protect City College, City College is the center of the neighborhood and a vital resource for the area—*City College will bear the brunt of the transportation issues that are completely unresolved after five years of discussion.*
- The developer advertises its "collaboration" with City College. SFMTA officers glow about working with the City College "team"—*there is no MOU between the City and City College because the City has been working almost exclusively with City College's paid consultants, not its constituents or Board members.*
- City College has representation on the Balboa Reservoir CAC—the *premier document written by the CAC, the Parameters and Principles, has been ignored in the Development Agreement. Early meetings held between the City and City College staff*

were so secret that even College Trustee Davila, a CAC member, didn't know about them.

- The Community has repeatedly called for a BART shuttle. Surveys show City College constituents could more reliably use BART if there were a shuttle—*Skyline College serves 70,000 with a free BART shuttle costing \$300K a year that spans a 7 mile stretch, but the study commissioned by the Reservoir Partners projected costs of more than \$1 million a year to run a shuttle up the most congested route in the area.*
- People opposing this project have frequently been referred to as NIMBY—but 5 years of CAC minutes show that project opposition is not to housing, but to market rate housing built on public land and the destruction of City College.

Additionally, every single planning document omits the mention of COVID-19 and the changes that have happened and will continue to happen in San Francisco. That reason alone is enough to push pause and reevaluate the challenges that it brings to this project on multiple levels.

- If people who previously didn't drive are now buying cars, what will that do to the amount of parking available to the new residents?
- The promise has been to increase public transportation opportunities (except for providing a BART shuttle) but now Muni's budget has been gutted by the pandemic, this promise, shaky at best, has been obliterated.
- We now have the highest unemployment levels recorded since the Great Depression. When this happens people rely more heavily on City College to jumpstart their lives. But how will students get to campus?

VII. Conclusion

Over forty years ago historian and former California State Librarian Kevin Starr, commenting on a housing development on the South Basin of the Balboa Reservoir that would have impacted City College, stated:

For more than fifty years, City College of San Francisco has been keeping alive the dream of a better life, a better future, for generations of aspiring young San Franciscans. City College of San Francisco is truly a symbol of hope in an embattled, increasingly restrictive and elitist society. You do not have to be born in this country. You do not have to have been a straight A student in high school. All you need is hope and discipline, and City College takes you in and gives you the tools to realize your dream. (Kevin Starr, "Why I am voting no on Prop. L," Election Alert, p. 1, vol. 1, no. 1, May 28, 1988)

We hope that you will consider Mr. Starr's words, and support a Project that will enable future generations to realize their dreams.

Thank you for your consideration.

Sincerely,

Public Lands for Public Good
Defend City College Alliance

cc: Mayor London Breed
San Francisco Board of Supervisors
City College of San Francisco Board of Trustees
Chancellor Rajen Vurdien

21 July 2020

**Public Lands for Public Good
Defend City College Alliance**

**Re: Balboa Reservoir Development Proposal
Legislative Files 200422, 200423, 200635, 200740**

Dear Public Lands for Public Good and Defend City College Alliance:

Please accept this letter of my analysis as to why the Board of Supervisors should reject the Balboa Reservoir Project as proposed when the above referenced legislative files relating to this project come to the Board for a vote. I submit this letter as a professional with years of experience in many different facets of real estate development, primarily as a developer of affordable housing in San Francisco (resume attached).

Introduction

The Balboa Reservoir presents a unique opportunity for the people of this City. It is a large (16.4 acres), publicly owned site (SF Public Utilities Commission), adjacent to the main campus of City College of San Francisco and in close proximity to a major regional transit station. These are more than sixteen acres of blank canvas on which could be built something visionary. Instead the project that has been presented to the Board of Supervisors privatizes our public resources and lines a developer's pockets.

The proposed project describes 1,100 total units of which half (550 units) will be "below market rate" (affordable). What follows is a proposal for a project that would ensure that this public land is developed as 100% affordable housing.

One Hundred Percent Affordable Housing at the Balboa Reservoir

Affordable housing developers typically pay market price for land and then have to pay for their development to tie into existing infrastructure such as water, electricity, sewer, etc. This site has none of the typically available infrastructure to tie into, so building that infrastructure is a cost unique to this development. As we'll see, however, the narrative that these costs are a barrier to 100% affordable housing is false.

A typical affordable housing development budget assumes paying market value for the land. In this case, the PUC is required to sell the land for its full market value, unless the Board of Supervisors passes a resolution saying that the site should be sold for less than the market value in order to achieve a significant public benefit. There is a model for this type of transaction at 1100 Ocean where the MTA (another enterprise department) sold that site to MOHCD at a below market price in order to facilitate 100% affordable housing. This Balboa Reservoir site should follow that same template. This site should be sold to MOHCD for a below market price (as close to zero as possible) so the site stays in public ownership in order to facilitate 100% affordable housing.

Assuming the land is sold at or close to no cost to the affordable housing developer, they still have to deal with the infrastructure costs which are of course much higher than for a typical infill site. Thankfully, there are significant grant sources available from the State that can cover most of those costs. If the only State grant comes from the Infill Infrastructure Grant Program and is limited to \$30M, this would cover all but \$18M of the cost of the infrastructure which is estimated

to be \$48M over 3 phases. In order to cover those costs, if the project was 100% affordable housing, and the affordable housing developer paid \$18M to cover those infrastructure costs instead of paying for the land, this would still be a bargain at \$33,000/ unit for land associated costs (assuming 550 units).

Once the land and infrastructure have been paid for, the remaining financial challenge is to fund the construction of the affordable housing. Based on the Berkson Fiscal Feasibility Report (attached), the affordable housing construction should cost \$348,000 per unit. Assuming that there will be some inflation in materials and labor costs, let's use \$400,000 per unit for the purpose of this analysis. Since MOHCD typically provides roughly 35% of the total project cost, this would mean roughly \$77M coming from MOHCD to pay for their portion of 550 units. At \$140,000 per unit, this represents a bargain for the City because of the economy of scale and the low cost for land and infrastructure. If the City is not able to come up with \$77M all at once, then the project could be built in 2 phases. This would mean \$38.5M of MOHCD funding for each of 2 phases. If that's still too ambitious, it could be split into 3 phases of \$25.7M each.

The remainder of the funding for each phase would come from a combination of LIHTC (low income housing tax credits), State grants, and other affordable housing capital subsidies for a total of about 45% of the project cost. The final 20% would come from a bank loan or through the sale of tax exempt bonds (if using LIHTCs from the non-competitive pool). This is a typical leveraging structure that MOHCD expects when it invests in affordable housing.

100% affordable housing is both visionary and financially feasible- using City resources to meet a critical need for the long term viability of our City. Unfortunately, however, the City has chosen to present for approval a scheme for privatizing this site. This is a strategy that benefits the for-profit developer greatly, but creates financial and policy problems for both the City and the people who might live at this proposed development.

The Development Agreement Should Not Be Approved

Under the deal as proposed, the City is not only selling more than sixteen acres of public land to a private developer at a heavily discounted rate (\$11.4M), the Development Agreement says that the developer has no obligation to build anything at any time. Not only does the developer have no obligation to develop anything, but they have the ability to sell off any portion of the property. If the developer sells there is no requirement that they sell at a discounted amount. Most likely, if the current developer sells any portion of this development, the new developer would purchase at full market rate and might go back to the City to renegotiate this deal due to the different circumstances.

Rather than the City retaining ownership of the land and making sure that the housing gets built, and that the housing that is built is 100% affordable, under the proposed deal, the City literally gets a guaranty of nothing, while the developer gets a guaranty of future profits- either from the market rate housing they develop, or from selling the properties that have had a step up in market value because of the actions of the Board of Supervisors to enable this deal. The City potentially loses big, but the developer has no risk whatsoever and only stands to profit.

Additional Policy and Financial Concerns

If the developer does decide to proceed with building the housing that is outlined in the proposed project, the result will be a lesser public benefit than you think you are getting, which raises another level of financial and policy related problems.

This development has both rental and ownership components. The obligations for providing the affordable rental units seem fairly clear, On the ownership side, however, the developer has a few different options- one of which is not to provide the affordable units at all, but to pay a fee to the City in lieu of building any affordable ownership units. Therefore, we may get 530 affordable units at this site instead of 550.

Making matters worse, the affordable units don't even seem to meet the definition of "affordable" as defined in the City's "inclusionary" program. The inclusionary program sets "low income" rents as being affordable to households making 55% of AMI. This project is defining "low income" as 60% of AMI which is 5% more expensive. Low income is presented as a range of incomes, but the required average is 60%, not 55% of AMI.

The proposed project also has affordable units for "moderate income" households. The inclusionary program sets "moderate income" rents as being affordable to households earning 80% of AMI. This project is defining "moderate income" as 100% of AMI which is 20% more expensive. Moderate income is presented as a range of incomes, but the average is 100%, not 80% of AMI. Not only are these "low" and "moderate" income units more expensive than what are typically provided by developers providing "inclusionary" or "below market rate" units, but they set a bad policy precedent by redefining - or at least complicating- the definitions of "low income" and "moderate income."

Perhaps most insidious of all is the segregation and class divide that this project creates. Consider that the "affordable" units are all rental while there is a chance that there will be no affordable ownership units. The affordable units that are provided will all be built in buildings that are separate from the market rate units. In a typical market rate development with "inclusionary" units, those inclusionary (affordable) units are distributed throughout the building. They are literally "included" into the market rate development. What is proposed for this site should either be considered as "off site" inclusionary housing which would trigger a 30% requirement, or it should be viewed as a development with what is typically called a "poor door" situation where the upper income market rate residents go in through one door and the residents in the affordable units go in through a separate door. Inclusionary legislation is intentionally crafted to ensure that developers are not able to create these "poor door" conditions.

To make the segregation and class divide issues even worse, the open space at the center of the development is a privately owned public open space (POPOS). The owner and manager of this POPOS is the group of homeowners who live in the ownership units. What people do in the open space and at what hours are determined by the homeowners association for everyone who might live or visit.

For those who might be concerned about a 100% affordable housing development presenting a similar problem of segregation, this would be fallacy. A typical affordable housing development funded with Low Income Housing Tax Credits accommodates a range of residents' incomes. Large scale affordable housing developments are successful under nonprofit management and MOHCD oversight because of the high quality of the housing and the significant resources that are committed. These households like the ones at 1100 Ocean have a range of incomes and live in safe, high quality housing with dignity. Once residents move in, these developments invariably fit right in with the social and aesthetic fabric of the neighborhoods in which they are located.

The fact that this project has come so far through the approval in this form is beyond comprehension. The scheme of privatization without accountability, the confusing of definitions of what is "affordable" to guarantee higher levels of cash flow for the developer, and the segregation of wealthy and non-wealthy and of owner versus renter all add up to a misuse of public resources and of the public trust. As such my recommendation is to urge the Board of Supervisors to reject this development proposal and commit to a new development proposal that ensures 100% affordable housing is built at the Balboa Reservoir.

Sincerely,

Joseph Smooke
Consultant

366 10th Avenue
San Francisco, CA 94118
415-831-9177
josephsmooke@gmail.com

Joseph Smooke

[people. power. media]

Co-Founder, CEO, Producer, Photographer, Videographer

July 2012 to Present

Co-founded this nonprofit media organization that produces video news features and analyses about communities impacting public policy with a focus on housing and land use. Produced a six-part animation, "Priced Out" which has been featured in film festivals in San Francisco, Los Angeles, Chicago and New York City, and in workshops to more than 1,200 people.

Housing Rights Committee of San Francisco

Westside Program Director, 2015 - 2019

Led the expansion of Housing Rights Committee's community organizing and tenant counseling to the Richmond and Sunset Districts.

Supervisor David Campos, District 9

Legislative Aide, 2013, 2014, 2015

Worked three temporary terms of employment as an Aide to Supervisor Campos, focusing primarily on housing and land use issues.

The Philippine Reporter

Photographer and Writer, 2011 - 2014

Worked as staff photographer and writer for this newspaper in Toronto, Canada.

Supervisor Eric Mar, District 1

Legislative Aide, 2011

Staffed Supervisor Mar primarily for his work as Chair of the Land Use Committee.

Bernal Heights Neighborhood Center

Executive Director, 2005 - 2011

Housing Director, 1997 - 2005

Promoted to Executive Director of this multi-service community based nonprofit organization after leading its housing development and asset management work. Led the housing program's growth from small scale developments to being a citywide developer. Created the Small Sites Program and developed the first prototype small sites acquisition project. Also led the organization to become involved in land use planning.

Innovative Housing for Community

Housing Development Project Manager, 1993 - 1996

Developed and managed housing throughout San Francisco, Sonoma, Marin, San Mateo and Santa Clara Counties for this nonprofit provider of affordable, supportive, shared housing. Created the first affordable housing "green building" program in the Bay Area.

Skidmore Owings and Merrill
Job Captain, Architectural Designer
Los Angeles Office, 1988 - 1992
San Francisco Office, 1992 - 1993

Worked on all phases and aspects of large scale commercial and institutional buildings throughout the US and in Taiwan, including the Southern California Gas Company Tower and the Virginia State Library and Archives. Also worked on a large scale urban planning project in Changchun, China.

Awards and Recognitions

Outstanding Community Service, Coalition for San Francisco Neighborhoods, 2017

Dolores St Community Services Open Palm Award for BHNC, 2008

Central American Resource Center (CARECEN), 2007

Bank of America, Neighborhood Excellence Initiative, Local Hero Award, 2004

Education

University of California at Berkeley
Bachelor of Arts in Architecture, High Honors, 1988
Alpha Rho Chi, Departmental Award for Professional Promise

Boards of Directors and Active Affiliations

South of Market Community Action Network (SOMCAN), 2010 - Present
Chair of SOMCAN's Board

San Francisco Antidisplacement Coalition, 2016 - Present

Richmond District Rising, 2017 - Present
Steering Committee and Housing Committee

Westside Tenants Association, 2019 - Present

Community Housing Partnership, 2000 - 2006
Member, Board of Directors



REPORT

BALBOA RESERVOIR PROJECT

FINDINGS OF FISCAL RESPONSIBILITY AND FEASIBILITY

Prepared for the City and County of San Francisco

Prepared by Berkson Associates

February 9, 2018



TABLE OF CONTENTS

EXECUTIVE SUMMARY.....1

1. THE PROJECT & COSTS OF CONSTRUCTION.....5
 Construction Costs and Assessed Value

2. AVAILABLE FUNDING FOR THE PROJECT7
 Horizontal & Vertical Development of the Site
 Funding of Affordable Housing
 Other Maintenance Funding

3. FISCAL ANALYSIS: INFRASTRUCTURE MAINTENANCE & PUBLIC SERVICES.....9
 Maintenance and Service Costs
 Public Revenues
 Development Impact Fees

4. DEBT LOAD TO BE CARRIED BY THE CITY AND THE SFPUC.....17

5. BENEFITS TO THE CITY AND SFPUC.....17
 Fiscal Benefits
 Economic Benefits to the City
 Direct Financial Benefits to the City and SFPUC
 New Public Facilities
 Other Benefits

Appendix A: Fiscal Analysis



FIGURES AND TABLES

Figure 1 Balboa Reservoir Project Areas	2
Table 1 Summary of Construction Costs and Assessed Value	6
Table 2 Estimated Annual Net General Revenues and Expenditures	9
Table 3 Estimated One-Time Fees and Revenues	10



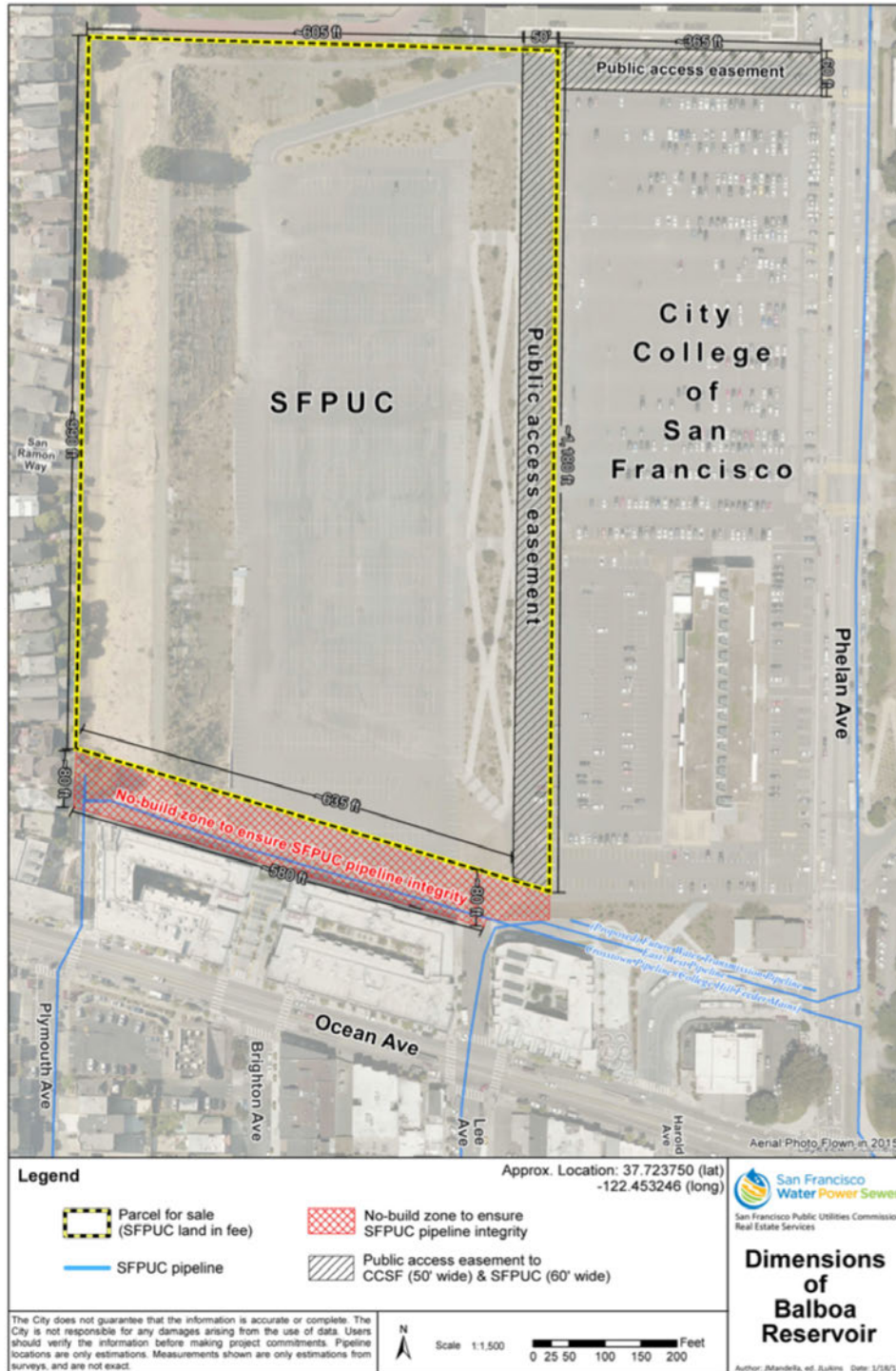
EXECUTIVE SUMMARY

Chapter 29 of the City's Administrative Code requires that the Board of Supervisors make findings of fiscal feasibility for certain development projects before the City's Planning Department may begin California Environmental Quality Act ("CEQA") review of those proposed projects. Chapter 29 requires consideration of five factors: (1) direct and indirect financial benefits of the project, including, to the extent applicable, cost savings and/or new revenues, including tax revenues generated by the proposed project; (2) the cost of construction; (3) available funding for the project; (4) the long term operating and maintenance cost of the project; and (5) debt load to be carried by the City department or agency.

This report provides information for the Board's consideration in evaluating the fiscal feasibility of a proposed development (the "Project") at the 17-acre Balboa Reservoir parcel shown in **Figure 1**. The City and County of San Francisco ("City"), under the jurisdiction of the San Francisco Public Utilities Commission ("SFPUC"), owns the parcel ("Site"). The City has entered into exclusive negotiations with a team of developers led by BRIDGE Housing Corporation and AvalonBay Communities (the "Development Team") to create a mixed-income housing project (the "Project") at the Site. The Development Team would purchase the Site and build a mix of apartments, condos and townhouses.

Up to half of the units will be affordable to a range of low, moderate, and middle-income households occupying apartments and the condo units. The first 33 percent of units will be affordable units funded by value created by the Project; the additional affordable units, or up to 17 percent of total units, will be funded by public sources that could potentially include tax credits and other state sources, project-generated sources, future bonds, or the proposed gross receipts tax increase. For the purpose of the current analysis, a scenario consisting of 1,100 units, consistent with the Development Team's initial proposal, is evaluated; it is anticipated that subsequent environmental analysis will consider a range of alternatives.

Figure 1 Balboa Reservoir Project Areas





All dollar amounts are expressed in terms of 2017 purchasing power, unless otherwise noted. Information and assumptions are based on data available as of February 2018. Actual numbers may change depending on Project implementation and future economic and fiscal conditions.

FISCAL BENEFITS

The proposed Balboa Reservoir Project, if approved, will create approximately \$4 million in new, annual ongoing general tax revenues to the City. After deducting required baseline allocations, and preliminary estimates of direct service costs described in **Chapter 3**, the Project as proposed will generate about \$1.7 million annually to the City, in addition to about \$1 million in other dedicated and restricted revenues. The fiscal results are largely proportional to the number of units, assuming the mix of affordable units remains constant. A reduction in the number of units would reduce the magnitude of the potential benefits, but the net impact on the City General Fund would remain positive.

The Project will generate an additional \$400,000 annually to various other City funds (children's fund, libraries, open space), and \$600,000 annually to other restricted uses including SFMTA (parking taxes), public safety (sales taxes), and San Francisco Transportation Authority (sales taxes).

Additional one-time general revenues, including construction-related sales tax and construction gross receipts tax, total \$3.3 million.

Based on standard fee rates, development impact fees total an estimated \$23 million, although the City may agree to credit some of these fees back to the Project in consideration of public-serving improvements that the Project provides in kind. In addition, certain development fees, including childcare fees and bicycle facility in-lieu fees, could be offset by facilities constructed onsite, according to the City's standard impact fee policy. No affordable housing or jobs housing linkage fees are assumed due to the provision of affordable housing onsite.

The new general revenues will fund direct services needed by the Project, including police and fire/EMS services, and maintenance of roads dedicated to the City. Other services, including maintenance and security of parks and open space, will be funded directly by tenants of the Project. The estimated \$1.7 million in net City general revenues, after deducting service costs and Charter-mandated baseline allocations of general revenues, will be available to the City to fund improved or expanded Citywide infrastructure, services and affordable housing. **Chapter 3** further describes fiscal revenue and expenditure estimates.



ECONOMIC BENEFITS

The Project will provide a range of direct and indirect economic benefits to the City. These benefits include a range of economic benefits such as new jobs, economic activity, and increased public and private expenditures as described in **Chapter 5** and summarized below:

- Over \$560 million of construction activity and approximately 2,800 construction-related job-years during development, in addition to indirect and induced jobs.
- Approximately 1,100 new residential units, including up to 550 permanently affordable units. This housing is critical to economic growth in San Francisco and the region.

The Project will also create a small number of permanent non-construction jobs onsite related to parking facilities, landscape maintenance, and various services associated with the residential units.

DIRECT FINANCIAL BENEFITS TO THE SFPUC

The SFPUC, which has exclusive jurisdiction over the Site, will benefit financially from the sale of the Site. The land sale price will be negotiated to reflect the final development and public benefits program. The SFPUC may also realize increased revenues by providing power to the Project's residents.

NEW PUBLIC FACILITIES

The Project will construct parks and open spaces available to the general public. The Project also includes a childcare center that will be accessible by the public as well as the Project's residents.

OTHER BENEFITS

The Project may fall within the Ocean Avenue Community Benefits District (CBD), which assesses property owners to provide funding for a range of services within the neighborhood, including maintenance and cleaning of public rights of way, sidewalk operations and public safety, and District identity and streetscape improvements. Parcels within the CBD pay for and receive these services as participants in the CBD. The CBD's applicability and associated tax rate will be determined prior to project approvals.



1. THE PROJECT & COSTS OF CONSTRUCTION

The Project will be constructed in two phases with Site preparation and construction planned to begin as early as 2021, Phase 1 units leased and sold as early as 2023, and Phase 2 units leased and sold by 2025, according to current plans. The Project and its development costs total at least \$560 million, as described below. The Development Team will be responsible for planning, construction, marketing and operating the Project. The Development Team will reimburse the City for its costs incurred during the Project planning and environmental review process, including City staff costs. **Chapter 2** describes sources of funding to pay for development costs.

PROJECT DESCRIPTION

The Balboa Reservoir Site is an approximately 17-acre parcel that the City owns under the SFPUC's jurisdiction. The Site is located in the central southern portion of San Francisco, bounded by City College of San Francisco's Ocean Campus to the east, Riordan High School to the north, the Westwood Park neighborhood to the west, and the Avalon Ocean Avenue apartments to the south.

Plans for the Site's development envision a mixed-income housing Project. The Development Team would purchase the Site and build a mix of apartments, condos and townhouses.

Residential – This fiscal analysis assumes a scenario consisting of 1,100 total residential units. This scenario is based on the Development Team's response to the SFPUC Request for Proposals; environmental analysis will evaluate a range of units that may differ from the scenario in this report, and the Project's final unit count may also differ accordingly.

Affordable Housing – The Project proposes 50 percent of total units to be affordable, including 18 percent affordable to low-income households,¹ and 15 percent affordable to moderate-income households², for a subtotal of 33 percent affordable housing units. An additional 17 percent of units are proposed to be affordable to a combination of low, moderate, and middle-income households.

Parking – The fiscal analysis evaluates 1,010 parking spaces. Of the total spaces, 500 will be constructed in a parking garage and shared with the City College community.

¹ Low-income rents would not exceed 55% of Area Median Income (AMI), and low-income for-sale prices would not exceed 80% of AMI.

² Moderate-income rents and sales prices would not exceed 120% of AMI.



CONSTRUCTION COSTS AND ASSESSED VALUE

Table 1 summarizes development costs totaling at least \$560 million,³ which will be phased through buildout by 2025 depending on future market conditions. Taxable assessed value is estimated based on development cost, with affordable rental housing exempted from property taxes if serving households who earn no more than 80% of AMI . These costs and values provide the basis for estimates of various fiscal tax revenues and economic impacts.

Table 1 Summary of Construction Costs and Assessed Value

Item	Development Cost
<u>Residential Buildings (1)</u>	
Townhouses (Market-rate)	\$60,598,000
Condos (Affordable)	\$15,360,000
Apartments (Market-rate)	\$169,412,000
Apartments (Moderate)	\$87,818,000
Apartments (Low-income)	<u>\$88,031,000</u>
Subtotal, Residential Buildings	\$421,219,000
<u>Other</u>	
Parking - shared (500 spaces)	\$13,830,000
Infrastructure (2)	\$38,000,000
Other Costs (3)	<u>\$86,787,000</u>
Total	\$559,836,000
(less) Property Tax-Exempt	
Low-income Rental Units (up to 80% AMI)	(\$88,031,000)
Net Taxable Assessed Value	\$471,805,000

- (1) Includes building hard costs, residential parking, and site development. Site acquisition and community benefits are to be negotiated and are not included.
- (2) Master infrastructure includes utilities, roads, grading, parks and open space.
- (3) "Other Costs" include soft costs (e.g. legal, design, finance, furnishings and fixtures).
 Permits & Fees not included for purposes of A.V. estimates. 2/9/18

³ Hard and soft development costs; land costs, community benefits and other mitigations are to be negotiated and are not estimated.

2. AVAILABLE FUNDING FOR THE PROJECT

As described in the prior chapter, development costs are anticipated to total \$560 million or more over the course of Project buildout. Several financing mechanisms and sources will assure funding of these costs and development of the Project.

HORIZONTAL & VERTICAL DEVELOPMENT OF THE SITE

The Development Team will be responsible for funding all horizontal Site improvements, infrastructure and public facilities needed to serve the Project, and vertical building construction with the exception of a portion of the affordable housing, as described in the section that follows. In addition to Developer equity and private financing, Project-based sources of funding and/or reimbursement could include (but may not be not limited to) the following:

- **Net sales proceeds and lease revenues** -- Revenues generated by the Project will help to fund improvements and repay private sources of investment and debt.
- **Mello-Roos Community Facilities District (CFD)** -- Bond proceeds secured by CFD special taxes may help to fund infrastructure costs. CFD special taxes not required for CFD debt service may fund horizontal Site development costs on a “pay-as-you-go” basis.
- **State sources** – No direct City subsidy will be used to build the 33% of the Project’s total housing units that must be paid for by the Project. However, the Developer may access non-competitive state funding such as 4% tax credits and tax-exempt bonds

FUNDING OF AFFORDABLE HOUSING

As described above, 33% of the Project’s total housing units will be affordable housing paid for by the Project, such as with Developer equity or revenues generated by the market-rate portion of the Project, or non-competitive state sources. This baseline 33% rate is based on Proposition K (2015), which set the expectation that housing on property sold by the City will have no less than this amount of affordable housing.

Up to an additional 17% of the Project’s total housing units will be affordable housing paid for with non-Project funds. The Development Team’s initial proposal estimated that a subsidy of approximately \$26 million would be required to provide approximately 187 additional affordable housing units, although this cost is subject to change as a result of changes in construction costs, availability of state funding, the low income housing tax credit market, and the Project’s unit count or affordable housing program.



Funding sources for this additional affordable housing could potentially include:

- **Gross Receipts Tax.** In June, 2018, San Francisco voters will consider a ballot measure that would raise funds for affordable housing by increasing the gross receipts tax rate for commercial space. If this measure is approved, the Project would be eligible to utilize a portion of the new affordable housing funds.
- **Project-Generated Sources.** As determined by fiscal feasibility analysis, the Project will generate net new General Fund revenue of approximately \$1.7 million. A portion of this revenue could be reinvested back into the Project; the mechanism for this reinvestment could be an infrastructure financing district, an affordable housing investment plan pursuant to AB 1598, or a direct transfer from the City.
- **State Sources.** The Project could apply for one of several funding sources administered at the state level, such as the California's Affordable Housing and Sustainable Communities program and certain low income housing tax credit programs.
- **Bond Revenue.** In November, 2018, California voters will consider a \$4 billion state affordable housing bond. In addition, local affordable housing bonds are likely to be proposed in San Francisco in upcoming years; most recently, in 2015, San Francisco voters approved a \$310 million affordable housing bond.

OTHER MAINTENANCE FUNDING

In addition to the public tax revenues generated to fund public services and road maintenance, as described in the **Chapter 3** fiscal analysis, CFD special taxes (or HOA fees) will be paid by property owners to fund a range of public services including onsite parks and open space maintenance and operation.



3. FISCAL ANALYSIS: INFRASTRUCTURE MAINTENANCE & PUBLIC SERVICES

Development of the Project will create new public infrastructure including streets, parks and open space that will require ongoing maintenance. **Table 2** summarizes total annual general revenues created by the Project, and net revenues available after funding the Project's service costs. The fiscal results are largely proportional to the number of units, assuming the mix of affordable units remains constant. A reduction in the number of units would reduce the magnitude of the potential benefits and an increase in the number of units would increase their magnitude, but in either case the net impact on the City General Fund would remain positive.

Table 2 Estimated Annual Net General Revenues and Expenditures

Item	Annual Amount
Annual General Revenue	
Property Taxes (1)	\$2,682,000
Property Tax in Lieu of VLF	\$567,000
Property Transfer Tax	391,000
Sales Tax	261,000
Parking Tax (City 20% share)	95,000
Gross Receipts Tax	<u>63,000</u>
Subtotal, General Revenue	\$4,059,000
(less) 20% Charter Mandated Base line	<u>(\$811,800)</u>
Revenues to General Fund above Baseline	\$3,247,200
Public Services Expenditures	
Parks and Open Space	<i>Project's taxes or fees</i>
Roads (maintenance, street cleaning)	76,000
Police (2)	855,000
Fire (2)	<u>607,000</u>
Subtotal, Services	\$1,538,000
NET Annual General Revenues	\$1,709,200
<hr/>	
Annual Other Dedicated and Restricted Revenue	
Property Tax to Other SF Funds (1)	\$413,000
Parking Tax (MTA 80% share)	\$380,000
Public Safety Sales Tax	\$130,000
SF County Transportation Authority Sales Tax	<u>\$130,000</u>
Subtotal	\$1,053,000
TOTAL, Net General + Other SF Revenues	\$2,762,200
Other Revenues	
Property Tax to State Education Rev. Fund (ERAF)	\$1,195,000

(1) Property tax to General Fund at 57%. Other SF funds include the Children's Fund, Library Fund, and Open Space Acquisition.

(2) Police and Fire costs based on Citywide avg. cost per resident and per job.

2/9/18



As noted in the prior **Table 2**, certain service costs will be funded through special taxes or assessments paid by new development and managed by a master homeowners association (HOA). Other required public services, including additional police, fire and emergency medical services (EMS), as well as the maintenance of any new roads that are built by the Project and transferred to the City, will be funded by increased General Fund revenues from new development. MUNI/transportation services may also be affected and will be offset by a combination of service charges, local, regional and State funds.

Table 3 summarizes development impact fees and other one-time revenues during construction. The impact fee revenue will be dedicated and legally required to fund infrastructure and facilities targeted by each respective fee. Credits may be provided against certain fees to the extent that the Project builds qualifying infrastructure and public facilities onsite, for example, bicycle parking and childcare facilities. The City may also agree to credit some of these fees back to the Project in consideration of public-serving improvements that the Project provides in kind. Certain impact fee revenues may be used Citywide to address needs created by new development. No affordable housing in-lieu fees or jobs housing linkage fees are assumed due to the Project providing affordable units equal to 50 percent of total units.

Table 3 Estimated Impact Fees and One-Time Revenues

Item	Total Amount
City Development Impact Fees (1)	
Balboa Park Community Infrastructure	\$9,371,000
Jobs Housing Linkage (2)	na
Affordable Housing (3)	provided onsite
Child Care (4)	\$2,308,000
Bicycle Parking In-lieu	provided onsite
Transportation Sustainability Fee	<u>\$11,315,000</u>
	\$22,994,000
Other Fees	
San Francisco Unified School District	\$3,957,000
Other One-Time Revenues	
Construction Sales Tax (1% Gen' Fund)	\$1,419,000
Gross Receipts Tax During Construction	<u>\$1,892,000</u>
Total: Other One-Time Revenues	\$3,311,000

(1) Impact fee rates as of Jan. 1, 2018. Refer to Table A-3 for additional details.

(2) Linkage fee (commercial uses only) assumed offset by Project's affordable housing.

(3) Affordable housing will be provided onsite.

(4) Child Care impact fee may be waived in consideration for the Project's onsite childcare center.

2/9/18

MAINTENANCE AND SERVICE COSTS

Actual costs will depend on the level of future service demands, and Citywide needs by City departments at the time of development and occupancy.

Public Open Space

The Project will include at least 4.0 acres of public parks and open spaces. The parks consist of a large open space of approximately 2 acres, and at least 1.5 acres, along with “gateway” green spaces to serve as gathering places that unite the Site with the surrounding neighborhoods.

The Recreation and Parks Department (RPD) may express interest in assuming ownership and/or operations and maintenance responsibilities for the proposed large open space, subject to agreement between the Project developer and the City. The developer may engage in discussions with RPD about potentially entering into such an arrangement as part of the Development Agreement. However, absent such an arrangement, the Project will fund the parks and open spaces’ ongoing operating costs, including administration, maintenance, and utility costs using CFD services special taxes (or HOA fees) paid by property owners. A master homeowners association would be responsible for managing maintenance activities, as well as the programming of recreation activities not otherwise provided by the City. Specific service needs and costs will be determined based on the programming of the parks.

Police

The Project Site is served by the SFPD’s Ingleside Station. The addition of the Project’s new residents would likely lead the Ingleside Police District to request additional staffing. Over the past several decades, the SFPD has kept staffing levels fairly constant and manages changing service needs within individual districts by re-allocating existing capacity. If needed to serve new residents associated with the Project, additional officers would most likely be reassigned from other SFPD districts and/or hired to fill vacancies created by retirements.^{4 5} For purposes of this analysis, the Project’s police service cost is estimated using the City’s current per capita service rate.

Fire and EMS

The San Francisco Fire Department (SFFD) deploys services from the closest station with available resources, supplemented by additional resources based on the nature of the call. SFFD

⁴ Carolyn Welch, San Francisco Police Department, telephone interview, December 22, 2017.

⁵ Jack Hart, San Francisco Police Department, telephone interview, January 3, 2017.

anticipates that it will require additional resources to serve the Site and its vicinity as that area's population grows, but it has not yet determined the anticipated costs.⁶ The costs in this report have been estimated based on Citywide averages.

SFMTA

Using the City's Transportation Demand Management (TDM) Ordinance as a guide, the Project will include a TDM program that encourages the use of sustainable modes of transportation for residents and visitors. This approach will increase demand for and revenues to local public transit service, which includes the J, K, and M MUNI light rail lines and the 8, 29, 43, 49, and 88X bus lines. The Project will also be required to pay the Transportation Sustainability Fee and/or provide equivalent in-kind transportation benefits, as well as provide transportation mitigation measures required as a result of the environmental review process. Specific impacts on transit services, costs, and cost recovery will be studied and determined by the final development program, TDM plan, and environmental review findings.

Department of Public Works (DPW)

The Project will create new rights of way to provide access into and out of the Site and circulation within it. These improvements may be accepted by the City, provided that they are designed to standards approved by applicable City agencies, in which case DPW would be responsible for cleaning and maintaining them. Based on the anticipated type and intensity of these proposed rights of way, DPW is estimating annual maintenance costs⁷. For purposes of the current analysis, a Citywide average cost per mile of road provides an estimated cost.

The Project may also include some smaller roads and access points that would remain private, in which case the City would not be responsible for their ongoing operation and maintenance. Instead, special taxes paid by owners of Project buildings, for example as participants in a services CFD, could fund their maintenance. The services budget would be sized to pay for ongoing maintenance of facilities as well as periodic "life cycle" costs for repair and replacement of facilities.

⁶ Olivia Scanlon, San Francisco Fire Department, telephone interview, February 8, 2018.

⁷ Bruce Robertson, Department of Public Works, correspondence with City Project staff.



PUBLIC REVENUES

New tax revenues from the Project will include ongoing annual revenues and one-time revenues, as summarized in the prior tables. The revenues represent direct, incremental benefits of the Project. These tax revenues will help fund public improvements and services within the Project and Citywide. The following sections describe key assumptions and methodologies employed to estimate each revenue.

Charter Mandated Baseline Requirements

The City Charter requires that a certain share of various General Fund revenues be allocated to specific programs. An estimated 20 percent of revenue is shown deducted from General Fund discretionary revenues generated by the Project (in addition to the share of parking revenues dedicated to MTA, shown separately). While these baseline amounts are shown as a deduction, they represent an increase in revenue as a result of the Project to various City programs whose costs aren't necessarily directly affected by the Project, resulting in a benefit to these services.

Property Taxes

Property tax at a rate of 1 percent of value will be collected from the land and improvements constructed by the Project.⁸ The City receives up to \$0.65 in its General Fund and special fund allocations, of every property or possessory interest tax dollar collected. The State's Education Revenue Augmentation Fund (ERAF) receives \$0.25 of every property tax dollar collected.

The remaining \$0.10 of every property tax dollar collected, beyond the City's \$0.65 share and the \$0.25 State ERAF share, is distributed directly to other local taxing entities, including the San Francisco Unified School District, City College of San Francisco, the Bay Area Rapid Transit District and the San Francisco Bay Area Air Quality Management District. These distributions will continue and will increase as a result of the Project.

Upon the sale of a parcel, building, or individual unit constructed at the Project, the taxable value will be assessed at the new transaction price. The County Assessor will determine the assessed values; the estimates shown in this analysis are preliminary and may change depending on future economic conditions and the exact type, amount and future value of development.

⁸ Ad valorem property taxes supporting general obligation bond debt in excess of this 1 percent amount and other assessments are excluded for purposes of this analysis. Such taxes require separate voter approval and proceeds are payable only for uses approved by the voters.

Certain properties, including non-profits providing low-income rental housing, are exempt from property tax.

It is likely that property taxes will also accrue during construction of infrastructure and individual buildings, depending on the timing of assessment and tax levy. These revenues have not been estimated.

Property Tax In-Lieu of Vehicle License Fees

In prior years, the State budget converted a significant portion of Motor Vehicle License Fee (VLF) subventions into property tax distributions; previously these revenues were distributed by the State using a per-capita formula. Under the current formula, these distributions increase over time based on assessed value growth within a jurisdiction. Thus, these City revenues will increase proportionate to the increase in the assessed value added by the new development.

Sales Taxes

The City General Fund receives 1 percent of taxable sales. New residents will generate taxable sales to the City. In addition to the 1 percent sales tax received by every city and county in California, voter-approved local taxes dedicated to transportation purposes are collected. Two special districts, the San Francisco County Transportation Authority and the San Francisco Public Financing Authority (related to San Francisco Unified School District) also receive a portion of sales taxes (0.50 and 0.25 percent, respectively) in addition to the 1 percent local General Fund portion. The City also receives revenues from the State based on sales tax for the purpose of funding public safety-related expenditures.

Sales Taxes from Construction

During the construction phases of the Project, one-time revenues will be generated by sales taxes on construction materials and fixtures purchased in San Francisco. Sales tax will be allocated directly to the City and County of San Francisco in the same manner as described in the prior paragraph. Construction sales tax revenues may depend on the City's collection of revenues pursuant to a sub-permit issued by the State.

Transient Occupancy Tax (TOT)

Hotel Room Tax (also known as Transient Occupancy Tax or TOT) will be generated when hotel occupancies are enhanced by the residential uses envisioned for the Project, such as when friends and relatives come to San Francisco to visit Project residents but choose to stay at hotels. The City currently collects a 14 percent tax on room charges. However, given that no hotels are envisioned for the Project (out-of-town visitors to the Site will likely stay at hotels elsewhere in the City), the impact will not be direct and is excluded from this analysis.

Parking Tax

The City collects tax on parking charges at garages, lots, and parking spaces open to the public or dedicated to commercial users. The tax is 25 percent of the pre-tax parking charge. The revenue may be deposited to the General Fund and used for any purpose, however as a matter of City policy the SFMTA retains 80 percent of the parking tax revenue; the other 20 percent is available to the General Fund for allocation to special programs or purposes. This analysis assumes that parking spaces envisioned for the Project's 500-space shared parking garage will generate parking tax; no parking tax is assumed from the residential-only parking spaces. Off-site parking tax revenues that may be generated by visitors or new residents are not included.

Property Transfer Tax

The City collects a property transfer tax ranging from \$2.50 on the first \$500 of transferred value on transactions up to \$250,000 to \$15.00 per \$500 on transactions greater than \$25 million.

The fiscal analysis assumes that commercial apartment property sells once every ten to twenty years, or an average of about once every 15 years. For estimating purposes, it is assumed that sales are spread evenly over every year, although it is more likely that sales will be sporadic. An average tax rate has been applied to the average sales transactions to estimate the potential annual transfer tax to the City. Actual amounts will vary depending on economic factors and the applicability of the tax to specific transactions.

The for-sale units can re-sell independently of one another at a rate more frequent than rental buildings. This analysis conservatively assumes that the average condominium or townhouse will be sold to a new owner every ten years, on average.

Gross Receipts Tax

Commercial activity, including residential rental property, generates gross receipts taxes. Actual revenues from future gross receipt taxes will depend on a range of variables, including the amount of rental income. This analysis assumes the current gross receipts tax rate of 0.3% (applicable to revenues in the \$2.5 million to \$25 million range).

DEVELOPMENT IMPACT FEES

The Project will generate a number of one-time City impact fees including:

- **Balboa Park Community Infrastructure** (Planning Code Sec. 422) -- These fees "shall be used to design, engineer, acquire, improve, and develop pedestrian and streetscape improvements, bicycle infrastructure, transit, parks, plazas and open space, as defined in the

Balboa Park Community Improvements Program with the Plan Area. Funds may be used for childcare facilities that are not publicly owned or "publicly-accessible."⁹

- **Jobs Housing Linkage** (Planning Code Sec. 413)-- These fees apply only to commercial uses and are assumed to be offset by the affordable housing provided onsite.
- **Affordable Housing** (Planning Code Sec. 415) –All affordable housing will be provided on the Site, and therefore the Project will be exempt from the fees.
- **Child Care** (Planning Code Sec. 414, 414A) – A fee per square foot is charged to residential uses. It is likely that all or some portion of these fees will be offset and reduced by the value of childcare facilities constructed onsite.
- **Bicycle Parking In-lieu Fee** (Planning Code Sec. 430) -- This fee is assumed to be offset by facilities provided onsite.
- **Transit Sustainability Fee (TSF)** (Planning Code Sec. 411A) – This fee, effective December 25, 2015, replaced the Transit Impact Development Fee. It is a fee per square foot paid by residential and non-residential uses.

In addition to the impact fees charged by the City, utility connection and capacity charges will be collected based on utility consumption and other factors. Other fees will include school impact fees to be paid to the San Francisco Unified School District. The Project will also pay various permit and inspection fees to cover City costs typically associated with new development projects.

⁹ San Francisco Planning Code, Article 4, Sec. 422.5(b)(1) Balboa Park Community Improvements Fund, Use of Funds.

4. DEBT LOAD TO BE CARRIED BY THE CITY AND THE SFPUC

No debt is anticipated to be incurred by the City or the SFPUC in connection with the Project. However, public financing or other non-Project sources will be required to achieve the target affordable housing rate of 50%, as described above. The City could potentially issue bonds in conjunction with several of these sources, subject to regulatory and/or voter approval, but a number of other financing options would allow the City to avoid issuing new debt.

5. BENEFITS TO THE CITY AND SFPUC

The Project will provide a range of direct and indirect benefits to the City and the SFPUC. These benefits include tax revenues that exceed service costs, as well as a range of other economic benefits such as new jobs, economic activity, and increased public and private expenditures.

FISCAL BENEFITS

As described in **Chapter 3**, the Project is anticipated to generate a net \$1.7 million of annual general City tax revenues in excess of its estimated public service costs, in addition to about \$1 million in other dedicated and restricted revenues. These revenues would be available for expansion of local and/or Citywide services and public facilities. Approximately 20 percent of revenues are allocated to "Baseline" costs, which represents a benefit to the City.

ECONOMIC BENEFITS TO THE CITY

New Permanent Jobs - The Project will create a small number of new jobs related to the parking facilities and services, childcare services at the childcare center, and landscape and other onsite maintenance services. The residential uses will also create janitorial and domestic service jobs. Because the Project is entirely residential, its economic "multiplier" effects are minimal.

Temporary Jobs - The construction of the Project will create short-term construction spending and construction jobs, estimated at 2,800 job-years.

New Housing Supply - Completion of approximately 1,100 residential units also will have the positive economic benefit of adding a significant amount to the City's total supply of housing. This provides increased access to housing for existing City residents, as well employees working within the City. Importantly, these approximately 1,100 units will include up to 550 units of affordable to low, moderate, and middle-income households, which are populations with acute housing needs in San Francisco.



DIRECT FINANCIAL BENEFITS TO THE CITY AND SFPUC

The Project will result in several direct financial benefits:

Proceeds from Property Sale -- The sale of the property currently owned by the City will generate net proceeds. The SFPUC will receive fair market value for the sale of the property.

Increased Sale of Public Power -- The SFPUC may provide electrical power to the Project's residents, generating net revenues to the SFPUC.

NEW PUBLIC FACILITIES

The Project will construct parks and open spaces, a shared parking garage, and a community room available to the general public. The Project also includes a childcare center that will be accessible by the public as well as the Project's residents. These facilities are expected to be utilized by the City College community and residents of surrounding neighborhoods.

OTHER BENEFITS

The Project may participate in the Ocean Avenue Community Benefits District (CBD) that provides funding for a range of services within the neighborhood, including maintenance and cleaning of public rights of way, sidewalk operations and public safety, and District identity and streetscape improvements. The CBD's applicability and associated tax rate will be determined prior to project approvals.



APPENDIX A: FISCAL ANALYSIS

Table of Contents
Balboa Reservoir

Table 1 Fiscal Results Summary, Ongoing Revenues and Expenditures

Table 2 Fiscal Results Summary, One Time Revenues

Table A-1a Project Description Summary

Table A-1b Project Description Summary Affordability Units

Table A-2 Population and Employment

Table A-3 San Francisco City Development Impact Fee Estimate

Table A-4 Assessed Value Estimate

Table A-5 Property Tax Estimate

Table A-6 Property Tax in Lieu of VLF Estimate

Table A-7 Property Transfer Tax

Table A-8 Sales Tax Estimates

Table A-9 Parking Tax

Table A-10 Gross Receipts Tax Estimates

Table A-11 Rental Income for Gross Receipts Tax Estimates

Table A-12 Estimated City Services Costs

Table 1
Fiscal Results Summary, Ongoing Revenues and Expenditures
Balboa Reservoir

Item	Annual Amount
Annual General Revenue	
Property Taxes (1)	\$2,682,000
Property Tax in Lieu of VLF	\$567,000
Property Transfer Tax	391,000
Sales Tax	261,000
Parking Tax (City 20% share)	95,000
Gross Receipts Tax	<u>63,000</u>
Subtotal, General Revenue	\$4,059,000
(less) 20% Charter Mandated Base fee	<u>(\$811,800)</u>
Revenues to General Fund above Baseline	\$3,247,200
Public Services Expenditures	
Parks and Open Space	<i>Project's taxes or fees</i>
Roads (maintenance, street cleaning)	76,000
Po ce (2)	855,000
Fire (2)	<u>607,000</u>
Subtotal, Services	\$1,538,000
NET Annual General Revenues	\$1,709,200
<hr/>	
Annual Other Dedicated and Restricted Revenue	
Property Tax to Other SF Funds (1)	\$413,000
Parking Tax (MTA 80% share)	\$380,000
Public Safety Sales Tax	\$130,000
SF Cnty Transportat on Auth'y Sales Tax	<u>\$130,000</u>
Subtotal	\$1,053,000
TOTAL, Net General + Other SF Revenues	\$2,762,200
Other Revenues	
Property Tax to State Education Rev. Fund (ERAF)	\$1,195,000

(1) Property tax to General Fund at 57%. Other SF funds include the Children's Fund, Library Fund, and Open Space Acquisition.

(2) Police and Fire costs based on Citywide avg. cost per resident and per job.

2/9/18

Table 2
Fiscal Results Summary, One-Time Revenues
Balboa Reservoir

Item	Total Amount
<u>City Development Impact Fees (1)</u>	
Balboa Park Community Infrastructure	\$9,371,000
Jobs Housing Linkage (2)	na
Affordable Housing (3)	provided on site
Child Care (4)	\$2,308,000
Bicycle Parking Incentive	provided on site
Transportation Sustainability Fee	<u>\$11,315,000</u>
	\$22,994,000
<u>Other Fees</u>	
San Francisco Unified School District	\$3,957,000
<u>Other One-Time Revenues</u>	
Construction Sales Tax (1% Gen' Fund)	\$1,419,000
Gross Receipts Tax During Construction	<u>\$1,892,000</u>
Total: Other One-Time Revenues	\$3,311,000

(1) Impact fee rates as of Jan 1 2018 Refer to Table A-3 for additional detail

(2) Linkage fee (commercial uses only) assumed offset by Project's affordable housing

(3) Affordable housing will be provided on site

(4) Child Care impact fee may be waived in consideration for the Project's on-site childcare center

2/9/18

**Table A-1a
Project Description Summary
Balboa Reservoir**

Item (1)	Units, Sq.Ft., or Spaces	
Apartments		
Market Rate		483 un ts
Affordab e		<u>502</u> un ts
Tota , Apts		985 un ts
Condos and Townhouses		
Market Rate Townhouses		67 un ts
Affordab e Condos		<u>48</u> un ts
Tota , Condos and Townhouses		115 un ts
Tota , Res dent a		un ts
Market Rate	50%	550 un ts
Affordab e	50%	<u>550</u> un ts
		1,100 un ts
Commun ty Gather ng Space		1,500 sq.ft.
Ch dcare Center (capac ty for 100 ch dren)		5,000 sq.ft.
Shared Garage		500 spaces
		175,000 sq.ft.

(1) Number of un ts and space are pre m nary and for eva uat on purposes on y.
Further ana ys s may cons der d fferent deve opment program scenar os.

2/9/18

Table A-1b
Project Description Summary -- Affordable Units
Balboa Reservoir

Housing Category	%	Units (1)
<u>Baseline Affordable Apts.</u>		
Low-Income (Br dge/M ss on <55% AMI)	16%	174
Moderate-Income (Br dge <120% AMI)	15%	<u>165</u>
Total Baseline Affordable		339
<u>Baseline Affordable Condos</u>		
Low-Income (Hab tat <80% AMI)	2%	24
Total Baseline Affordable	33%	363
<u>Additional Affordable Apts.</u>		
Low-Income (Br dge <20% & <55% AMI)	15%	163
<u>Additional Affordable Condos</u>		
Moderate-Income (Hab tat <105% AMI)	2%	24
Total Additional Affordable	17%	187
Total Affordable	50%	550
Market-Rate Apts		483
Market-Rate Townhouses		<u>67</u>
Total, Market Rate	50%	550
TOTAL UNITS	100%	1,100

(1) Number of units and space are preliminary and for evaluation purposes only;
 Further analysis may consider different development program scenarios.

2/9/18

**Table A-2
Population and Employment
Balboa Reservoir**

Item	Assumptions	Total
Population	2.27 persons per unit (1)	2,497
Employment (FTEs)		
Residential (2)	27.9 units per FTE (2)	39
Parking	270 spaces per FTE (2)	<u>2</u>
Total		41
Construction (job years) (5)	\$559,836,000 Construction cost	2,754
TOTAL SERVICE POPULATION		
Residents		2,497
Employees (excluding construction jobs)		<u>41</u>
Total Service Population (Residents plus Employees)		2,538
CITYWIDE		
Residents (3)		874,200
Employees (4)		<u>710,300</u>
Service Population (Residents plus Employees)		1,584,500

(1) ABAG 2015 estimate (citywide) actual Project density will vary depending on unit size and mix

(2) Residential jobs include building management janitorial cleaning/repair childcare and other domestic services Factors based on comparable projects

(3) Cal Dept of Finance Rpt E-1 2017

(4) BLS QCEW State and County Map 2016Q3

(5) Construction job-years based on MPLAN job factors

2/9/18

**Table A-3
San Francisco City Development Impact Fee Estimate
Balboa Reservoir**

Item		Total Sq.Ft. (1)	Total Fees
Residential			
	Units		
Market Rate	550	605,000	
Moderate Income	189	189,000	
Low Income	<u>361</u>	<u>342,950</u>	
Total	1,100	1,136,950	
Other			
Childcare Facility	approximately	5,000	
Shared Parking (2)		175,000	
City Impact Fees (per gross building sq.ft.) (2)			
Balboa Park Community Infrastructure			
Residential (3)	\$11.32 /sq.ft.	794,000	\$8,988,080
Non Residential (3)	\$2.13 /sq.ft.	180,000	\$383,400
Jobs Housing Linkage (4)	na		na
Affordable Housing (5)	na		na
Child Care (6)	\$2.03 /sq.ft.	1,136,950	\$2,308,009
Bicycle Parking Incentive Fee (7)	na		na
Transportation Sustainability Fee			
Residential (8)	\$9.71 /sq.ft.	794,000	\$7,709,740
Non Residential (3)	\$20.03 /sq.ft.	180,000	<u>\$3,605,400</u>
Total			\$22,994,629
Other Impact Fees (9)			
San Francisco Unified School District	\$3.48 /sq.ft.	1,136,950	\$3,956,586

(1) Residential fees assume approximately 950 to 1,100 sq ft /unit. Mix of sizes will vary in final program.

(2) All impact fees are as of January 2018.

(3) Units affordable to a maximum 80% AM exempt from Balboa Park Community Infrastructure Fee. 100% of non-residential assumed to be subject to TSF & Community Infrastructure Fee.

(4) Jobs Housing Linkage not applicable to residential.

(5) Plans anticipate affordable units sufficient to offset fee requirement.

(6) Child Care impact fee may be waived in consideration for the Project's on-site childcare facility.

(7) Bicycle facilities provided onsite, not subject to fee.

(8) Units affordable to a maximum 80% AM exempt from Transportation Sustainability Fee (TSF).

(9) Additional utility fees and charges will be paid depending on final Project design.

Sources: City of San Francisco and Berkson Associates

2/9/18

**Table A-4
Assessed Value Estimate
Balboa Reservoir**

Item	Development Cost
<u>Residentia Buildings (1)</u>	
Townhouses (Market rate)	\$60,598,000
Condos (Affordable)	\$15,360,000
Apartments (Market rate)	\$169,412,000
Apartments (Moderate)	\$87,818,000
Apartments (Low income)	<u>\$88,031,000</u>
Subtotal, Residentia Buildings	\$421,219,000
<u>Other</u>	
Parking shared (500 spaces)	\$13,830,000
Infrastructure (2)	\$38,000,000
Other Costs (3)	<u>\$86,787,000</u>
Total	\$559,836,000
(less) Property Tax-Exempt	
Low income Rental Units (up to 80% AMI)	(\$88,031,000)
Net Taxable Assessed Value	\$471,805,000

(1) includes building hard costs residential parking and site development Site acquisition and community benefits are to be negotiated and are not included

(2) Master infrastructure includes utilities roads grading parks and open space

(3) "Other Costs" include soft costs (eg legal design finance furnishings and fixtures)

Permits & Fees not included for purposes of A V estimates 2/9/18

**Table A-5
Property Tax Estimate
Balboa Reservoir**

Item	Assumptior	Total
Taxable Assessed Value (1)		\$471,805,000
Gross Property Tax	1.0%	\$4,718,000
Allocation of Tax		
Genera Fund	56.84%	\$2,682,000
Ch drens' Fund	3.75%	\$177,000
L brary Preservat on Fund	2.50%	\$118,000
Open Space Acqu st on Fund	<u>2.50%</u>	<u>\$118,000</u>
Subtotal, Other Funds	8.75%	\$413,000
ERAF	25.33%	\$1,195,000
SF Un fed Schoo D strct	7.70%	\$363,000
Other	<u>1.38%</u>	<u>\$65,000</u>
	34.41%	\$1,623,000
Total, 1%	100.00%	\$4,718,000
Other (bonds, debt, State oans, etc.)	17.23%	\$813,000
TOTAL	117.23%	\$5,531,000

Sources City of San Francisco and Berkson Associates

2/9/18

Table A-6
Property Tax in Lieu of VLF Estimate
Balboa Reservoir

Item	Total
Citywide Total Assessed Value (1)	\$231,000,000,000
Total Citywide Property Tax in Lieu of Vehicle License Fee (VLF) (2)	\$233,970,000
Project Assessed Value	\$559,836,000
Growth in Citywide AV due to Project	0.24%
TOTAL PROPERTY TAX IN LIEU OF VLF (3)	\$567,000

(1) Based on the CCSF FY2017 total assessed value Office of the Assessor-Controller July 21 2017

(2) City and County of San Francisco Annual Appropriation Ordinance for Fiscal Year Ending June 30 2018 page 127

(3) Equals the increase in Citywide AV due to the Project multiplied by the current Citywide Property Tax in Lieu of VLF
 No assumptions included about inflation and appreciation of Project or Citywide assessed values

Sources City of San Francisco and Berkson Associates

2/9/18

Table A-7
Property Transfer Tax
Balboa Reservoir

Item	Assumptions	Total
<u>Annual Transfer Tax From Condo and Townhouses Sales</u>		
Assessed Value (AV)	\$75,958,000	
Annual Transactions	10.0% (avg sale once/10 years)(4)	\$7,596,000
Transfer Tax From Condos and Townhouses	\$3.40 /\$500 (1)	\$52,000
<u>Market Rate Apartments (5)</u>		
Assessed Value (AV)	\$169,400,000	
Avg. Sales Value	6.7% (avg sale once/15 years)(3) (4)	\$11,293,000
Transfer Tax: Apartment Buildings (annual avg.)	\$15.00 /\$500 (2)	\$339,000
TOTAL ONGOING TRANSFER TAX		\$391,000

(1) Rates range from \$2.50 per \$500 of value for transactions up to \$250k \$3.40 up to \$1 million to \$3.75 per \$500 of value for transactions from \$1 million to \$5 million applies to sale of affordable and market-rate ownership units

(2) Assumes rate applicable to sales > \$25 million for market-rate apartment buildings

(3) Actual sales will be periodic and for entire buildings revenues have been averaged and spread annually for the purpose of this analysis

(4) Turnover rates are estimated averages based on analysis of similar projects actual % and value of sales will vary annually

(5) No transactions assumed for low-income and moderate-rate apartments owned by non-profits

2/9/18

Table A-8
Sales Tax Estimates
Balboa Reservoir

Item	Low-Income Apts (<55% AMI)		Moderate-Income Apts (<120% AMI)		Low-Income Condos (<80% AMI)	
	Assumptions	Total	Assumptions	Total	Assumptions	Total
Taxable Sales From New Residential Uses						
Sale Price						
Average Annual Rent or Housing Payment (1)						
Average Household Income	50% of AMI 2.27/hh	\$47,700	110% of AMI 2.27/hh	\$104,900	70% of AMI 2.27/hh	\$66,700
Average HH Rental Expenditure (3)	27%	\$12,900	27%	\$28,300	27%	\$18,000
New Households		337		165		24
Total New Rental Sales from Households		\$4,347,000		\$4,670,000		\$432,000
New Taxable Rental Sales Captured in San Francisco (4)	80% of rental expenditure	\$3,477,600	80% of rental expenditure	\$3,736,000	80% of rental expenditure	\$345,600
Net New Sales Tax to GF From Residential Uses	1.0% tax rate	\$34,800	1.0% tax rate	\$37,400	1.0% tax rate	\$3,500
TOTAL Sales Tax to General Fund (1%)		\$34,800		\$37,400		\$3,500
Annual Sales Tax Allocation						
Sales Tax to the City General Fund	1.00% tax rate	\$34,800	1.00% tax rate	\$37,400	1.00% tax rate	\$3,500
Other Sales Taxes						
Public Safety Sales Tax	0.50% tax rate	\$17,400	0.50% tax rate	\$18,700	0.50% tax rate	\$1,800
San Francisco County Transportation Authority (6)	0.50% tax rate	\$17,400	0.50% tax rate	\$18,700	0.50% tax rate	\$1,800
SF Public Financing Authority (Schools) (6)	0.25% tax rate	\$8,700	0.25% tax rate	\$9,400	0.25% tax rate	\$900
One-Time Sales Taxes on Construction Materials and Supplies						
Total Development Cost						
Direct Construction Costs (exc. land, profit, soft costs, fees, etc.)						
Supply/Materials Portion of Construction Cost	60.00%					
San Francisco Capture of Taxable Sales	50.00%					
Sales Tax to San Francisco General Fund	1.0% tax rate					

(1) incomes from "2017 MAXIMUM INCOME BY HOUSEHOLD SIZE derived from the Unadjusted Area Median Income (AMI) for HUD Metro Fair Market Rent Area (HMFA) that Contains San Francisco" Affordable rents adjusted for average household size of 2.27

(2) Avg market rate apartment rent based on average for comparable project (AxioMetrics 12/17 survey)

Estimated townhouse sale price from Berkson Associates August 2017 avg for new detached homes in San Francisco

(3) Based on typical household spending as reported for the San Francisco MSA by the State Board of Equalization

(4) Estimated portion of sales assumed to be captured within the City based on analyses prepared for comparable projects

Table A-8
Sales Tax Estimates
Balboa Reservoir

Item	Moderate-Income Townhouses (<105% AMI)		Market-Rate Apts		Market-Rate Townhouses	
	Assumptions	Total	Assumptions	Total	Assumptions	Total
Taxable Sales From New Residential Uses						
Sale Price					\$1,500,000 (2)	
Average Annual Rent or Housing Payment (1)			\$3,300 /unit (2)	\$39,600	\$7,300 per household	\$87,600
Average Household Income	100% of AMI 2.27/hh	\$95,400	30%	\$132,000	30%	\$292,000
Average HH Retail Expenditure (3)	27%	\$25,800	27%	\$35,600	27%	\$78,800
New Households		24		483		67
Total New Retail Sales from Households		\$619,000		\$17,195,000		\$5,280,000
New Taxable Retail Sales Captured in San Francisco (4)	80% of retail expenc	\$495,200	80% of retail expen	\$13,756,000	80% of retail expen	\$4,224,000
Net New Sales Tax to GF From Residential Uses	1.0% tax rate	\$5,000	1.0% tax rate	\$137,600	1.0% tax rate	\$42,200
TOTAL Sales Tax to General Fund (1%)		\$5,000		\$137,600		\$42,200
Annual Sales Tax Allocation						
Sales Tax to the City General Fund	1.00% tax rate	\$5,000	1.00% tax rate	\$137,600	1.00% tax rate	\$42,200
Other Sales Taxes						
Public Safety Sales Tax	0.50% tax rate	\$2,500	0.50% tax rate	\$68,800	0.50% tax rate	\$21,100
San Francisco County Transportation Authority (6)	0.50% tax rate	\$2,500	0.50% tax rate	\$68,800	0.50% tax rate	\$21,100
SF Public Financing Authority (Schools) (6)	0.25% tax rate	\$1,300	0.25% tax rate	\$34,400	0.25% tax rate	\$10,600

(1) incomes from "2017 MAXIMUM INCOME BY HOUSEHOLD SIZE derived from the Unadjusted Area Median Income (AMI) for HUD Metro Fair Market Rent Area (HMFA) that Contains San Francisco" Affordable rents adjusted for average household size of 2.27

(2) Avg market rate apartment rent based on average for comparable project (AxioMetrics 12/17 survey)
 Estimated townhouse sale price from Berkson Associates August 2017 avg for new detached homes in San Francisco

(3) Based on typical household spending as reported for the San Francisco MSA by the State Board of Equalization

(4) Estimated portion of sales assumed to be captured within the City based on analyses prepared for comparable projects

Table A-8
Sales Tax Estimates
Balboa Reservoir

Item	TOTAL
Taxable Sales From New Residential Uses	
Sale Price	na
Average Annual Rent or Housing Payment (1)	na
Average Household Income	na
Average HH Retail Expenditure (3)	na
New Households	1,100
Total New Retail Sales from Households	
New Taxable Retail Sales Captured in San Francisco (4)	
Net New Sales Tax to GF From Residential Uses	\$260,500
TOTAL Sales Tax to General Fund (1%)	\$260,500
Annual Sales Tax Allocation	
Sales Tax to the City General Fund	\$260,500
Other Sales Taxes	
Public Safety Sales Tax	\$130,300
San Francisco County Transportation Authority (6)	\$130,300
SF Public Financing Authority (Schools) (6)	\$65,300
One-Time Sales Taxes on Construction Materials and	
Total Development Cost	\$559,836,000
Direct Construction Costs (exc. land, profit, soft costs, fees)	\$473,049,000
Supply/Materials Portion of Construction Cost	\$283,829,000
San Francisco Capture of Taxable Sales	\$141,914,500
Sales Tax to San Francisco General Fund	\$1,419,000

(1) incomes from "2017 MAXIMUM INCOME BY HOUSEHOLD SIZE derived from the Unadjusted Area Median Income (AMI) for HUD Metro Fair Market Rent Area (HMFA) that Contains San Francisco" Affordable rents adjusted for average household size of 2.27

(2) Avg market rate apartment rent based on average for comparable project (AxioMetrics 12/17 survey)
 Estimated townhouse sale price from Berkson Associates August 2017 avg for new detached homes in San Francisco

(3) Based on typical household spending as reported for the San Francisco MSA by the State Board of Equalization

(4) Estimated portion of sales assumed to be captured within the City based on analyses prepared for comparable projects

Source: Berkson Associates

**Table A-9
Parking Tax
Balboa Reservoir**

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

**Table A-10
Gross Receipts Tax Estimates
Balboa Reservoir**

Item	Total Gross Receipts	Gross Revenue Tier (1)					Gross Receipts Tax
		up to \$1m	\$1m - \$2.5m	\$2.5m - \$5m	\$5m - \$25m	\$25m+	
<u>Business Income</u>							
Subtotal		na					na
<u>Rent Income (2)</u>							
Parking	\$1,900,000	0.285%	0.285%	0.300%	0.300%		\$5,700
Residentia	<u>\$19,127,000</u>	0.285%	0.285%	0.300%	0.300%		<u>\$57,381</u>
Subtotal	\$21,027,000						\$63,081
Total Gross Receipts	\$21,027,000						\$63,081
<u>Project Construction</u>							
Total Development Value (3)	\$559,836,000						
Direct Construction Cost (4)	\$473,049,000	0.300%	0.350%	0.400%	0.450%		\$1,892,196

(1) This analysis applies highlighted tax rate in tier for each use

(2) See tables referenced in Table A-11

(3) Based on total development cost

(4) Direct construction costs exclude soft costs, community benefits and land

Source: Berkson Associates

2/9/18

Table A-11
Rental Income for Gross Receipts Tax Estimates
Balboa Reservoir

Item	Gross Sq.Ft. Units, or Space	Annual Avg. Rent	Total
Parking (excludes Gross Receipts Tax) (1)	500 spaces		\$1,900,000
Market Rate Apartments (2)	483 units	\$39,600	<u>\$19,126,800</u>
TOTAL			\$21,026,800

(1) Refer to Table A 9 for additional parking data .

(2) See Table A 8 for estimated market rate apartment rents.

2/9/18

**Table A-12
Estimated City Services Costs
Balboa Reservoir**

Item	City Total Budget	Cost per Service Pop. (1) or Mile	Factor	Total Cost
Citywide Service Population (1)			1,584,500 service pop.	
Project Service Population (1)			2,538 service pop.	
Citywide DPW Miles of Road (4)			981 miles	
Miles of Road in Project (estimated)			0.66 miles	
Fire Department (2)	\$378,948,000	\$239	2,538 service pop.	\$607,000
Police Department (3)	\$533,899,000	\$337	2,538 service pop.	\$855,000
Roads (4)	\$112,200,000	\$114,373	0.66 miles	<u>\$75,815</u>
TOTAL				\$1,462,000

(1) Service Population equals jobs plus residents (see Table A.2).

(2) Total fire budget (FY17-18 Adopted) excludes "Administration & Support Services", assuming no impact or additional administrative costs required due to Project.

(3) Total police budget (FY17-18 Adopted) excludes "Airport Police".

(4) Road costs (FY16-17) for \$52.1 million street resurfacing capital expenditures and \$60.1 million environmental services (pothole repair, sidewalks, graffiti, street sweeping, etc.).

Road miles from SFdata, <https://data.sfgov.org/City-Infrastructure/Miles-Of-Streets/5s76j52p/data>

2/9/18

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Letter in support of Balboa Reservoir
Date: Wednesday, July 22, 2020 2:59:24 PM

From: Catherine Weitenbeck <info@sg.actionnetwork.org>
Sent: Wednesday, July 22, 2020 2:40 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Letter in support of Balboa Reservoir

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

Linda Wong,

I am a resident of San Francisco and would like to register my support for the Balboa Reservoir project.

This is a rare opportunity for hundreds of families to secure an affordable place to live in our increasingly unaffordable city.

Making sure our essential workers are able to stay in San Francisco and continue to be part of the fabric of our community is more important than ever. Balboa Reservoir will be a huge help.

The inclusion of a childcare center on the site and the addition of public spaces for that everyone can use is also very welcome. I appreciate that great pains have been taken to keep these homes closely integrated with the wider neighborhood - this is a development where everyone will be included.

Placing these homes on the site of the CCSF overflow parking lot is a good use of public land. The City has proceeded wisely in assembling the mix of housing on the site and maximizing the number of affordable homes.

I strongly encourage the Board of Supervisors to endorse this project.

Thank you for taking the time to consider this submission.

Sincerely,

Catherine Weitenbeck
weitenbeck.cathy@outlook.com

1451 7th Ave Apt 4
San Francisco, California 94122

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Letter in support of Balboa Reservoir
Date: Wednesday, July 22, 2020 1:38:54 PM

From: Emily Mattison-Earls <info@sg.actionnetwork.org>
Sent: Wednesday, July 22, 2020 1:13 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Letter in support of Balboa Reservoir

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

Linda Wong,

I am a resident of San Francisco and would like to register my support for the Balboa Reservoir project.

This is a rare opportunity for hundreds of families to secure an affordable place to live in our increasingly unaffordable city.

Making sure our essential workers are able to stay in San Francisco and continue to be part of the fabric of our community is more important than ever. Balboa Reservoir will be a huge help.

The inclusion of a childcare center on the site and the addition of public spaces for that everyone can use is also very welcome. I appreciate that great pains have been taken to keep these homes closely integrated with the wider neighborhood - this is a development where everyone will be included.

Placing these homes on the site of the CCSF overflow parking lot is a good use of public land. The City has proceeded wisely in assembling the mix of housing on the site and maximizing the number of affordable homes.

I strongly encourage the Board of Supervisors to endorse this project.

Thank you for taking the time to consider this submission.

Sincerely,

Emily Mattison-Earls
emily.mattisonearls@gmail.com

325 27th Street
Oakland, California 94612

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir- Comments of Westwood Park Association
Date: Wednesday, July 22, 2020 1:38:51 PM
Attachments: [Letter to Budget and Finance Committee of BOS FINAL re Balboa Res.PDF](#)

-----Original Message-----

From: Michael Ahrens <mikeahrens5@gmail.com>
Sent: Wednesday, July 22, 2020 1:13 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Cc: Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>
Subject: Balboa Reservoir- Comments of Westwood Park Association

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

To the members of the Land Use and Transportation Committee-

We understand that your committee will consider the proposed Balboa Reservoir development at your July 29, 2020 meeting. Attached please find the comments of Westwood Park Association. Thank you for your consideration.

Michael Ahrens
President, Westwood Park Association
(415)269-3243

abbylgreen@gmail.com

701 Fell St

San Francisco, California 94117

WESTWOOD PARK



July 22, 2020

VIA EMAIL

Supervisors Fewer, Walton, and Mandelman
Members of Budget & Finance Committee
Board of Supervisors
City Hall, Room 244
Dr. Carlton Goodlett Place
San Francisco, CA 94103

Subject: Use of Balboa Reservoir Property for 100% Affordable Housing

Dear Supervisors Fewer, Walton, and Mandelman:

The Westwood Park Association (“WPA”) was developed over 100 years ago to represent the interests of the residents of the Westwood Park Community. Westwood Park is located immediately west of the 17+ acre Balboa Reservoir Property (“Property”) that is owned by the SF Public Utilities Commission (“SFPUC”). The proposed developer of the Property is Reservoir Community Partners, LLP, a joint venture limited liability entity consisting of a for-profit developer (“Avalon”) and Bridge Housing, a non-profit housing development organization, (collectively “Developer”). The Developer proposes to construct 1,100 units, consisting of 550 units of allegedly affordable housing, and 550 units of market rate housing (“Project”). The affordable housing units will be developed and constructed by Bridge Housing and other non-profit developers.

The Development Agreement (“DA”) states on page 2 that there are three major public benefits from the Balboa Reservoir Project: (i) 50% of 1,100 units (550 units) will be affordable, (ii) construction of 4 acres of publicly accessible new parks; and (iii) street and infrastructure improvements. Under the DA, the Developer is responsible for funding with private and public funds and constructing 67% of the 550 affordable units (363 units), while the City will be responsible for funding 33% (or 182) affordable units.¹

WPA opposes the sale of the Property to the Developer because we, along with the voters of San Francisco, believe that public land is an irreplaceable public asset that should not be sold to benefit for-profit private developers. This land should be used for public uses, such as 100% affordable housing, especially in view of the agreed upon purchase price of \$11.4 million that the Developers and SFPUC have agreed to which WPA believes is well below market value.

¹ The DA points out the City's affordable fund share will not apply to 154 units of educator housing which will be constructed on Parcel F. See DA, Exhibit D, Paragraph E(2)(c). See also Exhibit D-1 for the number of units on each parcel designated for affordable housing.

A. THE CITY MUST RETAIN OWNERSHIP OF THE BALBOA RESERVOIR PROPERTY

The voters of the City adopted Proposition K in November of 2014 that sets forth a clear policy that publicly owned land suitable for housing development represents a unique opportunity for San Francisco to meet the City's affordable housing policy goal. The Board of Supervisors codified this City policy to use public lands for affordable housing in Administrative Code Article 23A, the Surplus Public Lands Ordinance.

The Property consists of 17.6 acres of publicly owned land, of which the Board of Supervisors ("Board") is asked to approve the sale of 16.4 acres to the Developer to construct residential units with accessory uses. It is indisputable that land is an irreplaceable City asset and title to such Property must remain in public ownership. This Board should follow the voter mandated public land use policy by retaining or leasing all or a portion of the Property for public uses that meet the City's current and future needs, including 100% affordable housing, public parks and education.

The City should instruct the SFPUC to sell or lease all, or a portion of, the Property to other City agencies such as the San Francisco Mayor's Office of Housing and Community Development ("MOHCD") for 100% affordable rental housing, and the Recreation and Park Department for Public Parks. MOHCD, in turn, can lease the land to non-profit housing development organizations such as Bridge Housing, the non-profit housing developer that is part of Reservoir Community Partners, LLP.

This Board is well aware that the City has leased property for affordable housing development and other uses and that State and City Agency surplus properties are often leased for affordable housing to non-profit developers, such as:

- The San Francisco Unified School District declared the 36,398 square foot former Phoenix Continuation High School parcel, located at 1950 Mission Street, surplus property in 2015. The City purchased the land and ground leased the land to Bridge Housing who has partnered with Mission Housing Development Corp to develop a 100% affordable housing for 157 families with very low and low-incomes, some of whom were formerly homeless.
- MOHCD leased air rights above the Broadway Tunnel to Self-Help for the Elderly to develop affordable housing for very low-income seniors.
- The Port recently leased Pier 48 and a parcel used by Oracle Park as a parking lot for the Mission Rock Development consisting of open space, office, retail and residential uses. Even though the Mission Rock Development is on SF Port Land and subject to the Burton Act, the principals and benefits to the Port regarding leasing and not selling the land are the same.

- The San Francisco Unified School District declared the Francis Scott Key Annex, located at 1351 42nd Avenue, to be surplus property, and SFUSD will use the land for a 100% affordable multi-family housing project with 134 units for educators

At the end of the lease terms in the above examples, the City and other public agencies will permanently own the affordable rental units that will provide sufficient rental revenue to maintain, replace or construct new affordable housing rental units. Leasing the Property would be a superior use of the Property than allowing developers to profit from the 550 market rate units.

B. THE SALE PRICE IS SUBSTANTIALLY BELOW MARKET RATE AND IS ESSENTIALLY ANOTHER SUBSIDY FOR AVALON

The Purchase and Sale Agreement (“PSA”) and the DA allow the SFPUC to sell the Property for an extraordinarily low price without a definitive timeline to complete the Project. Market rate housing could be completed but would not receive a Certificate of Temporary or Permanent Completion and Occupancy until the associated affordable housing has been issued the same certifications. There is nothing in the agreements to prevent the Developer from abandoning the Project should a hardship, real or perceived, arise.

1. *The Purchase Price*

The San Francisco Planning Code requires all private developers to meet a 20% minimum on-site affordable housing requirement. As structured in the PSA and DA, the Developer would purchase 16+ acres of land for mere \$11.4 million and financially cover the affordability gap for 232 of the affordable units and not the full affordability gap for 363 units of the 550 proposed on-site affordable housing units. Avalon will have no obligation for the remaining 131 affordable units. It should be noted that 232 affordable units is 21% of the 1,100 unit Project which is only 1% more than the 20% minimum required of any other private for-profit developer, who would have to purchase the land at full market value.

The sales price of \$11.4 million for approximately 17 acres is grossly under market value. The following sales in the last 20 years clearly demonstrate that the sales price is extraordinarily low:

- **30 Van Ness** is a 48,199 sq. ft. parcel that sold for \$58.25 Million Dollars in 2014 and the Planning Commission approved project with 22,000 sq. ft. of retail, 223,000 sq. ft. of office, and 333 residential units of which 25% are affordable units.
- In 2019, Watts, Cohn and Partners Commercial Real Estate Appraisers appraised the City College Ocean Campus land that the City wished to purchase at 11.25 million dollars per acre.
- **550 O’Farrell Street** is an 11,808 sf parcel that sold for \$3,137,500.00 in May, 2002. The Tax Assessors valuation of this property is currently \$4,780,287.00 for the land

and \$3,186,857.00 for the building. The Planning Commission approved a mixed-use project in June 2020 that includes 111 dwelling units and 1,300 sq. ft. of retail use.

- **65 Ocean Avenue**, an irregularly shaped 40,497-square-foot (0.9 acre) parcel sold for 3.25 Million Dollars in March of 2007. There is a pending proposal to demolish the existing buildings and construct a mixed-use building with 193 one-, two-, and three-bedroom units, a 5,952 gross-square-foot (gsf) childcare facility.

Based on the above examples, the \$11.4 million dollar purchase price is grossly under Market Value that amounts to a substantial City subsidy to Avalon for their land cost. This land subsidy is in addition to other City subsidies given in the Development Agreement to Avalon who is supposed to be responsible for 67% (or 363) of the 550 affordable units; when in fact Avalon will only be paying the affordability gap difference for 232 units of affordable housing. Additionally, the public has no information on how many affordable units will be for the very low and low-income households with income not exceeding 55% of AMI.

This Board should reject the PSA before it and require the SFPUC to explore selling or leasing the Property to other City Agencies and remand the proposed sale with instruction to SFPUC to negotiate a lease with a Master Lessee to develop the Property. The Master Lessee may subdivide the parcel and enter into agreements with additional developers to construct on the subdivided lots for affordable housing. The benefit to the City would be the similar to the benefits of the Mission Rock lease with the Port. The City will remain as owner of the land, an irreplaceable asset, and will own the buildings upon expiration of the lease. The total lease payment to the SFPUC is likely to be greater than current proposed \$11.4 million sales price and give SFPUC a continuing income stream during the lease term, which can be 55 years or longer.

2. ***Terms of the Proposed Purchase Agreement and Development Agreement are Extremely Favorable to Developer***

There is no assurance that the Developer will ever commence construction of the Project. Under paragraph 6 of the DA the Developer has no obligation to initiate or complete the Project or any portion of the Project. In addition, under Paragraph 11.2 of the DA, the Developer may terminate the DA for any reason if the Developer has not commenced construction within five years.

Moreover, under the PSA the Developer obtains title to the Property but does not have to pay the low \$11.4 million purchase price on closing. Instead, the Developer may opt to sign a note for the balance owed with a favorable interest rate and make only nominal payments. After an initial deposit of \$500,000, the Developer is only required to pay annual \$400,000 "Deposits". (See PSA Paragraphs 3.2, 3.4. and Exhibit H-1). If the Developer at any time does not want to proceed before closing, the sole remedy of the City is to keep the initial payment and Deposits paid to date as "liquidated damages." (See PSA Paragraph 10). Even though the note also has provisions for additional annual payments and for balloon payments in 2026 and 2028, if at any time in the first five years the Developer decides to walk away from the Project it has no personal liability beyond the amounts already paid.

Section 12 on page 42 of the DDA provides that *"if Developer transfers one or more parcels such that there are separate Developers within the Project Site, then the obligation to perform and complete the Associated Community Benefits for a Building shall be the sole responsibility of the applicable Developer."* The result is that the responsibility to complete the affordable housing building and associated community benefits will shift to the non-profit developers. The foregoing provisions give Bridge Housing and other non-profit developers titles to the affordable housing parcels, so that they will have site control; otherwise the non-profit developers will not be able to apply for federal, state and City funds. If they are not successful, Avalon can simply walk from the Project with no additional liability beyond the low annual payments required in the first five years after the City's approval.

The terms of the DA and PSA therefore allow the Developer to pay very little cash out of its pocket and take years to attempt to obtain both public and private funds for the Project, or transfer the property and Project to another developer. And, even if Developer defaults under these documents the liquidated damages clause gives the Developer the right to walk from the Project and exonerates the Developer from any liability. The Developer will have paid only nominal amounts for the rights to consider proceeding with the Project.

C. FINANCING OF AFFORDABLE HOUSING, OPEN SPACE AND STREETS/INFRASTRUCTURE

Our analysis of the Project's financing is based on The Economic & Planning System Inc. memorandum dated May 12, 2020 (the "EPS Memo") prepared for Developer, which is in the Board's packet, and attached hereto (without appendices) as Exhibit 1.

1. *Based On Information Provided By Avalon's Consultant, Avalon Will Not Provide The Affordability Gap Funding For All Of The 33% Affordable Units.*

The EPS Memo analyzed the financial analysis prepared for Avalon for the purpose of showing why an 800-unit project is not financially feasible but an 1,100 unit project is. The EPS Memo states that the affordability gap for each of the 363 units is an average of \$312,000 per unit that would total \$113,256,000.00. In a table summarizing Developer's sources and uses, it shows that the private contribution to the affordability gap would be \$72,471,000.00,² which is a \$38,854,600 deficit.³ Based on a \$298,000 affordability gap, which is the low end of per unit affordability gap, Avalon's commitment, would finance a total of 232 units, which is 131 units fewer than the 363 units required.⁴ The \$38,854,600 not funded by the Avalon would require their

² See EPS Memo, Table 1 and pages 3 through 6 inclusive.

³ See EPS Memo, page 4, footnote 1.

⁴ The EPS Memo states on page 6 states that the average subsidy for affordability gap ranges from \$298,000 to \$312,000 per unit and states that the \$312,000 per door would be a reasonable amount. The amount is the difference between the Developer's contribution to the affordability gap and the actual affordability gap. In the EPS Memo, the total difference was \$40,000,00.00. The high and low ends of the affordability gap is

non-profit developer partners to obtain funding from Federal, State and Local affordable housing programs, if funding is available. Therefore, subsidies from City, Federal, State and Local affordable housing programs would fund 131 of the 550 affordable units and the City will fund the balance of 182 units of what WPA assumes would be the very low-income units.

Under Planning Code Section 415.6, a private project sponsor developing a 1,100 unit project must provide 20% (or 220 units) of the project's on-site inclusionary rental affordable units **without any public subsidy**. A portion of the projected profits from the sale and/or rental income of the project units would be used to subsidize the affordable project component. The analysis in the EPS Memo states that the Avalon would only fund the affordable housing gap of 232 affordable units, which is only 12 units more than a private project sponsor if the Project was simply rezoned for residential use and sold on the open market. The current rent in an Avalon Ocean Avenue rental building is 5.45 per sq. ft. for a studio and \$3.95 per sq. ft. for a two-bedroom unit. The EPS Memo estimates that rents for the market rate units in the completed Project would be \$4.68 per sq. ft

WPA acknowledges that 100% affordable housing projects serving the very low income will require public and/or private subsidies. The EPS Memo identified some of the outside funding sources currently available to non-profit housing developers, such as Bridge Housing, that includes but is not limited to, "Low Income Housing Tax Credit", "HUD Section 811 Supportive Housing Demonstration Program", Tax Exempt Housing Authority Bonds or Housing Bonds. In addition, there is City funding available from the inclusionary housing and housing impact fees as well as funding from Private Foundations and Individuals.

This Board needs answers to the following questions:

(a) Why is Avalon not fully funding the affordability gap for 33% of the units as required in the Development Agreement, or for that matter why are they not responsible for all 550 affordable units?

(b) Will Bridge Housing fund a portion of Avalon's unfunded \$38,854,600 affordability gap without public funding?

(c) How many affordable units will be available for the very low-income residents of San Francisco?

(d) How many of the 550 market rate units will be sold by and how many will be rented by Avalon? And

higher than the amount cited in the EPS Memo for private developers because a private developer is paying market rate for the land which is significantly higher than the \$11.4 million purchase price for 17.6 acres.

(e) Since the City will not fund the 154 Educator Housing, what is the financial arrangement for those units and are they part of the 363 affordable units that is Avalon's responsibility.

2. *Public Funds Would Be Used For Project Infrastructure And Open Space*

The EPS Memo also mentions that the Avalon will seek funds from the State's Infill Infrastructure Grant program, to provide gap funding for infrastructure improvements for specific residential or mixed use projects, and also look to create a Mello Roos Special Tax District, aka Community Facilities District (CFD) to sift some of the hard development costs from Avalon.⁵

The EPS Memo also opines that the Developer plans to apply for funding from a State Park Program to create the new publicly accessible Open Space including a portion of the streets that will become a Paseo.

D. **The Property Can and Should Be Developed For 100% Affordable Housing Without a For-Profit Developer Partner.**

Bridge Housing Inc., founded in 1982, has participated in the development of more than 17,000 homes and apartments in California and the Pacific Northwest. Bridge Housing has approximately 11,300 apartments under property and/or asset management with a portfolio value of over \$3 billion. Bridge housing has reported in its Federal filings that as of 2019 it has \$38,756,564 in revenue and \$100,552,743 in assets. Of the over \$38 million dollar in revenue \$17,304,152 was from program services and \$2,198,684 is from investment income and dividends.⁶ Bridge Housing has the ability to develop 100% affordable housing if given a long-term lease on the Property. WPA has no issue with the compensation of the top executives of Bridge Housing, because Bridge Housing demonstrates that a well-managed non-profit housing organization is perfectly capable of developing 100% affordable housing alone or in conjunction with other non-profit development partners such as Habitat for Humanity⁷, or Chinese Community Development Center.⁸

The Open Space Acquisition and Park Renovation Program (Proposition J) fund created by the voters of San Francisco can be used to acquire a portion of the Property for a new Park that will serve the Ocean Avenue neighborhood as part of developing the Property without a for-profit

⁵ See EPS Memo, page 4, footnote 2, pages 7 and 8.

⁶ Source: IRS Form 990 filed by Bride Housing.

⁷ Habitat for Humanity Greater San Francisco has a revenue of 17 Million. Source: IRS Form 990, available at <https://habitatgsf.org/publications/>.

⁸ In 2017, the Chinatown Community Development Center had \$22,028,081 in revenue, of which \$959,607 is from investments. Source: IRS Form 990, available at <https://www.chinatowncdc.org/about-us/documents>.

developer partner. Under the DA, the open space will be publicly accessible, but the Developer will own the underlying land.

E. **SUMMARY**

Under the DA, Balboa Reservoir Project will provide 1,100 residential units of which 550 will be Affordable Units. Avalon is financially responsible for 66% (or 368) of the affordable units and the City is responsible for the remaining 34% (or 182) of the affordable units. The EPS Memo shows that Avalon will not be financially responsible for development of 363 affordable housing units in the Balboa Reservoir Project. Avalon instead will contribute \$72,417,000 to cover the affordability gap for 232 units of 363 affordable units at \$312,000/unit of the affordability gap number in the EPS Memo. Rather, Avalon is using a "partnership" with non-profit housing developer(s) to construct the unfunded affordable units with alternative state, City and local funding sources.

As stated above, a private project sponsor developing 1,100 dwelling units must provide 20% affordable units under Section 415.6 of the Planning Code. Thus, Avalon is only providing 12 more affordable units than is mandated under the Planning Code. The cost of infrastructure development is used by Avalon to justify the low "appraised" land valuation. However, the EPS Memo points out that Avalon will seek public tax dollars for the cost of infrastructure not funded by the market rate units and will likely seek public funds designated for public accessible open space to fund the new park with in the Project. The key question is what benefit will the City receive from this Project, since Avalon is relying on public sources to fund for a portion of the affordable gap of the 131.72 housing units, infrastructure and open space?

If so, why should the City sell the Property at such a ridiculously low purchase price when there are capable non-profit housing development organizations such as Bridge Housing, the Habitat for Humanity Greater San Francisco and Chinatown Community Development Center with the *ability* to construct 100% affordable housing projects on leased public land? Avalon will not provide all the funds for the affordability gap of 33% of the units required by the terms and condition of the Development Agreement it negotiated, but will but will end up with 550 units of market rate housing by paying merely \$11.4 Million for at least 50% of the 17.6 acres.

Very truly yours,

WESTWOOD PARK ASSOCIATION

BY 

Michael Ahrens, President

EXHIBIT 1

MEMORANDUM

To: Reservoir Community Partners, LLC
From: Economic & Planning Systems, Inc.
Subject: Financial Feasibility of Balboa Reservoir Project Alternative B;
EPS #201010
Date: May 12, 2020

The Economics of Land Use



The San Francisco Planning Department prepared a draft subsequent environmental impact report (Draft SEIR) for the Balboa Reservoir project, which studies two options for the Proposed Project and four Alternatives. Economic & Planning Systems, Inc. (EPS) was retained by Reservoir Community Partners, LLC (Developer, Master Developer, or Project Sponsor) to evaluate the financial feasibility of Alternative B, the Reduced Density Alternative.

As described in more detail below, the Project Sponsor has determined the Proposed Project is financially feasible; however, the feasibility of the Project is subject to the availability and successful award of state grants and various affordable housing public subsidies.

Summary of Analysis: *Alternative B is not feasible, showing a deficit of approximately \$26.7 million. This deficit is caused primarily due to the relatively fixed costs of the required horizontal infrastructure, as the number of units across which the infrastructure costs can be shared is reduced, as well as the anticipated reduction of outside funding available to support affordable housing.*

Project Description and Background

As described in the Balboa Reservoir Project Draft SEIR, the Balboa Reservoir site is a 17.6-acre parcel in the area West of Twin Peaks and south of central San Francisco, northwest of Ocean and Lee Avenues. The site was originally built as a water reservoir, but has never been used for that purpose and is currently used as a surface parking lot. The Proposed Project calls for the development of the site with mixed-income housing; open space; a childcare facility/community room available for public use; retail space; on- and off-street parking; and new streets, utilities, and other infrastructure. The Developer's Proposed

*Economic & Planning Systems, Inc.
One Kaiser Plaza, Suite 1410
Oakland, CA 94612-3604
510.841.9190 tel
510.740.2080 fax*

*Oakland
Sacramento
Denver
Los Angeles*

www.epsys.com

Option calls for 1,100 dwelling units, 7,500 square feet of retail space, 10,000 square feet of childcare and community space, 550 residential parking spaces, and approximately 220 public parking spaces. Building heights would range from 25 to 78 feet. Fifty percent of the units in the Proposed Project would be affordable to Low- and Moderate-income households; 33 percent of the units would be subsidized by the Developer and 17 percent would be subsidized by the City. The Developer's Proposed Option is evaluated as the base case "Proposed Project," against which the feasibility of Alternative B is evaluated.

As conceptualized and as summarized in the Draft SEIR, Alternative B would be identical to the Proposed Project with respect to the land uses, street configurations, and site plan block configurations. However, under Alternative B, the site would be developed with approximately 800 dwelling units. This alternative would include 7,500 square feet of retail space, 10,000 square feet of childcare and community space, and 400 residential parking spaces. Alternative B would not include a public parking garage. In general, building heights would be reduced compared to the Proposed Project, resulting in slightly less efficient buildings.¹ Other aspects of the Proposed Project including open space and transportation and circulation improvements would remain the same under the alternative.

The Balboa Reservoir site is currently owned by the City and County of San Francisco through its Public Utilities Commission, which has determined that the site is surplus and not needed for future water storage. The Developer and the San Francisco Public Utilities Commission (SFPUC) have tentatively agreed upon a fair market land purchase price of \$11.2 million.

Approach and Key Findings

To support this evaluation of the financial feasibility of Alternative B, the Developer, via Century Urban, LLC, a consultant to the City, shared a project pro forma that had been developed collaboratively between the City and the Project Sponsor to analyze the development economics of the Proposed Project. EPS studied the assumptions and results of the cash flow model and considered the feasibility of Alternative B in this context. Discussions with the Project Sponsor team and Century Urban helped provide additional background and context for EPS's consideration. The conclusions outlined below are based on EPS's evaluation of the shared model, discussions with those close to the project, and EPS's professional judgement as a real estate and land use economics consulting firm, active in the San Francisco area. This analysis is based on the best available information at this time.

- 1. Through careful analysis of the development economics of the Proposed Project and evaluation of potential outside funding sources (e.g., Infill Infrastructure Grant, State Park Grant, Affordable Housing and Sustainable Communities Program, and City subsidy for affordable units), the Project Sponsor and the City have determined that the Proposed Project is feasible.**

The Project Sponsor is evaluating the types of outside funding sources that may be appropriate to help fund the horizontal improvements required to support the Proposed Project, including the state's Infill Infrastructure Grant (IIG), a state Park Grant, the

¹ The Project Sponsor conservatively estimates the loss of efficiency to be approximately 2 to 3 percent. This assumption seems reasonable, but EPS has not independently verified this assumption.

California Housing and Community Development's Affordable Housing and Sustainable Communities Program (AHSC), as well as the subsidies required from the City to achieve an affordable housing goal of 50 percent. Eligibility criteria and competitiveness for many of these sources is tied to project density, and the Project Sponsor estimates the Proposed Project is optimizing competitiveness in this regard and at the limit of the potential grant and subsidy amounts that may be awarded.²

- 2. Alternative B, the "Reduced Density Alternative," reduces the maximum number of residential units from 1,100 units under the Proposed Project to 800 units, a reduction of approximately 27 percent.**

The reduction in the number of units occurs by reducing the density of each pad (through reduced building heights) rather than by concentrating development on fewer pads. With the reduction in the number of residential units, the number of parking spaces is reduced to 400 spaces that would serve the residential uses only. The remainder of the program, including leasable space for commercial and nonprofit uses and parks and open space remains the same.

- 3. The reduction in the number of units does not contribute to a proportionate decrease in the expected land payment to SFPUC or the horizontal infrastructure investment required to support new development.**

The expected land cost is estimated at approximately \$11.2 million. SFPUC requires the land payment for the site to reflect fair market value. In this case the fair market value will be determined through an appraisal process; however, it is not expected that SFPUC would accept less than \$11.2 million for the land under a reduced development scenario. The sitewide infrastructure costs (e.g., utility infrastructure, roads/curbs/gutters, earthwork and grading, and parks and open space) are estimated at approximately \$43.6 million in Phases 0 and 1 and \$4.7 million in Phase 2, for a total of \$48.3 million (in uninflated 2019 dollars). Unless development is reduced to the point that not all pads are developed, this investment in horizontal infrastructure is relatively fixed. The "per door" infrastructure cost is \$45,000 per door for the Proposed Project and \$60,000 per door for Alternative B, a 33 percent increase. This additional cost burden (on a per door basis) would be in addition to vertical development costs that already cannot be supported by project revenues alone (see next finding).

- 4. With the 50 percent affordability target (33 percent to be subsidized by the Developer and 17 percent to be subsidized by the City), the vertical development in the Proposed Project requires approximately \$72.5 million of additional funding according to the shared project pro forma. The reduced program renders the vertical development less feasible and makes it less likely the vertical development can support higher per door horizontal infrastructure costs.**

Since, development fees (including profits) are included as a use of funds, a "Net Surplus/Deficit" of \$0 or greater represents a feasible project, while a negative number

² Many of the grants the Project Sponsor will be seeking cannot be applied for until entitlements are in place. As such, the Proposed Project is currently underwritten based on the Project Sponsor's best estimate of the types of grants that will be pursued and the likely amount of those grants if awarded.

represents a project deficit and an infeasible project. . As shown in **Table 1**, Alternative B is \$26.7 million short of feasibility. Also note that this deficit is significantly larger than the \$11.2 million land acquisition cost, so, even if the SFPUC were willing to accept a reduced land payment, no amount of reduction in land cost would result in feasibility.

At the same time, as the development program is reduced, many sources are subject to decreases. Reducing the number of units reduces the amount of outside funding that can be reasonably expected, as it is anticipated that the reduced density project may not compete as well for the grant funding that is underwritten into the shared project pro forma. **Table 1** presents a summary of current estimates of the sources and uses for the Proposed Project and Alternative B.

In addition, while certain uses are fixed (e.g., land acquisition, infrastructure improvements), the subsidy that flows to the affordable housing developer decreases with a reduced number of affordable residential units.

Table 1 Summary of Master Developer Sources and Uses

Summary of Master Developer Sources and Uses	Scenario (in thousands \$)	
	Proposed Project	Alternative B
Uses		
Land Acquisition	(\$11,157)	(\$11,157)
Hard Costs (Horizontal)	(\$34,050)	(\$34,050)
Soft Costs (Horizontal)	(\$14,246)	(\$14,246)
Financing Costs	(\$6,657)	(\$6,657)
Affordable Subsidy [1]	(\$72,471)	(\$61,562)
Master HOA Costs	(\$2,054)	(\$2,054)
Master Developer Fee	(\$4,830)	(\$4,830)
Gross Expenditures	(\$145,464)	(\$134,555)
Sources		
Public Finance (CFD Bonds)	\$12,500	\$9,091
Upfront Infrastructure Payments	\$22,705	\$16,512
Proceeds from Pad Sales	\$70,759	\$51,198
Subsidy from Outside Sources (State) [2]	\$39,500	\$31,045
Gross Revenues	\$145,464	\$107,847
Net Surplus/Deficit	\$0	(\$26,708)

[1] Affordable subsidy identified here is net of approximately \$40 million of grant funding through the state's Housing and Community Development's Multifamily Housing Program (MHP) and Affordable Housing and Sustainable Communities Program (AHSC).

[2] The primary outside funding sources are the Statewide Park Program (SSP) and the state's Infill Infrastructure Grant (IIG) Program.

Source: Reservoir Community Partners LLC; Economic & Planning Systems, Inc.

Methodology

EPS was provided access to the shared project pro forma, dated December 5, 2019, which has been developed collaboratively between the City and the Project Sponsor to analyze the development economics of the Proposed Project. EPS reviewed the model and considered the reasonableness of the underlying assumptions. The model is prepared from the perspective of the Project Sponsor, acting as Master Developer, with responsibility for entitling the development, arranging financing, acquiring the land, and installing the horizontal infrastructure.³ The Master Developer will then sell the eight development pads to vertical developers that will build the improvements.

Development Costs

Each of the primary development costs, or uses, is described below, along with EPS's assessment of how and why the development cost may or may not differ between the Proposed Project and Alternative B.

Land Acquisition. The Project Sponsor will purchase the land from the SFPUC at an estimated cost of \$11.2 million. While the SFPUC shares the Project Sponsor's goal to achieve significant affordable housing at the site, the SFPUC, on behalf of its ratepayers, requires fair market consideration for the land. While the exact transaction price may still vary depending on the results of a pending appraisal, the estimate of \$11.2 million is the prevailing assumption, generating value to SFPUC while contributing to the feasibility of the Proposed Project. It is not expected that SFPUC would accept less for the land under a reduced development scenario. As such, **Table 1** preserves the land acquisition cost of \$11.2 million under Alternative B.

Horizontal Hard/Soft Costs. The hard costs of developing the horizontal improvements are based on an April 2019 budget estimate from Cahill Contractors. The estimate for the hard costs (\$34 million) is attached as **Appendix A**. Costs include demolition, hazardous materials abatement, earthwork (grading/paving), installing site utilities, concrete and asphalt work, landscape, irrigation, site furnishings, electrical work, and final site cleanup. Soft costs include entitlements, architectural and engineering drawings, professional services, and contingency. Soft costs are typically estimated as a percentage of hard costs, and in this case, represent approximately 40 percent of the hard cost estimate, which, in EPS's opinion, is a reasonable assumption. Because the reduced density associated with Alternative B is achieved by lowering the heights of the vertical construction rather than eliminating one or more development pads, there is no significant change to the required horizontal improvements, and it is reasonable to expect the hard and soft costs would remain substantially similar under Alternative B.

Financing Costs. Financing costs are the financial carrying costs of the construction loan, and include the loan origination fee and the interest. While these terms may vary between the time of this estimate and the time that the financing is arranged, the costs will be related to the hard costs, and potentially to other overall development costs, and, therefore, substantially the same between the Proposed Project and Alternative B.

Affordable Housing Subsidy. The Proposed Project reflects a goal that 50 percent of the 1,100 units, or 550 units, be affordable to Low and Moderate-income households. The Master

³ Vertical developers may be affiliates of the Project Sponsor.

Developer will subsidize 33 percent, or up to 363 units and the City of San Francisco, through the Mayor's Office of Housing and Community Development (MOHCD), is committing to subsidizing 17 percent of the total units, or up to 187 units. At a conceptual level, this agreement is not expected to change in Alternative B; the Master Developer will subsidize 33 percent of the total units and the City will subsidize 17 percent of the total units, up to a maximum per door that is still being finalized and not-to-exceed the amount the Master Developer is subsidizing.

In **Table 1**, the Affordable Housing Subsidy line item shows the net subsidy for 33 percent of the units that the Master Developer is responsible for funding. The shared project pro forma currently estimates that the total subsidy needed will be approximately \$113 million. On a per door basis, the affordable housing subsidy gap to be addressed by the Developer is approximately \$312,000. Presuming that approximately \$40 million of state subsidy is available through the California Housing and Community Development's Multifamily Housing Program (MHP) and Affordable Housing and Sustainable Communities Program (AHSC) (see *Subsidy from Outside Sources* below), the total subsidy is reduced to \$72.5 million as shown on **Table 1**, and the per door subsidy is reduced to approximately \$200,000. To confirm the reasonableness of the estimated subsidy, EPS reviewed the typical level of subsidy provided by MOHCD, as shown in **Appendix B**. Appendix B is a summary of past, pending, and projected affordable housing subsidies granted through MOHCD and shows subsidies ranging from a low of \$100,000 per door to a high of \$356,700 per door. The average subsidy per door of the units currently under construction is \$298,000, suggesting a per door subsidy from the Master Developer of up to \$312,000 is a reasonable subsidy amount in the Proposed Project.

Because the subsidy from the City is tied to the number of units and because the development under Alternative B is slightly less efficient, the resulting gap, which is the obligation of the Master Developer as described above, is disproportionately affected, as shown in **Table 1**. The Project Sponsor estimates that there would be a minimum 2.5 to 3 percent loss of efficiency based on the smaller buildings in Alternative B,, resulting in a conservative 10 percent increase in the gap to be financed. EPS discussed this concept with the Project Sponsor and concurs that this is a reasonable estimate.

Master HOA Costs. There is expected to be a Homeowners Association (HOA) that Project apartment and townhome owners pay to support ongoing operations and maintenance (O&M) of the shared infrastructure, such as the park and park programming, lighting, pathways, etc. The Master HOA costs are costs (or dues) the Master Developer incurs from the time the HOA is formed to when the obligation to pay dues is transferred to vertical developers. Because the total O&M expenses of the shared infrastructure is the same regardless of the number of units, this line item is estimated to stay the same under Alternative B.

Master Developer Fee. As the Master Developer, the Project Sponsor is working on a fee basis, which is typical. Under the Proposed Project, the fee is estimated at \$4.8 million. Because the work for the Master Developer is largely the same under Alternative B as the Proposed Project, the Master Developer Fee is expected to remain the same under Alternative B. Even if the Master Developer waived its fee entirely, the savings to the overall Project Costs would not be enough to render Alternative B feasible.

Funding Sources

Each of the primary sources of revenue is described below, along with EPS's assessment of how and why the development cost may or may not differ between the Proposed Project and Alternative B.

CFD Bond Proceeds. A Community Facilities District (CFD) will be formed, through which future townhome property owners will pay a special tax each year as part of their property tax bill. Revenue from the CFD special tax will be used to pay the debt service on a bond issuance, the proceeds from which will help fund infrastructure. The amount of the special tax and, therefore, the size of the bond are informed by feasibility considerations (i.e., how much each household or parcel can support). As such, the revenue from this source will decrease as the project density is reduced, assuming that the total number of townhomes decreases in the same proportion that the total number of units decreases. **Table 1** illustrates this reduction and assumes the reduction is proportional to the decrease in the number of units since a property owner's capacity to pay the special tax stays constant regardless of the size of the project.

Upfront Infrastructure Payments. While the CFD structure works well for the for-sale townhome development, it is not preferred for the developers of the rental residential product who prefer to pay Upfront Infrastructure Payments, rather than annual supplemental special taxes over time. The rental residential development will share in the infrastructure cost obligation, and the capacity is tied to the number of units. Similarly, the reduction in Upfront Infrastructure Payments is assumed proportional to the decrease in the number of units.

Proceeds from Pad Sales. Upon completion of the horizontal improvements, the Master Developer will sell the individual development sites (or pads) to vertical developers. The pad for the townhome units will be sold at market rate prior to vertical development. Of the remaining development, both the market rate and affordable units are expected to contribute to land acquisition costs, and the mechanism for that is through the pad sale proceeds. The estimated revenue from the pad sales is based on a per unit estimate of the land value. Because the proceeds from pad sales is estimated on a per door basis, the revenue from this line item decreases under Alternative B, as shown on **Table 1**. Note that the decrease in the proceeds from pad sales is not recouped through a lower land acquisition cost from the SFPUC; that estimate remains at \$11.2 million. Put differently, holding the SFPUC land payment constant at \$11.2 million, the required land payment per unit increases under the alternative scenario, which negatively impacts the ability for vertical development projects to contribute more to land and/or infrastructure payments.

Subsidy from Outside Sources. The economics of the Proposed Project are highly dependent on identifying and securing outside funding sources. The primary outside funding sources are the Statewide Park Program (SSP),⁴ the state's Infill Infrastructure Grant (IIG) Program,⁵ and the

⁴ The Statewide Park Program is a competitive grant program intended to create new parks and new recreation opportunities in underserved communities across California.

⁵ IIG is grant assistance, available as gap funding to infrastructure improvements required for specific residential or mixed-use infill development. Funds will be allocated through a competitive process for Large Jurisdictions, based on the merits of the individual infill projects and areas. Application selection criteria includes housing density, project readiness, access to transit, proximity to amenities, and housing affordability.

California Housing and Community Development's Multifamily Housing Program (MHP) and Affordable Housing and Sustainable Communities Program (AHSC). None of these sources has been secured, but the eligibility and award criteria for each have been evaluated and appear appropriate for the Proposed Project.

While competitive, award of the SSP does not appear to be tied to project density, and revenue from this outside funding source is assumed to be the same under the Proposed Project and Alternative B. Competitiveness for both the IIG and the AHSC grants appears tied to project density and the number of affordable and overall units. For estimating purposes, the amount of these grants is assumed to decrease in proportion to the reduction in the number of units. MHP is a deferred loan program with a maximum award on a per unit basis, and therefore has also been assumed to decrease in proportion to the reduction in the number of units.

General Observations

EPS reviewed and confirmed as reasonable several of the underlying market assumptions, including market rate rents for the apartments and sales prices for the townhomes. Using CoStar Real Estate Group data for the San Francisco multifamily apartment market, generally, and CoStar market data for the nearby Avalon Ocean Avenue project, specifically, the average rent assumption of \$4.68 per square foot and the average vacancy rate assumption of 5.5 percent are consistent with market comparables. Current rents at Avalon Ocean Avenue range between \$3.95 per square foot for 2-bedroom units to \$5.45 per square foot for studio units, and vacancy is averaging approximately 1.7 percent.

Effective rents in the broader San Francisco market are lower than the rents assumed in the project pro forma, averaging approximately \$4.20 per square foot. The effective rents do not reflect a premium for new construction and or other project amenities, such as the onsite park space and associated park programming, that will affect achievable rents under the Proposed Project. See **Appendix C** for market data specific to the Avalon Ocean Avenue project and **Appendix D** for multifamily market data in San Francisco as of March 2020.

The return-on-cost is an appropriate metric to evaluate the feasibility of the vertical development of the apartments and commonly used by publicly-traded Real Estate Investment Trusts (REIT). A return-on-cost of greater than 5 percent, as demonstrated in the project pro forma, is reasonable.

As a general note, this memorandum is being prepared as the world seeks to address the COVID-19 pandemic, an unprecedented public health crisis that has endangered vulnerable populations and caused sudden and dramatic shifts in economic and social behavior. Since the economic effect has been both significant and abrupt, the pandemic may potentially have implications for some of the assumptions and conclusions described above. However, given that the length and severity of the pandemic is still unknown, the specific economic implications will depend on how the crisis and economic response unfold over the next many months.

About EPS

EPS is a land economics consulting firm experienced in the full spectrum of services related to real estate development, the financing of public infrastructure and government services, land use and conservation planning, and government organization. For a full statement of qualifications, please see **Appendix E**.

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: Fwd: Letter in support of Balboa Reservoir
Date: Wednesday, July 22, 2020 11:04:56 AM

Get [Outlook for iOS](#)

From: SILVIA SANTANA <info@sg.actionnetwork.org>
Sent: Wednesday, July 22, 2020 10:59:55 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Letter in support of Balboa Reservoir

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

Linda Wong,

I am a resident of San Francisco and would like to register my support for the Balboa Reservoir project.

This is a rare opportunity for hundreds of families to secure an affordable place to live in our increasingly unaffordable city.

Making sure our essential workers are able to stay in San Francisco and continue to be part of the fabric of our community is more important than ever. Balboa Reservoir will be a huge help.

The inclusion of a childcare center on the site and the addition of public spaces for that everyone can use is also very welcome. I appreciate that great pains have been taken to keep these homes closely integrated with the wider neighborhood - this is a development where everyone will be included.

Placing these homes on the site of the CCSF overflow parking lot is a good use of public land. The City has proceeded wisely in assembling the mix of housing on the site and maximizing the number of affordable homes.

I strongly encourage the Board of Supervisors to endorse this project.

Thank you for taking the time to consider this submission.

Sincerely,

SILVIA SANTANA

nahomy_49@yahoo.com
2258 CAPITOL AVE
EAST Palo Alto, California 94303

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: Fwd: Letter in support of Balboa Reservoir
Date: Wednesday, July 22, 2020 10:53:40 AM

Get [Outlook for iOS](#)

From: Keith Wycoff <info@sg.actionnetwork.org>
Sent: Wednesday, July 22, 2020 10:52:02 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Letter in support of Balboa Reservoir

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

Linda Wong,

I am a resident of the San Francisco Bay Area and would like to register my support for the Balboa Reservoir project.

This is a rare opportunity for hundreds of families to secure an affordable place to live in our increasingly unaffordable city.

Making sure our essential workers are able to stay in San Francisco and continue to be part of the fabric of our community is more important than ever. Balboa Reservoir will be a huge help.

The inclusion of a childcare center on the site and the addition of public spaces for that everyone can use is also very welcome. I appreciate that great pains have been taken to keep these homes closely integrated with the wider neighborhood - this is a development where everyone will be included.

Placing these homes on the site of the CCSF overflow parking lot is a good use of public land. The City has proceeded wisely in assembling the mix of housing on the site and maximizing the number of affordable homes.

I strongly encourage the Board of Supervisors to endorse this project.

Thank you for taking the time to consider this submission.

Sincerely,

Keith Wycoff

kwycoff@planetbiotechnology.com
2399 Carmel Drive
Palo Alto, California 94303

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: Fwd: Letter in support of Balboa Reservoir
Date: Wednesday, July 22, 2020 10:50:23 AM

Get [Outlook for iOS](#)

From: Abby Green <info@sg.actionnetwork.org>
Sent: Wednesday, July 22, 2020 10:49:55 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Letter in support of Balboa Reservoir

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

Linda Wong,

I am a resident of San Francisco and would like to register my support for the Balboa Reservoir project.

This is a rare opportunity for hundreds of families to secure an affordable place to live in our increasingly unaffordable city.

Making sure our essential workers are able to stay in San Francisco and continue to be part of the fabric of our community is more important than ever. Balboa Reservoir will be a huge help.

The inclusion of a childcare center on the site and the addition of public spaces for that everyone can use is also very welcome. I appreciate that great pains have been taken to keep these homes closely integrated with the wider neighborhood - this is a development where everyone will be included.

Placing these homes on the site of the CCSF overflow parking lot is a good use of public land. The City has proceeded wisely in assembling the mix of housing on the site and maximizing the number of affordable homes.

I strongly encourage the Board of Supervisors to endorse this project.

Thank you for taking the time to consider this submission.

Sincerely,

Abby Green

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Letter in support of Balboa Reservoir
Date: Wednesday, July 22, 2020 9:07:04 AM

From: Suzanne Bryan <info@sg.actionnetwork.org>
Sent: Tuesday, July 21, 2020 9:23 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Letter in support of Balboa Reservoir

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

Linda Wong,

I am a resident of San Francisco and would like to register my support for the Balboa Reservoir project.

This is a rare opportunity for hundreds of families to secure an affordable place to live in our increasingly unaffordable city.

Making sure our essential workers are able to stay in San Francisco and continue to be part of the fabric of our community is more important than ever. Balboa Reservoir will be a huge help.

The inclusion of a childcare center on the site and the addition of public spaces for that everyone can use is also very welcome. I appreciate that great pains have been taken to keep these homes closely integrated with the wider neighborhood - this is a development where everyone will be included.

Placing these homes on the site of the CCSF overflow parking lot is a good use of public land. The City has proceeded wisely in assembling the mix of housing on the site and maximizing the number of affordable homes.

I strongly encourage the Board of Supervisors to endorse this project.

Thank you for taking the time to consider this submission.

Sincerely,

Suzanne Bryan
ohsuzann@pacbell.net

48 Lurline Street
San Francisco, California 94122

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Wednesday, July 22, 2020 9:06:54 AM

From: Jeff Kaliss <jefkal@jeffkaliss.com>
Sent: Tuesday, July 21, 2020 9:31 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is _____ Jeff Kaliss _____ and I live in the _____ Westwood Highlands _____ neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Given our City's dire housing crisis and the lack of affordable housing, I support the City's efforts to provide new housing opportunities for San Franciscans, especially when the new homes are built in places with good transportation access and existing services. The best combination would be new affordable housing for families located near family-friendly amenities, like playgrounds, parks, and child care centers.

The Reservoir Partners development proposal of 1,100 homes includes 550 affordable homes for people earning between 30% and 120% area median income (AMI). These affordable rental homes sized for working families will be built by San Francisco-based non-profits BRIDGE Housing and Mission Housing, along with a handful of for-sale affordable homes built by Habitat For Humanity. One of these rental buildings with approximately 150 apartments will offer prioritized housing for City College educators and staff earning between 80%-120% AMI with a secondary preference for SF Unified School District educators and staff. As with the market-rate apartments being built concurrently, all of these households will have access to the new neighborhood park, dog play areas, and the on-site child-care center that create a strong family friendly environment for future residents and all existing neighbors. Please support this project.

Jeff Kaliss

jefkal@jefkaliss.com

230 Hazelwood Avenue

San Francisco, California 94127

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Wednesday, July 22, 2020 9:05:09 AM

From: Paul Anderson <info@email.actionnetwork.org>
Sent: Wednesday, July 22, 2020 7:08 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Paul Anderson and I live in the Monterey Heights neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

The Reservoir Partners development proposal of 1,100 homes literally at Ocean Avenue's doorstep has been designed to connect the new residents to retail and services along Ocean Avenue without creating commercial space that would be in competition with the small businesses along Ocean Avenue. In fact, the development has been designed to specially complement the existing and future Ocean Avenue businesses. The walking paths designed along Lee, Brighton, and the Ingleside Library will connect Reservoir residents directly to Ocean Avenue while also enabling neighbors, employees and pedestrians easy access from Ocean Avenue to the Reservoir's new neighborhood park, dog walking areas, and other open spaces located directly behind Whole Foods. During this time of sheltering-in-place, business stress and future economic uncertainty, the Balboa Reservoir development provides the support of thousands of new customers living in the 1,100 new homes that will be vital to stabilizing all of the small businesses along Ocean Avenue and helping the neighborhood thrive long into the future.

Paul Anderson
pa94787@gmail.com
46 San Jacinto Way,
San Francisco, California 94127

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Hearings
Date: Wednesday, July 22, 2020 9:03:03 AM
Attachments: [Comments_jdh_BOS-Hearings-July2020.docx](#)

From: Jennifer Heggie <jdheggie@gmail.com>
Sent: Wednesday, July 22, 2020 8:17 AM
To: Major, Erica (BOS) <erica.major@sfgov.org>; Wong, Linda (BOS) <linda.wong@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Low, Jen (BOS) <jen.low@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>
Subject: Balboa Reservoir Hearings

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

Land Use & Transportation Committee, Budget & Finance Committee, BOS (Files 200422, 200423, 200635):

Dear Supervisors,

Please see attached my comments on the Balboa Reservoir development to be discussed in Committee hearings 7/27/20 and 7/29/20. Though, like most San Franciscans, I would like to see more affordable housing, there are serious implications with this development that I hope you will consider.

Thank you for your review of the points in the attached letter.

Regards,

Jennifer Heggie

July 21, 2020

Dear Supervisors:

The Balboa Reservoir development will create more problems than it solves. After participating in five years of community meetings, the key issues have still not been addressed, and I urge you not to support this development as it is currently planned. The damage will be serious, not just to the immediate neighborhoods, schools and daycare centers, but also to the City at large as equitable access to education is curtailed. As livelihoods are lost due to this pandemic, many will need to retrain to support themselves and their families. This is not the time to shut down access to retraining facilities. But that will be the unintended consequence of beginning construction of the Balboa Reservoir development at the time planned.

There are many legitimate and important reasons this plan falls short, and I am including only a few of them here. Some of these shortcomings are due to a lack of resources from the City and County of San Francisco. If you choose to move the project forward despite the pain it will cause, please make any approval conditional on a feasible SFMTA improvement plan for the area with finances to implement the recommendations or require the developers to provide additional public parking, and postpone the Balboa Reservoir development construction until after the critical City College construction has been completed adjacent to it. Those measures will mitigate a few of the issues.

Four key concerns are described in more detail below. They are: 1) Inadequate replacement parking for City College students will result in less access to the opportunities that education provides; 2) Needed improvements for the safe access of pedestrian and non-car vehicles to City College and the Balboa Reservoir development are mostly unplanned and unfunded; 3) Significant adverse impacts to transportation, noise and air quality from the Balboa Reservoir development are identified in the EIR causing particular harm to nearby sensitive receptors; and 4) Delays due to simultaneous construction will result in significant added costs to City College.

1. Inadequate replacement parking for City College students will result in less access to the opportunities that education provides:

- a. Despite public comments at PUC hearings and the SF Public Utilities CAC, the implications of long-planned improvements to City College were ignored by the SFPUC when deciding to sell their land. City College of San Francisco has been planning for at least 15 years to construct new buildings on its main campus western parking lot while using the Balboa Reservoir for replacement student parking during and after construction. The plan for re-placing campus buildings was long delayed due to the uncertainty of the future of the college, lawsuits over past shoddy construction, a revolving door of senior administrators, and funding redirected to emergency patches that would allow ADA access and keep existing buildings in use long past their expected lifetime.

- b. The Balboa Reservoir developers have agreed to build “up to 450 public parking spaces” to replace the typical amount of parking use on the Balboa Reservoir when classes are in session. This is not “replacement” parking because it does not take into account:
 - i. That the loss of parking spaces on the City College owned “upper lot” (adjacent to the Balboa Reservoir) displaced by replacement campus buildings is not considered in the 450 count. Per the Fehr-Peers TDM study of 2018, construction of the Performing Arts Education Center (PAEC) would result in the removal of 760 existing parking spaces. The City College plan has changed since the 2018 TDM and the 2019 Subsequent EIR, and the number of parking spaces displaced will be represented by the combined footprints of the Diego Rivera Theater and STEAM (Science, Technology, Engineering, arts and Math) building. What has remained consistent, at least up until the time of the pandemic, is that the City College-owned “upper lot” is consistently full during midday on week days, and the Balboa Reservoir is used for the overflow, an overflow that will increase as new City College buildings are constructed.
 - ii. The lack of an identified and assured source of funding for discounted student parking rates in the public-use parking lot where market rate parking is planned. This has implications for the equity of access to public education.
 - iii. The “replacement” parking number does not take into account the periods of highest student parking use in the Balboa Reservoir, midday during the first two weeks of the semester when students are deciding which classes to take, when many more than 450 parking spaces on the reservoir are filled.
 - iv. The core TDM plan assumes a pre-pandemic public transportation infrastructure that would result a shortfall in parking during peak periods in 2026. (See Fehr-Peers CCSF TDM Study of 2018.) It’s unclear whether implementing even the core TDM plan is still feasible.
 - v. The lack of funding for implementing more aggressive and expensive Additional TDM Measures that would reduce the need for driver parking. There is no funding for these measures from the Balboa Reservoir developers, SFMTA or City College.

2. Needed improvements for the safe access of pedestrian and non-car vehicles to City College and the Balboa Reservoir development are unplanned and unfunded.

- a. An SFMTA plan for wider pedestrian walkways, bike lanes, and other safety improvements along Ocean Avenue from the Balboa BART station to Frida Kahlo Way, is

not expected to be available until the end of the year, and it is unclear if it will include the heavily congested area along Frida Kahlo Way to Judson. In the current climate it doesn't appear likely that any of the needed improvements on which the dense Balboa Reservoir development was justified will be funded. From the start, it has been clear that safe alternatives to driving to mitigate the significant increase in population into an already heavily congested area requires some sort of mitigation.

- b. A TDM study developed to gauge what would cause students to switch to non-car alternatives identified key concerns of students. When asked how City College should allocate available resources to transportation, the largest response (29%) was to improve connections to BART and Muni. And in response to the question about the key barrier to switching from driving to other forms of transportation, the majority (39%) responded, "time-based access." (Fehr-Peers CCSF TDM study of 2018) But nothing is being done to improve the connection to BART and Muni from the Ocean campus or reduce commute times. In fact the opposite is the case due to pandemic fallout.

3. Significant adverse impacts to transportation, noise and air quality from the Balboa Reservoir construction and operation are identified in the EIR, causing particular harm to nearby sensitive receptors.

Three areas identified in the City Planning EIR cannot be adequately mitigated per the current Balboa Reservoir developer plan. Transportation and Noise, and Air Quality, if the construction time period is compressed, meet or exceed the threshold of "significant adverse impacts." The developer is planning offsets for air pollution, but that won't help the detrimental impacts to learning, brain development and health in the surrounding area. The development will sit smack in the middle of multiple daycare centers, a high school which houses boarding students, City College, a 100% affordable multi-unit building that includes a daycare center, residences, and a grocery store with loading dock on a single lane road for driving in and out of the Reservoir. The only other point of ingress/egress for drivers is already heavily used by employees and students of City College and Riordan High School. Ongoing noise pollution during key periods of construction (9am to 4pm on weekdays) will adversely impact student learning, and the health impacts of high pollution areas are well known. All of the adjoining institutions and residents will be adversely impacted as well as a larger swath of San Francisco, as pollution from the development construction mixes with that of the 280 freeway APEZ zones.

The plan identifies the use of backup generators at the many large residential buildings in the development. Post construction, once the Balboa Reservoir development is operational, each building will be starting up their diesel generators on a regular basis for testing. As we express concerns about natural gas in our new construction, so should we also require electric battery generator backup, rather than heavily polluting diesel generators.

4. **Delays due to simultaneous construction will result in significant added costs to City College.**

Famous artist Diego Rivera gifted the Pan American Unity mural to City College. The replacement City College theater has been designed to display that mural to the public. The mural is to be loaned for an exhibition at SFMOMA while the City College Diego Rivera theater is being constructed on City College's parking lot. That coincides with the period of adjacent Balboa Reservoir construction. SFMOMA has a timeline by which the mural must be gone after the exhibit. That date is a month after the projected completion date of City College's Diego Rivera theater, a very tight schedule. If the theater construction is delayed, the mural will need to be placed in very expensive storage. This is not an additional cost that City College is in a position to handle.

Allowing simultaneous construction of the City College and Balboa Reservoir buildings creates a real risk of theater construction delay due to vehicle congestion as well as cumulative environmental factors. We already know from the EIR that there will be months at a time when trucks will be going in and out of the Balboa Reservoir every 2 to 3 minutes from 9am to 4pm, during the most active hours for City College student access. Further delays may need to be imposed to reduce periods of excessive noise or cumulative air pollution during simultaneous construction. If construction of the Balboa Reservoir development can be postponed, some of the worst cumulative impacts during construction can be averted, and City College won't be forced into another expensive loss imposed by outside forces.

Thank you for your consideration of the preceding points. I hope you will consider the alternatives to approving this development and, at a minimum, delay the start of the Balboa Reservoir construction until after City College concerns have been addressed. As we emerge from this pandemic, City College's ability to provide the transitional training that San Francisco residents will need, makes it clear that this is a time to prioritize access to City College and the educational services that it provides.

Sincerely,

Jennifer Heggie

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Tuesday, July 21, 2020 3:46:20 PM

From: Brett Mosley <info@email.actionnetwork.org>
Sent: Tuesday, July 21, 2020 3:42 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is _____ and I live in the _____ neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Living in San Francisco, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to

significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike. Please support this project.

Brett Mosley
bmosley1015@gmail.com
286 Orizaba Ave
San Francisco, California 94132

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Tuesday, July 21, 2020 3:05:44 PM

From: Julie Doupe <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 7:55 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Julie and I live in the Ingleside neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Given our City's dire housing crisis and the lack of affordable housing, I support the City's efforts to provide new housing opportunities for San Franciscans, especially when the new homes are built in places with good transportation access and existing services. The best combination would be new affordable housing for families located near family-friendly amenities, like playgrounds, parks, and child care centers. There currently is not good open space or playgrounds near Ingleside, and this project would help with that tremendously.

The Reservoir Partners development proposal of 1,100 homes includes 550 affordable homes for people earning between 30% and 120% area median income (AMI). These affordable rental homes sized for working families will be built by San Francisco-based non-profits BRIDGE Housing and Mission Housing, along with a handful of for-sale affordable homes built by Habitat For Humanity. One of these rental buildings with approximately 150 apartments will offer prioritized housing for City College educators and staff earning between 80%-120% AMI with a secondary preference for SF Unified School District educators and staff. As with the market-rate apartments being built concurrently, all of these households will have access to the new neighborhood park, dog play areas, and the on-site child-care center that create a strong family friendly environment for future residents and all existing neighbors. Please support this project.

Julie Doupe

juliedoupe@gmail.com
1117 Ocean Avenue
San Francisco, California 94112

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Tuesday, July 21, 2020 3:05:35 PM

From: Andrew Doupe <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 7:57 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Andrew and I live in the Ingleside neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

The Reservoir Partners development proposal of 1,100 homes literally at Ocean Avenue's doorstep has been designed to connect the new residents to retail and services along Ocean Avenue without creating commercial space that would be in competition with the small businesses along Ocean Avenue. In fact, the development has been designed to specially complement the existing and future Ocean Avenue businesses. The walking paths designed along Lee, Brighton, and the Ingleside Library will connect Reservoir residents directly to Ocean Avenue while also enabling neighbors, employees and pedestrians easy access from Ocean Avenue to the Reservoir's new neighborhood park, dog walking areas, and other open spaces located directly behind Whole Foods. During this time of sheltering-in-place, business stress and future economic uncertainty, the Balboa Reservoir development provides the support of thousands of new customers living in the 1,100 new homes that will be vital to stabilizing all of the small businesses along Ocean Avenue and helping the neighborhood thrive long into the future.

Andrew Doupe
andrew.j.doupe@gmail.com
1117 Ocean Ave
San Francisco, California 94112

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Tuesday, July 21, 2020 3:05:26 PM

From: John Sommerfield <john@sommerfield.com>
Sent: Monday, July 20, 2020 9:16 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is _____john Sommerfield ____ and I live in the ___ingleside____ neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Living in San Francisco, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to

reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike. Please support this project.

John Sommerfield

john@sommerfield.com

152 Jules Ave

San Francisco , California 94112

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Support Housing at Balboa Reservoir - Case Nos. 200423 and 200740
Date: Tuesday, July 21, 2020 2:38:31 PM

From: Christopher Pederson <chpederson@yahoo.com>
Sent: Tuesday, July 21, 2020 11:19 AM
To: Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Wong, Linda (BOS) <linda.wong@sfgov.org>
Cc: Yee, Norman (BOS) <norman.yee@sfgov.org>; Low, Jen (BOS) <jen.low@sfgov.org>
Subject: Support Housing at Balboa Reservoir - Case Nos. 200423 and 200740

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

Dear Chair Fewer and Supervisors Mandelman and Walton:

Given the urgency of the affordable housing crisis and the climate crisis, I urge you to approve the Balboa Reservoir development agreement and purchase and sale agreement to allow the maximum amount of housing evaluated in the EIR, but to amend the development agreement to eliminate or shrink the proposed public parking garage.

Maximize the Amount of Affordable Housing

Given the site's location close to the Balboa Park BART station and multiple Muni routes, its adjacency to City College, and its proximity to the Ocean Avenue neighborhood commercial district, it is an ideal location for genuinely transit- and pedestrian-oriented housing. The severity of the City's affordable housing crisis and the magnitude of the earth's climate crisis mandate that the City maximize the amount of housing, especially affordable housing, on the site and minimize automobile commuting to the area. As the EIR's Response to Comments acknowledges, including more housing in the project would result in lower per capita driving and greenhouse gas emissions. (RTC pg. 4.F-22.)

The Additional Housing Option evaluated in the EIR allows the City to approve a total of 1550 residences on the site, 775 of which would be below-market rate units. The developer's proposal to build only 1100 units (including 550 affordable units) on the site would fail to achieve the project's full potential. The Board should treat the developer's proposal as the absolute minimum amount of housing appropriate for the site. Indeed, any significant reduction in the number of units below the developer's proposal is likely to render the entire project infeasible, depriving the City of sorely needed affordable housing. (See Economic Planning Systems, Memorandum: Financial Feasibility of Balboa Reservoir Project Alternative B, May 12, 2020.)

Because the site is located on an under-used surface parking lot with large institutional uses on two sides, recently built market-rate apartment buildings (including a Whole Foods) on the third side, and the affluent Westwood Park neighborhood on the fourth, the market-rate component of the project does not raise the kinds of concerns about gentrification and displacement that market-rate projects in lower-income neighborhoods can raise. Indeed, to deny or reduce the housing included

in the project would exacerbate housing costs in other parts of the City, thereby increasing risks of displacement and gentrification in low-income neighborhoods.

Some argue that the project should be one hundred percent affordable, but the proposed mixed-income project complies with the affordability goals and requirements of both Proposition Ks from 2014 and 2015. To require the project to be one hundred percent affordable would drain the City's affordable housing resources and would almost certainly result in a substantially smaller project.

Minimize Automobile Commuting by Eliminating Public Parking Garage

Consistent with the EIR's Additional Housing Option, the Board should eliminate the proposed public parking garage. Constructing a new public parking garage is irreconcilable with the City's Climate Action Strategy for 80% of all trips to be by sustainable modes by the year 2030. As the EIR's Response to Comments admits, providing additional parking encourages more automobile commuting and undermines the effectiveness of TDM programs. (RTC pp. 4.C-62-63, 4.H.63-64.) Given that the Balboa Reservoir site currently functions merely as overflow parking for City College and is mostly empty even when college is in session, there would be little reason to build a public parking garage even if City College hadn't committed to undertaking an aggressive TDM program to reduce automobile commuting.

The City's Transit First policies and its climate change goals mandate minimizing automobile commuting. As the City's experience with managing parking in downtown demonstrates, the single most effective mechanism for reducing automobile commuting is to reduce parking supply.

Alternatively, Shrink the Public Parking Garage and Prohibit Parking Discounts

If the Board allows a public parking garage, it should dramatically reduce its size. The record before the Board includes no justification whatsoever for a massive 450-space parking garage. According to parking surveys, the maximum parking shortfall that might occur during City College's midday peak is 239 spaces. That assumes that changes to parking supply and TDM measures will have absolutely no effect on automobile commuting, which would be a striking deviation from the City's experience elsewhere. Any public parking garage, therefore, should include substantially fewer than 239 spaces in order to avoid undercutting efforts to minimize automobile commuting.

The Board should also prohibit the developer from offering weekly or monthly parking passes and discounted rates for City College users. Planning Code sections 155(g) and 303(t) expressly prohibit multi-day passes or discounts for new parking garages in downtown and mixed-use districts precisely because they encourage automobile commuting. The Board should apply these prohibitions to any public parking garage at the Balboa Reservoir. All users of the parking garage should be required to pay market rates on an hourly or (at most) a daily basis. This change would require amendments to both the Special Use District ordinance and to the Development Agreement (Exhibit J).

Thank you for your consideration of my comments.

Sincerely,

Christopher Pederson

District 7 resident

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: IN SUPPORT - Balboa Reservoir Project Case #s: 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Tuesday, July 21, 2020 2:38:07 PM

From: Connor Skelly <connor.skelly@gmail.com>
Sent: Tuesday, July 21, 2020 12:46 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>
Cc: Yee, Norman (BOS) <norman.yee@sfgov.org>; Low, Jen (BOS) <jen.low@sfgov.org>
Subject: IN SUPPORT - Balboa Reservoir Project Case #s: 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Dear City and County of San Francisco Board of Supervisors Budget and Finance Committee,

My name is Connor Skelly and I'm a homeowner nearby the proposed Balboa Reservoir project. I'm a former SFUSD teacher and I now work at a nonprofit. I have been participating in the community planning process and am writing [in support](#) of the development proposal.

Given our City's dire housing crisis and the lack of affordable housing, I support the City's efforts to provide new housing opportunities for San Franciscans, especially when the new homes are built in places with good transportation access and existing services. The best combination would be new affordable housing for families located near family-friendly amenities, like playgrounds, parks, and child care centers. I'm thrilled that the project will be 50% affordable housing, and excited about all the new amenities like the child care center. My family has two children under 2, with hopefully a few more on the way. We hope to use this Child Care Center once it is built.

Honestly, my biggest disappointment about the project is that there are only 1,100 new homes instead of the over 2,000 originally proposed!

Please approve this plan and allow for more neighbors to move into our community.

With gratitude for your service to the city,

Connor Skelly

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Letter in support of Balboa Reservoir
Date: Tuesday, July 21, 2020 2:36:31 PM

From: Eleanor Cloutier <info@sg.actionnetwork.org>
Sent: Tuesday, July 21, 2020 2:22 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Letter in support of Balboa Reservoir

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

Linda Wong,

I'm a Bay Area resident and would like to register my support for the Balboa Reservoir project.

I work in the city and normally commute in for an hour each day - though that's been disrupted by the pandemic. I know that I'm lucky to only commute for an hour, and that there are so many essential workers who live further out.

We need affordable housing for people in the city, and we need to make sure that workers can afford to live near their jobs.

Balboa Reservoir will be a huge help. The pandemic has shown the importance of childcare and outdoor space, and the Balboa Reservoir plans to have these on the site. I appreciate that great pains have been taken to keep these homes closely integrated with the wider neighborhood - this is a development where everyone will be included.

Placing these homes on the site of the CCSF overflow parking lot is a good use of public land. The City has proceeded wisely in assembling the mix of housing on the site and maximizing the number of affordable homes.

I strongly encourage the Board of Supervisors to endorse this project.

Thank you for taking the time to consider this submission.

Sincerely,

Eleanor Cloutier
elcloutier@gmail.com

12 Bret Harte
Berkeley, California 94708

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Tuesday, July 21, 2020 9:06:53 AM

From: Krishnan Eswaran <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 10:27 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Krishnan Eswaran and I live in the Ingleside neighborhood, at Ocean and Lee. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

The Reservoir Partners development proposal of 1,100 homes literally at Ocean Avenue's doorstep has been designed to connect the new residents to retail and services along Ocean Avenue without creating commercial space that would be in competition with the small businesses along Ocean Avenue. In fact, the development has been designed to specially complement the existing and future Ocean Avenue businesses. The walking paths designed along Lee, Brighton, and the Ingleside Library will connect Reservoir residents directly to Ocean Avenue while also enabling neighbors, employees and pedestrians easy access from Ocean Avenue to the Reservoir's new neighborhood park, dog walking areas, and other open spaces located directly behind Whole Foods. During this time of sheltering-in-place, business stress and future economic uncertainty, the Balboa Reservoir development provides the support of thousands of new customers living in the 1,100 new homes that will be vital to stabilizing all of the small businesses along Ocean Avenue and helping the neighborhood thrive long into the future.

Krishnan Eswaran
krish.eswaran@gmail.com
1117 Ocean Avenue, Unit 308
San Francisco, California 94112

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Please oppose the Balboa Reservoir Project: 1. it's corporate welfare; 2. it's damaging to CCSF; 3. It's chasing the wrong housing solution
Date: Monday, July 20, 2020 5:22:55 PM

From: Jason Jungreis <jasonjungreis@gmail.com>

Sent: Monday, July 20, 2020 5:19 PM

To: Major, Erica (BOS) <erica.major@sfgov.org>; dgonzales@ccsf.edu; lmilloy@ccsf.edu; ivylee@ccsf.edu; swilliams <swilliams@ccsf.edu>; ttemprano@ccsf.edu; davila <davila@sfsu.edu>; alexrandolph <alexrandolph@ccsf.edu>; jrizzo@ccsf.edu; tselby <tselby@ccsf.edu>; studenttrustee@mail.ccsf.edu; Haney, Matt (BOS) <matt.haney@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Wong, Linda (BOS) <linda.wong@sfgov.org>

Subject: Please oppose the Balboa Reservoir Project: 1. it's corporate welfare; 2. it's damaging to CCSF; 3. It's chasing the wrong housing solution

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

All,

I am writing to oppose the Balboa Reservoir Project which you will soon be voting on. It is a bad deal, and a bad idea, and fundamentally the wrong solution. You need to just do the work to make the correct solutions -- that are already in the pipeline! -- happen sooner (or not, given Covid's demand suppression).

First, the City is about to sell the Balboa Reservoir, which is public land, to a corporate housing developer whose CEO makes \$10M/year. The developer claims that by building 550 market rate units it will be able to subsidize an additional 550 affordable, or below market rate units, but in reality, it is mainly city and state funds that will subsidize the affordable units. Even worse, the City is selling the land at a deep discount to this private developer. This is a subsidy for a wealthy corporation with tax payer's dollars. It's a sweetheart deal, corporate welfare at its worst and should not be tolerated.

Second, it's not the land in question is useless. Projections show the growth of City College, and City College needs to plan its construction of better buildings for the future. Moreover, it disregards the overwhelming support for Prop A (\$845 M Bond for CCSF), shows SF voters desire the development and expansion of CCSF, and Balboa Reservoir is critical for CCSF's growth.

Third, and mostly, the better arguments are these three issues:

1. San Francisco has about 65,000 housing units approved for construction. This is enough to house 130,000 new San Franciscans. And that is PLENTY for our natural growth and our available infrastructure.
2. More housing in and of itself is a formula for terrible efficiency. Planned communities are a formula for excellent efficiency. San Francisco's larger development plans should be built, as they are logical, efficient, self-contained planned communities, not a jumble.
3. The Board has done zipo, nada, nothing to promote the prompt development of Hunter's Point, Lake Merced, Treasure Island, and the many other large-scale developments that are in the pipeline for approved construction. This is a problem the Board can and should address. It is NOT a problem of a need for yet-more construction approvals -- it is a simple but classic problem of getting stuff done.

Please oppose this project. Say No to Corporate Welfare – Yes to CCSF. And get to work on the real work of getting buildings built.

Sincerely,

Jason Jungreis
527 47th Avenue
San Francisco

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Support for: Balboa Reservoir Project
Date: Monday, July 20, 2020 4:27:50 PM
Attachments: [Balboa Reservoir- Board of Supervisors Budget Committee Community Support letter template - Final \(2\).docx](#)

From: Mary Harris <maryharris_sf@outlook.com>
Sent: Monday, July 20, 2020 4:27 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Low, Jen (BOS) <jen.low@sfgov.org>
Cc: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Nora Collins <nora_collins@avalonbay.com>; Scott Falcone <scott@falconedevelopment.com>; Sam Moss <smoss@missionhousing.org>
Subject: Support for: Balboa Reservoir Project

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

Dear Budget & Finance Committee Members,
Attached is OMI Neighbors in Action Letter of Support for the Balboa Reservoir Development Proposal.
Thank you for your time and attention, Mary C. Harris, President OMI NIA

July 20, 2020

OMI Neighbors in Action... a community organization of neighbors helping neighbors

To: City and County of San Francisco Board of Supervisors Budget and Finance Committee

Re: Balboa Reservoir Project Case #: 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

Sent via e-mail to:

Assistant Clerk at linda.wong@sfgov.org

Committee Chair at sandra.fewer@sfgov.org

CC: Supervisor Walton: Shamann.Walton@sfgov.org

Supervisor Mandelman: RafaelMandelman@sfgov.org

Board Chair at norman.yee@sfgov.org and jen.low@sfgov.org

Dear Supervisors Fewer, Walton, and Mandelman:

My name is Mary Harris and I am the President of OMI Neighbors in Action. We have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Budget and Finance Committee on July 29, 2020.

Affordable Housing and Family Friendly Amenities

Given our City's dire housing crisis and the lack of affordable housing, We support the City's efforts to provide new housing opportunities for San Franciscans, especially when the new homes are built in places with good transportation access and existing services. The best combination would be new affordable housing for families located near family-friendly amenities, like playgrounds, parks, and child care centers.

The Reservoir Partners development proposal of 1,100 homes includes **550 affordable homes** for people earning between 30% and 120% area median income (AMI). These affordable rental homes sized for working families will be built by San Francisco-based non-profits BRIDGE Housing and Mission Housing, along with a handful of for-sale affordable homes built by Habitat For Humanity. One of these rental buildings with approximately 150 apartments will offer prioritized housing for City College educators and staff earning between 80%-120% AMI with a secondary preference for SF Unified School District educators and staff. As with the market-rate apartments being built concurrently, all of these

households will have access to the new neighborhood park, dog play areas, and the on-site child-care center that create a strong family friendly environment for future residents and all existing neighbors.

The new **Reservoir Child Care Center**, located at the Brighton Paseo entrance to the Reservoir from Ocean Avenue, will offer 100 spaces for children living either in the new Reservoir homes and from the surrounding neighborhoods. Importantly, up to half of the childcare spaces will be offered at subsidized rates for low-income families. The design of the outdoor space dedicated as part of the child care center and the easy drop-off and pick-up access within the Reservoir and from the adjacent neighborhoods make the new childcare center a very valuable addition to the neighborhood.

The new **Reservoir Community Park**, located at the heart of the Balboa Reservoir, includes 2 acres of programmed areas and open space plantings all connected via nicely landscaped pathways to the other smaller open spaces throughout the Reservoir. The park includes active playground and grassy areas for children's play along with a gazebo and benches for more passive relaxation. California native plants and other non-water intensive vegetation will be chosen for the larger natural planted areas and as borders for the pathways throughout the property. Multiple dog play areas will be available at different locations on the Reservoir for easy access to the existing neighbors from Sunnyside, Ingleside and Westwood Park along with the new residents.

Transit/Car Alternatives

Living in San Francisco, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike.

Small business and Commercial support

July 20, 2020

The Reservoir Partners development proposal of 1,100 homes literally at Ocean Avenue's doorstep has been designed to connect the new residents to retail and services along Ocean Avenue without creating commercial space that would be in competition with the small businesses along Ocean Avenue. In fact, the development has been designed to specially complement the existing and future Ocean Avenue businesses. The walking paths designed along Lee, Brighton, and the Ingleside Library will connect Reservoir residents directly to Ocean Avenue while also enabling neighbors, employees and pedestrians' easy access from Ocean Avenue to the Reservoir's new neighborhood park, dog walking areas, and other open spaces located directly behind Whole Foods. During this time of sheltering-in-place, business stress and future economic uncertainty, the Balboa Reservoir development provides the support of thousands of new customers living in the 1,100 new homes that will be vital to stabilizing all of the small businesses along Ocean Avenue and helping the neighborhood thrive long into the future.

Sincerely,

Mary C. Harris, President OMI NIA

65 Beverly St. SF, CA 94132

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 3:23:22 PM

From: Claire Kostohryz <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 2:36 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Claire Kostohryz and I live in the Bay Area. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Living in the Bay, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to

significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike. Please support this project.

Claire Kostohryz

clkosto@gmail.com

4138 West Street

San Francisco , California 94608

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 1:21:34 PM

From: Milo Trauss <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 1:17 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

Dear Supervisors,

More housing at the Balboa Reservoir site is imperative. The current proposal is much smaller than what the city needs and deserves.

My name is Milo Trauss and I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Living in San Francisco, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned

by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike. Please support this project.

Milo Trauss

milotrauss@gmail.com

4035 26th St. Apt 1

San Francisco, California 94131

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Oppose the Balboa Reservoir Project: No to Corporate Welfare – Yes to CCSF
Date: Monday, July 20, 2020 1:07:24 PM

From: barbara@clarkfineart.com <barbara@clarkfineart.com>
Sent: Monday, July 20, 2020 1:07 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Oppose the Balboa Reservoir Project: No to Corporate Welfare – Yes to CCSF

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

Dear Linda Wong,

I am writing to ask you to oppose the Balboa Reservoir Project which you will soon be voting on.

The City is about to sell the Balboa Reservoir, which is public land, to a corporate housing developer whose CEO makes \$10M/year. The developer claims that by building 550 market rate units it will be able to subsidize an additional 550 affordable, or below market rate units. In reality, it is mainly city and state funds that will subsidize the affordable units.

The housing crisis in San Francisco is an affordable housing crisis. This Project, built on public land, should be a 100% truly affordable development.

Even worse, the City is selling the land at a deep discount to this private developer, subsidizing a wealthy corporation with tax payer's dollars. It's a sweetheart deal, corporate welfare at its worst and should not be tolerated.

An additional concern is that by building separate market rate and affordable units, the Project results in a development that creates de facto segregation. This is inconsistent with San Francisco's inclusionary housing policy, which mandates that affordable and market rate units should all be under the same roof, creating a diverse housing community. In addition the open space will be controlled by members of the Home Owners Association who are mainly the owners of market rate, not affordable, units.

This project will also cause irreparable harm to City College of San Francisco. The Balboa Reservoir land has been used by CCSF for decades. Currently it provides commuter students, staff, and faculty access to CCSF with essential parking. Loss of this parking, without first ensuring other viable transportation options, will make it difficult, if not impossible, for many of the low income students and students of color to access the campus and get the education and professional training they need.

This is a city-wide issue. We need a City government that fights for housing justice and education.

Please oppose this project. Say No to Corporate Welfare – Yes to CCSF.

Sincerely,
Barbara Mann
Christopher Clark Fine Art
377 Geary Street
San Francisco, CA. 94102

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 11:50:16 AM

From: leonard manuel <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 11:40 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Leonard and I currently live in the southeast Visitacion Valley Portola Little Hollywood neighborhood, however previously I resided in the Balboa Park Ocean Avenue Ingleside district. I have read about community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Living in San Francisco, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to

reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike. Please support this project.

We urgently need more affordable housing units and options. Please consider demolishing unused/underused buildings meant for religious gatherings/functions, and rather convert the space into affordable housing for people. I have been living in various neighborhoods of SF since 2006 and honestly, I would like to see this specific project be completed within my lifetime (I am almost 39 years old). I say that because the pace of housing being built is *slow*.

Thank you for reading and your consideration.

Leonard
A concerned SF resident

leonard manuel
ldmanuel@yahoo.com
campbell
San Francisco, California

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 10:46:21 AM

From: Charles Whitfield <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 10:45 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is _____ and I live in the _____ neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Living in San Francisco, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to

significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike. Please support this project.

Charles Whitfield
whitfield.cw@gmail.com
1 St Francis Place
San Francisco, California 94107

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 10:35:13 AM

From: Avishai Halev <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 10:33 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Avishai and I live in the Castro. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

The Reservoir Partners development proposal of 1,100 homes literally at Ocean Avenue's doorstep has been designed to connect the new residents to retail and services along Ocean Avenue without creating commercial space that would be in competition with the small businesses along Ocean Avenue. In fact, the development has been designed to specially complement the existing and future Ocean Avenue businesses. The walking paths designed along Lee, Brighton, and the Ingleside Library will connect Reservoir residents directly to Ocean Avenue while also enabling neighbors, employees and pedestrians easy access from Ocean Avenue to the Reservoir's new neighborhood park, dog walking areas, and other open spaces located directly behind Whole Foods. During this time of sheltering-in-place, business stress and future economic uncertainty, the Balboa Reservoir development provides the support of thousands of new customers living in the 1,100 new homes that will be vital to stabilizing all of the small businesses along Ocean Avenue and helping the neighborhood thrive long into the future.

Avishai Halev
avishaihalev@gmail.com
53 Collingwood St
San Francisco, California 94114

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 10:25:17 AM

From: George Coleman <info@hartfordproperties.com>
Sent: Monday, July 20, 2020 10:11 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is ___George Coleman_____ and I live in the ___Glen ParkSt._____ neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Given our City's dire housing crisis and the lack of affordable housing, I support the City's efforts to provide new housing opportunities for San Franciscans, especially when the new homes are built in places with good transportation access and existing services. The best combination would be new affordable housing for families located near family-friendly amenities, like playgrounds, parks, and child care centers.

The Reservoir Partners development proposal of 1,100 homes includes 550 affordable homes for people earning between 30% and 120% area median income (AMI). These affordable rental homes sized for working families will be built by San Francisco-based non-profits BRIDGE Housing and Mission Housing, along with a handful of for-sale affordable homes built by Habitat For Humanity. One of these rental buildings with approximately 150 apartments will offer prioritized housing for City College educators and staff earning between 80%-120% AMI with a secondary preference for SF Unified School District educators and staff. As with the market-rate apartments being built concurrently, all of these households will have access to the new neighborhood park, dog play areas, and the on-site child-care center that create a strong family friendly environment for future residents and all existing neighbors. Please support this project.

George Coleman

info@hartfordproperties.com

197 Laidley St.

San Francisco, California 94131

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:33:01 AM

From: Steve Marzo <smarzo@alumni.nd.edu>
Sent: Sunday, July 19, 2020 5:33 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

Dear Supervisors:

My name is Steve Marzo and I live in the Ingleside neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Living in San Francisco, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to

reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike. Please support this project.

Sincerely,

Steve Marzo
smarzo@alumni.nd.edu
1117 Ocean Ave #204
San Francisco, California 94112

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:32:39 AM

From: Brendan D <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 7:28 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Brendan D and I live in the West Portal neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Given our City's dire housing crisis and the lack of affordable housing, I support the City's efforts to provide new housing opportunities for San Franciscans, especially when the new homes are built in places with good transportation access and existing services. The best combination would be new affordable housing for families located near family-friendly amenities, like playgrounds, parks, and child care centers.

The Reservoir Partners development proposal of 1,100 homes includes 550 affordable homes for people earning between 30% and 120% area median income (AMI). These affordable rental homes sized for working families will be built by San Francisco-based non-profits BRIDGE Housing and Mission Housing, along with a handful of for-sale affordable homes built by Habitat For Humanity. One of these rental buildings with approximately 150 apartments will offer prioritized housing for City College educators and staff earning between 80%-120% AMI with a secondary preference for SF Unified School District educators and staff. As with the market-rate apartments being built concurrently, all of these households will have access to the new neighborhood park, dog play areas, and the on-site child-care center that create a strong family friendly environment for future residents and all existing neighbors. Please support this project.

Brendan D
bwendan@gmail.com

2430 16th Ave
San Francisco, California 94116

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:32:31 AM

From: Marty Cerles Jr <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 7:42 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Marty Cerles and I live in the Lower Pac Heights neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Living in San Francisco, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to

significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike. Please support this project.

Marty Cerles Jr
martycerles@gmail.com
2890 California St
San Francisco, California 94115

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:32:20 AM

From: Serena McNair <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 7:44 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Serena McNair and I live in Parkmerced. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Living in San Francisco, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to

significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike. Please support this project.

Serena McNair
ravenxwriter@gmail.com
94132
San Francisco, California 94132

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:32:14 AM

From: Sarah Boudreau <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 7:45 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Sarah and I live in Cow Hollow. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

The Reservoir Partners development proposal of 1,100 homes literally at Ocean Avenue's doorstep has been designed to connect the new residents to retail and services along Ocean Avenue without creating commercial space that would be in competition with the small businesses along Ocean Avenue. In fact, the development has been designed to specially complement the existing and future Ocean Avenue businesses. The walking paths designed along Lee, Brighton, and the Ingleside Library will connect Reservoir residents directly to Ocean Avenue while also enabling neighbors, employees and pedestrians easy access from Ocean Avenue to the Reservoir's new neighborhood park, dog walking areas, and other open spaces located directly behind Whole Foods. During this time of sheltering-in-place, business stress and future economic uncertainty, the Balboa Reservoir development provides the support of thousands of new customers living in the 1,100 new homes that will be vital to stabilizing all of the small businesses along Ocean Avenue and helping the neighborhood thrive long into the future.

Please approve the project without delay so that our city can get going on building this carefully-planned and much-needed housing.

Sarah Boudreau
boudreau.sarah.m@gmail.com
1520 Greenwich Street, Apartment 11

San Francisco, California 94123

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:32:02 AM

From: Renne Arias <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 8:05 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Renne Arias and I live in the Ingleside neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Given our City's dire housing crisis and the lack of affordable housing, I support the City's efforts to provide new housing opportunities for San Franciscans, especially when the new homes are built in places with good transportation access and existing services. The best combination would be new affordable housing for families located near family-friendly amenities, like playgrounds, parks, and child care centers.

The Reservoir Partners development proposal of 1,100 homes includes 550 affordable homes for people earning between 30% and 120% area median income (AMI). These affordable rental homes sized for working families will be built by San Francisco-based non-profits BRIDGE Housing and Mission Housing, along with a handful of for-sale affordable homes built by Habitat For Humanity. One of these rental buildings with approximately 150 apartments will offer prioritized housing for City College educators and staff earning between 80%-120% AMI with a secondary preference for SF Unified School District educators and staff. As with the market-rate apartments being built concurrently, all of these households will have access to the new neighborhood park, dog play areas, and the on-site child-care center that create a strong family friendly environment for future residents and all existing neighbors. Please support this project.

Renne Arias
rennearias@gmail.com

1770 San Jose Avenue, #8
San Francisco, California 94112

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:31:48 AM

From: Zack Subin <zack.subin@fastmail.fm>
Sent: Monday, July 20, 2020 8:16 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Zack Subin and I live in the Ocean View neighborhood less than a mi uphill from the site. I attended multiple of the community meetings for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

This project brings much needed homes to the Westside, surrounded by a single family neighborhood that is was formed based on exclusionary principles and has seen almost no housing production even while other parts of the city experience change. The project goes above and beyond the city's floor for inclusionary housing and provides 50% subsidized affordable homes. Most importantly, it would convert a vast sea of asphalt into a village of homes, green space, and integrated shopping and transit. Even though I already own my home in Ocean View (thanks only to a generous gift from family), this will improve my experience of the entire neighborhood by providing more walkability and bikability, and more people on the street and keeping our small businesses alive.

Living in San Francisco, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking

Pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike. Please support this project.

Sincerely,
Zack Subin

Zack Subin
zack.subin@fastmail.fm
192 Caine Ave
San Francisco, California 94112

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:31:39 AM

From: Jacqueline Mauro <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 8:17 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Jackie Mauro and I live in Noe Valley. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Given our City's dire housing crisis and the lack of affordable housing, I support the City's efforts to provide new housing opportunities for San Franciscans, especially when the new homes are built in places with good transportation access and existing services. This will also shore up our tax base in the face of this terrible pandemic. The best combination would be new affordable housing for families located near family-friendly amenities, like playgrounds, parks, and child care centers.

The Reservoir Partners development proposal of 1,100 homes includes 550 affordable homes for people earning between 30% and 120% area median income (AMI). These affordable rental homes sized for working families will be built by San Francisco-based non-profits BRIDGE Housing and Mission Housing, along with a handful of for-sale affordable homes built by Habitat For Humanity. One of these rental buildings with approximately 150 apartments will offer prioritized housing for City College educators and staff earning between 80%-120% AMI with a secondary preference for SF Unified School District educators and staff. My sister was a preschool special ed teacher and was driven from the city by lack of affordability--we need our teachers! As with the market-rate apartments being built concurrently, all of these households will have access to the new neighborhood park, dog play areas, and the on-site child-care center that create a strong family friendly environment for future residents and all existing neighbors. Please support this project.

Jacqueline Mauro
jacqueline.amauro@gmail.com
658 Duncan St
SAN FRANCISCO, California 94131

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:31:28 AM

From: Jaime Tanner <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 8:25 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Jaime tanner and I live in lower pac heights. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Living in San Francisco, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to

significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike. Please support this project.

Jaime Tanner

jaimeatanner@gmail.com

2664 Bush Street

San Francisco, California 94115

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:31:18 AM

From: Jui-Yun Hsia <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 8:28 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Annie Hsia, and I am a long time resident of Bernal Heights. I am writing in support of the development proposal for Balboa Reservoir being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Living in San Francisco, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo

Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike. Please support this project.

Jui-Yun Hsia
ajhsia@gmail.com
30 Patton St
San Francisco, California 94110

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:31:09 AM

From: Robert Fruchtman <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 8:37 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Robert Fruchtman and I live in the Lower Haight neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

The Reservoir Partners development proposal of 1,100 homes literally at Ocean Avenue's doorstep has been designed to connect the new residents to retail and services along Ocean Avenue without creating commercial space that would be in competition with the small businesses along Ocean Avenue. In fact, the development has been designed to specially complement the existing and future Ocean Avenue businesses. The walking paths designed along Lee, Brighton, and the Ingleside Library will connect Reservoir residents directly to Ocean Avenue while also enabling neighbors, employees and pedestrians easy access from Ocean Avenue to the Reservoir's new neighborhood park, dog walking areas, and other open spaces located directly behind Whole Foods. During this time of sheltering-in-place, business stress and future economic uncertainty, the Balboa Reservoir development provides the support of thousands of new customers living in the 1,100 new homes that will be vital to stabilizing all of the small businesses along Ocean Avenue and helping the neighborhood thrive long into the future. Half of these homes will be available at prices below market rate, which will especially stabilize the neighborhood. I urge you to support this comprehensive proposal.

Robert Fruchtman
rfruchtose@gmail.com
616 Page St

San Francisco, California 94117

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:30:53 AM

From: Sara Ogilvie <sara@ogilvie.us.com>
Sent: Monday, July 20, 2020 8:41 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Sara Ogilvie and I live in the Mission neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

Living in San Francisco, we have an opportunity to reduce our reliance on automobiles in order to reduce greenhouse gas emissions, slow global warming, and reduce automobile congestion in our neighborhoods. This can only be done by encouraging residents to use car-alternatives for getting around our City, whether by walking, biking, and using public transit and minimizing private auto trips. The Reservoir Partners development proposal of 1,100 homes is designed to provide new residents access to modes of transportation that will reduce residents' reliance on cars. The multiple direct pedestrian connections to Ocean Avenue and transit, the new protected bike lanes, bike share docking stations, and bicycle parking all allow people to get around the neighborhood without a car. Car share parking pods and memberships will provide residents with auto options, but along with the unbundled parking associated with the apartments, will help decrease car ownership rates.

In terms of neighborhood transit improvements, the Reservoir development's lengthy planning process and the development's contribution of approximately \$10mil for Transportation Sustainability Fees is spurring improvements along Ocean Avenue planned by SFMTA, the Planning Department, and CCSF. As described in their 4/27/20 Community Advisory Committee presentation, SFMTA is proposing to improve the safety and usability of the Geneva/Ocean Avenue intersection as well as west along Ocean Avenue and to reduce delays along the K, 43, and 29 MUNI lines. CCSF is working with the City to

significantly increase the width of the sidewalk along the campus frontage from Frida Kahlo Way east towards the BART and MUNI stations. All of these improvements, and more, will help support the City's Vision Zero plan for Ocean Avenue, making it safer for Ocean Avenue's pedestrians, transit riders, and car drivers, neighbors and shoppers alike. Please support this project.

Sara Ogilvie

sara@ogilvie.us.com

3009 Mission St Apt 210

San Francisco, California 94110

|

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:30:24 AM

From: Philip Crone <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 9:18 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Phil Crone, and I am an Ingleside resident. I am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

The Reservoir Partners development proposal of 1,100 homes has been designed to connect the new residents to retail and services along Ocean Avenue without creating commercial space that would be in competition with the small businesses along Ocean Avenue. In fact, the development has been designed to specially complement the existing and future Ocean Avenue businesses. The walking paths designed along Lee, Brighton, and the Ingleside Library will connect Reservoir residents directly to Ocean Avenue while also enabling neighbors, employees and pedestrians easy access from Ocean Avenue to the Reservoir's new neighborhood park, dog walking areas, and other open spaces located directly behind Whole Foods. During this time of sheltering-in-place, business stress and future economic uncertainty, the Balboa Reservoir development provides the support of thousands of new customers living in the 1,100 new homes that will be vital to stabilizing all of the small businesses along Ocean Avenue and helping the neighborhood thrive long into the future.

Philip Crone
Philip.crone@gmail.com
100 De Montfort Avenue
San Francisco, California

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)
Date: Monday, July 20, 2020 9:30:12 AM

From: Galit Gontar <info@email.actionnetwork.org>
Sent: Monday, July 20, 2020 9:21 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Balboa Reservoir Project Case #s: 200422 (SUD), 200635 (General Plan), 200423 (Development Agreement) and 200740 (Purchase and Sale Agreement)

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

Linda Wong,

My name is Galit and I live in the Glen Park neighborhood. I have been participating in the community planning process for the Balboa Reservoir and am writing in support of the development proposal being reviewed by the Land Use Committee and on July 27, 2020 and Budget and Finance Committee on July 29, 2020.

The Reservoir Partners development proposal of 1,100 homes literally at Ocean Avenue's doorstep has been designed to connect the new residents to retail and services along Ocean Avenue without creating commercial space that would be in competition with the small businesses along Ocean Avenue. In fact, the development has been designed to specially complement the existing and future Ocean Avenue businesses. The walking paths designed along Lee, Brighton, and the Ingleside Library will connect Reservoir residents directly to Ocean Avenue while also enabling neighbors, employees and pedestrians easy access from Ocean Avenue to the Reservoir's new neighborhood park, dog walking areas, and other open spaces located directly behind Whole Foods. During this time of sheltering-in-place, business stress and future economic uncertainty, the Balboa Reservoir development provides the support of thousands of new customers living in the 1,100 new homes that will be vital to stabilizing all of the small businesses along Ocean Avenue and helping the neighborhood thrive long into the future.

Galit Gontar
galit.gontar@gmail.com
124 Bemis St.
San Francisco, California 94131

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Oppose the Balboa Reservoir Project!
Date: Thursday, July 16, 2020 6:41:37 PM

Brent, please add to Balbao file. Thanks!

From: Dina L Wilson <dwilson@ccsf.edu>
Sent: Thursday, July 16, 2020 6:38 PM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Subject: Oppose the Balboa Reservoir Project!

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

I am writing to ask you to oppose the Balboa Reservoir Project which you will soon be voting on.

The City is about to sell the Balboa Reservoir, which is public land, to a corporate housing developer whose CEO makes \$10M/year. The developer claims that by building 550 market rate units it will be able to subsidize an additional 550 affordable, or below market rate units. In reality, it is mainly city and state funds that will subsidize the affordable units.

The housing crisis in San Francisco is an affordable housing crisis. This Project, built on public land, should be a 100% truly affordable development.

Even worse, the City is selling the land at a deep discount to this private developer, subsidizing a wealthy corporation with tax payer's dollars. It's a sweetheart deal, corporate welfare at its worst and should not be tolerated.

An additional concern is that by building separate market rate and affordable units, the Project results in a development that creates de facto segregation. This is inconsistent with San Francisco's inclusionary housing policy, which mandates that affordable and market rate units should all be under the same roof, creating a diverse housing community. In addition the open space will be controlled by members of the Home Owners Association who are mainly the owners of market rate, not affordable, units.

This project will also cause irreparable harm to City College of San Francisco. The Balboa Reservoir land has been used by CCSF for decades. Currently it provides commuter students, staff, and faculty access to CCSF with essential parking. Loss of this parking, without first ensuring other viable transportation options, will make it difficult, if not impossible, for many of the low income students and students of color to access the campus and get the education

and professional training they need.

This is a city-wide issue. We need a City government that fights for housing justice and education.

Please oppose this project. Say No to Corporate Welfare – Yes to CCSF.

Sincerely,

Dina Wilson

ESL Instructor

Mission Campus

City College of San Francisco - *Ohlone Territory*

(415) 652-1390

pronouns: she/her/hers

From: [aj](#)
To: [Wong, Linda \(BOS\)](#); [Jalipa, Brent \(BOS\)](#)
Cc: [Fewer, Sandra \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [MandelmanStaff, \[BOS\]](#)
Subject: Fw: File 200423, 200740--"Achieving Equity in City Planning"
Date: Thursday, July 16, 2020 3:53:31 PM

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

Budget & Finance Committee:

This piece, "Achieving Equity in City Planning", is relevant to Balboa Reservoir. Here are some excerpts from the piece, followed by the entire piece.

--Alvin Ja

Affordability: ensuring that all people regardless of their level of income can afford housing. *Universal affordability must be our primary goal. The market has no incentive to produce housing that most people can actually afford. There is no "naturally occurring" affordable housing and a few "below market rate" units here and there make the situation worse. This has led to an over-supply of high priced housing. Therefore, when we build new housing, every unit has to be affordable for people and households that are working class, have low incomes and no incomes.*

For too long, the systems of development and access to land have been "pay to play" with developers and their lawyers monopolizing land ownership, making the rules for who gets to develop it and how. City planners have seen their role as enabling this market based system of exclusion and monopolization. It's time to assert that the role of government is to mobilize resources for equity.

We must demand that no development, policy, plan, or legislation can proceed without first proving that it will empirically and primarily benefit those most at risk- our most vulnerable residents and workers. This means putting all proposals for building market rate housing on hold indefinitely. That means putting aside all the up-zoning and re-zoning plans that enable more market rate housing.

For too long, the framework for Planners has been to expedite approvals of high priced developments along with a side order of "mitigations" or "impact fees" to placate low income and people of color communities. This "Trickle Down" approach has worsened inequality, driven people of color and people with low incomes far away from their places of work, and increased homelessness. Throwing a few "below market rate" units into a luxury condo tower doesn't count as an equity strategy. All it does is ensure that one more site will be occupied by a building where 80% or more of the units are priced completely out of reach.

1. **Stop the sale of all publicly owned lands to market rate developers for the purpose of developing any market rate housing. That land should be set aside for development of affordable housing and community serving uses such as small businesses and nonprofits.**

No longer should we accept the speculative theories that maybe someday for-profit housing developers will build enough that prices will come down so low that most people can then afford them. The continuing displacement, segregation and instability caused by ongoing market rate development, speculation and financialization of housing is destructive and must stop immediately.

Entire piece:

Achieving Equity In City Planning

DAPSS: A Revolutionary New Framework For Planning Cities

[Joseph Smooke](#), [Dyan Ruiz](#), [Frederick Noland](#) | 07/10/2020

Photo Credit

All Illustrations by Frederick Noland

[\[people. power. media\]](#) · [DAPSS Audio Summary 14 July 2020](#)

City planners have for decades perpetrated segregation, displacement and inequality. We called this out in our first part of this series, "[Post-Coronavirus We Need a New Way to Plan Cities](#)". Building on that piece, we are introducing a revolutionary framework for how to achieve equity by planning cities in an entirely new way: by intentionally addressing Desegregation, Affordability, Production, Stability and Sustainability (DAPSS).

Planners and politicians must prioritize the needs of those who are most vulnerable and who have been oppressed— people of color, people with low incomes, the homeless and the working class. This is the only way that equity and anti-racism can become the fundamental, guiding forces for all development.

We need to build a future where all development and zoning originate from and prioritize low-income and people of color communities. These proposals must intentionally assert each of the components of DAPSS. In order for this tool to work, **each** of these DAPSS strategies must **all** work together to bring our housing and land use into balance.

Here's an overview of DAPSS.

- **Desegregation: ensuring that all people are able to choose for themselves where they want to live.** Desegregation must be intentional and systemic in order to overcome decades of intentional development and land use policies that have ripped our communities apart along differences in race and income.
- **Affordability: ensuring that all people regardless of their level of income can afford housing.** Universal affordability must be our primary goal. **The market has no incentive to produce housing that most people can actually afford.** There is no "naturally occurring" affordable housing and a few "below market rate" units here and there make the situation worse. **This has led to an over-supply of high priced housing.** Therefore, when we build new housing, every unit has to be affordable for people and households that are working class, have low incomes and no incomes.
- **Production: building new units of housing to meet future needs of a growing economy.** Production is important for meeting the needs of growing cities and regions. However, since building new housing naturally monopolizes use of the land where it's located, new housing must only be approved that objectively and intentionally meets the other strategies of Desegregation, Affordability, Stability and Sustainability.
- **Stability: the ability for people to live securely without threat of eviction or**

foreclosure. Stability is crucial for personal and community health. Constant threats of eviction, foreclosure, and rent increases, and deteriorating habitability issues are all destabilizing, yet all of these are endemic to our current housing system and must be changed. We must prioritize policies that encourage housing and land ownership by low income and people of color communities.

- **Sustainability: shifting focus from private profit to community building, from exploitation to restoration and resilience, and integration with natural systems.** Sustainability forces us to think about the long term impacts of development, especially to the environment, rather than the short term profitability developers seek. Growth must contribute to greater sustainability rather than merely mitigating its negative impacts.

Each element is detailed further in this article, along with specific strategies to implement them.

How Can You and Your Community Use DAPSS?

- **Use DAPSS to create** your own community's vision and strategies.
- **Use DAPSS to evaluate** candidates for office. Hold community forums and debates with candidates. Ask the candidates about DAPSS and see how they respond. Hold them accountable to your community's vision and plan for how you want to see DAPSS implemented. Not satisfied? Run your own candidates and make this change happen!
- **Use DAPSS to fight back** against developments or re-zoning efforts or new policies or legislation that don't fit your community's vision and strategies.

A FUNDAMENTAL RE-VISIONING OF CITIES

The sustained agitation in the streets for de-funding the police is a demand for fundamentally changing the way our society is structured. The demonstrations are urgent calls for investing in the resilience of communities- for taking money away from militarized protection of those with wealth and power, and instead redirecting those resources to the networks that support people and communities. The people and communities who have been terrorized by systems of oppression, racism, segregation and disinvestment. This isn't just about shifting resources. It's about changing an entire culture.

It's in this context that we call for tearing down the existing systems of planning and development, and rebuilding them as anti-racist and actively striving for equity. The actions of city planners in today's world are similar to those of the police, just not in a militarized form- although when the Sheriff comes to enforce an eviction or a foreclosure, these two systems do intersect.

Low income and people of color communities must be the primary decision makers and beneficiaries of our land use systems in order to guarantee an equitable future where everyone lives with freedom and stability. We need to change the priorities of who has access to and control of land, housing, and open spaces and the means of subsistence.

For too long, the systems of development and access to land have been "pay to play" with developers and their lawyers monopolizing land ownership, making the rules for who gets to develop it and how. City planners have seen their role as enabling this market based system of exclusion and monopolization. It's time to assert that the role of government is to mobilize resources for equity.

We must demand that no development, policy, plan, or legislation can proceed without first proving that it will empirically and primarily benefit those most at risk- our most vulnerable residents and workers. This means putting all proposals for building market rate housing on hold indefinitely. That means putting aside all the up-zoning and re-zoning plans that enable more market rate housing.

For too long, the framework for Planners has been to expedite approvals of high priced developments along with a side order of "mitigations" or "impact fees" to placate low income and people of color communities. **This "Trickle Down" approach has worsened inequality, driven people of color and people with low incomes far away from their places of work, and increased homelessness. Throwing a few "below market rate" units into a luxury condo tower doesn't count as an equity strategy.** All it does is ensure that one more site will be occupied by a building where 80% or more of the units are priced

completely out of reach.

Our city governments must no longer prioritize the profit margins of well-capitalized developers who cater to wealthy residents, corporate rentals and global investors who park their cash in and speculate on the housing market. In order to be considered for approval, we have to demand that every project or rezoning that comes before a Planning Department or Commission for approval proves that their primary purpose and benefit is for low income, working class, and people of color communities. All proposals must uphold **each** element of DAPSS, Desegregation, Affordability, Production, Stability and Sustainability, in order for cities to achieve equity in planning and development.

DESEGREGATION

Ensuring that all people regardless of race, religion, gender identity, national origin, abilities, or income are able to choose for themselves where they want to live.

Systems of segregation have defined the US since its inception. Forcing Native Americans onto [Reservations](#), racist [Jim Crow](#) laws separating blacks from whites, denying home financing to people of color through "[Redlining](#)", forced displacement of people of color and low income residents for urban [Redevelopment](#), forcing immigrants into segregated neighborhoods like [Chinatowns](#), and discriminatory "[Covenants, Conditions and Restrictions](#)" that regulate use of condos and subdivisions are just some examples. Both the public and private sectors are culpable for deliberately excluding people of color from owning homes or even being able to live in desirable neighborhoods, as chronicled in the comprehensive book [The Color of Law](#).

It's dangerous, however, to think of segregation as something that vanished with Title VIII of the Civil Rights Act of 1968, also called the [Fair Housing Act](#) and the [Community Reinvestment Act](#) of 1977 which established rules intended to end discriminatory practices in terms of who gets to live where and who has access to financing. Segregation also didn't vanish with the repeal of the Chinese Exclusion Act in 1943, the dissolution of California's Redevelopment Agencies in 2012, or the HOPE VI rebuilding of public housing in the 1990's and 2000's. Not only does segregation still exist, it [continues](#) to rip apart our social fabric.

The 2014 killing of Michael Brown in Ferguson, Missouri focused the nation's attention on the deep [segregation of St Louis](#), which reflects similar realities for many other US cities. More recently, Amy Cooper called the cops on a black man in New York which unfortunately is [not an isolated incident](#) of whites calling law enforcement on blacks who they feel should be excluded from their domain. Even in liberal San Francisco, [Alex Nieto](#) was gunned down by police for being a person of color in his own neighborhood which was rapidly gentrifying.

Segregation is intentional. It's systemic. Think about that new luxury apartment building charging \$3,000 a month for rents or \$1 million to buy a new condo plus monthly homeowners association fees. Since the [disparity](#) of incomes and wealth between white households and people of color is so wide and so pervasive, the residents in these new units will [mostly be white](#). The income and education potential for people in [concentrated](#) areas of poverty is clearly worse than the prospects for households that have better schools and job prospects.

For cities with [less segregation](#) there's less of an inequality gap. Or is it that cities with less of an inequality gap have less segregation? Either way, for planners to use the power of the government to keep rubber stamping market rate developments with just a sprinkling of "inclusionary" or "below market rate" units means an ever whiter and more segregated future.

Desegregation will only happen through systemic and deliberate action. Deliberate actions to create the ability for people to live in any area they want—close to work or schools and other social infrastructure, regardless of the renter's or buyer's race or ethnicity, sexual orientation, family size or composition, physical or mental capacities, language, use of rent subsidies, or other factors. As Richard Rothstein, author of *The Color of Law*, said in a [recent interview](#), changing zoning won't solve this problem by itself. We need to make housing more affordable and we need to reduce inequality. Planning does play a crucial role in making our cities more unequal. See our first article in this series, ["Post-Coronavirus We](#)

[Need a New Way to Plan Cities!](#) for a deeper analysis. Planners need to take decisive actions to make our cities more equitable.

Sample strategies for Desegregation

1. Prioritize new, affordable, price-controlled housing in every neighborhood. Prioritize supportive, permanent housing for people who are currently homeless, in every neighborhood.
2. [Enforce](#) fair housing (anti-discrimination). Charge landlords a fair housing fee to expand the number of city staff tasked with enforcing tenant selection and overseeing mortgage lending practices.
3. Prohibit online platforms that use artificial intelligence and other automated systems for tenant and roommate selection, as they have been [shown to have racial biases](#).
4. Support small businesses and neighborhood based nonprofit organizations that provide affordable, culturally and linguistically accessible goods and services for low income and people of color residents.
5. Strengthen enforcement of the Community Reinvestment Act to ensure that commercial banks provide a more equitable distribution of investment and lending products.
6. Prioritize creation of a municipal bank that can provide home loans, down payment assistance, and even small business support with more favorable terms and with greater flexibility and accountability than commercial banks.
7. Make Planning Commission hearings more accessible. Hearings should take place in neighborhoods rather than at City Hall, and during late afternoon or evening hours.
8. Create a phased plan for ending means testing - even "supportive housing" would be based on circumstance and need, not based on income. Our system of means testing is an intentional system of segregation that must be dismantled.
9. Segregation and inequality are [public health issues](#). We need to ensure that quality health facilities are accessible and affordable to everyone in every community as we dismantle systems of segregation and reduce inequality.

AFFORDABILITY

Ensuring that all people regardless of their level of income can afford their housing. The [federal standard](#) is that affordable means paying 30% of your income on housing. However, for people with extremely low incomes, 30% may be too much, and for those in very high income brackets, paying more than 30% of income may still be affordable.

Housing is shelter. Unfortunately, capitalism has transformed housing into so many things other than shelter- a "wealth creator", a landing pad for corporate executives, a tourist hotel, office space, event space. Each of these creates price competition and speculative investment expectations that tenants and homebuyers can't compete with.

The median income for a three person household in San Francisco in 2020 is [\\$115,300](#). This means that there is an equal number of households that make less and more than this income. Based on the [national standard](#) of affordability, a household making this much would pay 30% of their income on housing which would be \$2,883 per month. The median rent for a 2-bedroom apartment in San Francisco, however, is [\\$4,340](#) per month which is more than 50% higher than the rent a median income household can afford. This means that well over half of San Francisco's households can't afford housing - so they either have to leave, crowd into a roommate situation, or pay an excessive portion of their income on rent, leaving insufficient money to spend on food, transportation, and other expenses.

The failure of our planners and of our political system stems from their belief that for-profit housing developers will, of their own accord, provide housing at a price that most people can afford. Developers and landlords don't care what the median household income is. They care even less what someone can afford who earns less than the median. They only care whether there's a market for the prices they want to charge. As long as there's a market for high prices, whether that's coming from local residents, corporate leasing platforms, or global investors, they have no incentive to lower the rents or the sales prices as long as someone from somewhere is willing to pay top dollar.

But wait! The COVID-19 crisis has softened the market! Landlords are offering eight to ten weeks of [free rent](#). If you think this is evidence that housing prices are falling, don't be fooled. Offering incentives is a strategy for developers and landlords to keep their prices high for the long term while providing a temporary discount to incentivize people to occupy their units during what they hope is only a temporary downturn.

In the years leading up to the 2008 housing crisis, there was a massive [building boom](#) as developers chased the expanding market of homebuyers. When the housing bubble burst, and banks foreclosed on millions of mortgages, did those [now-vacant homes](#) become affordable housing that defrauded homeowners and low income and homeless households could then live in? Of course not. Banks tried to sell the properties - and if they couldn't sell them for the prices they wanted, the properties just languished, abandoned and blighted. Cities across the country then had to pay to [tear them down](#) - or sometimes the banks tore them down at their own cost- to address the blight they had created through greed and neglect.

That's right, even when developers capitalized on a massive consumer debt scam to finance over-building housing, and banks were then willing to part with those properties for a fraction of their prior value (because the Feds were spending trillions of dollars to guarantee the banks' solvency), we didn't see [cities](#) picking up those [homes](#) to expand their affordable housing stock; or to provide shelter for the homeless, or even for the homeowners victimized by the banks' predatory loans to move back in. They just [tore](#) the vacant homes down while [homelessness](#) increased- and is likely to continue to [increase](#) further due to the COVID-19 crisis.

To create affordability, the system needs to change. Planners need to stop approving market rate developments, There's no need for more market rate developments. Even before the COVID crisis, San Francisco as an example had over-built its regional allocation of need for market rate housing units and had far under built its allocation of below market rate housing. It also has entitled a [pipeline](#) of more than 40,000 new market rate units just waiting to go into construction. Not only have developers built too much market rate housing to address the projected demand, but planners have already approved enough additional market rate development to increase the housing stock of San Francisco, a major US city, by more than 10%. Enough is enough. Every parcel of land entitled or developed as market rate housing is another that won't be affordable.

Creating housing that is affordable for the majority of people— those who can't afford market rate housing— can only be done with deliberate, structural changes to the way we approach housing, and by deliberately, intentionally investing in affordable housing.

Sample strategies for Affordability

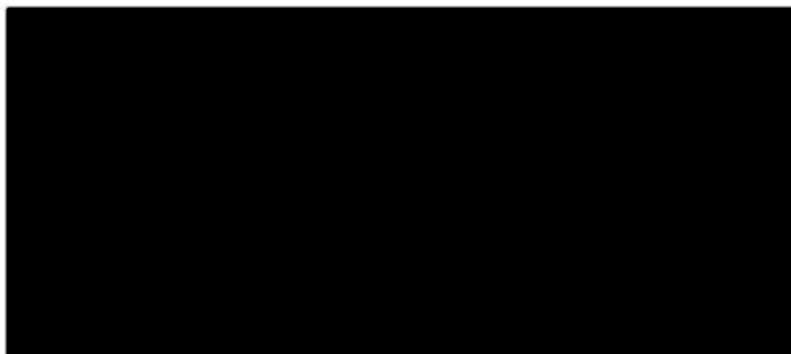
1. Stop the approval of market rate housing until there is sufficient affordable housing built.
2. [Stop the sale of all publicly owned lands to market rate developers for the purpose of developing any market rate housing. That land should be set aside for development of affordable housing and community serving uses such as small businesses and nonprofits.](#)
3. Make sure the money is available. Some strategies include 1) charging a per square foot fee on big business retail and office space where there are new jobs; 2) creating a municipal or public bank that can provide grants or below market rate financing for affordable housing; 3) progressively higher real estate transfer taxes on sales of high value properties; 4) create an affordable housing trust fund that annually sets aside tax revenues for affordable housing; 5) the feds implemented massive corporate tax reductions in 2017- so implement a local tax on corporate earnings that captures locally at least some of the revenue lost at the federal level.
4. Cities, nonprofit organizations, and community land trusts must aggressively purchase existing apartment buildings in order to stabilize rents.
5. Nonprofit organizations and community land trusts must aggressively purchase sites for development of new affordable housing in every neighborhood.
6. Ban online platforms that transform housing into commercial uses such as "short term rentals" and "intermediate length occupancies", corporate housing, executive housing, commercial and office uses, etc.

PRODUCTION

Building new units of housing to meet future needs of a growing economy.

New housing is needed as our economy continues to grow. Planners and politicians, however, [conflate](#) production with affordability and even go so far as to pull [desegregation and sustainability](#) into this mash-up, assuming that simply deregulating housing development will solve all our housing problems. This DAPSS framework corrects this misguided thinking by placing the goal of production in its own separate category as a problem that needs to be solved strategically to meet the needs of a growing region. Production must be approached in a way that deliberately meets each of the other strategies of DAPSS— otherwise it is a destructive force.

No longer should we accept the speculative theories that maybe someday for-profit housing developers will build enough that prices will come down so low that most people can then afford them. The continuing displacement, segregation and instability caused by ongoing market rate development, [speculation](#) and [financialization](#) of housing is [destructive](#) and must stop immediately.



UN accuses Blackstone Group of contributing to global housing crisis

Patrick Butler

World's largest corporate residential landlords called out for their practices of inflating rents and 'aggressiv...

Solving the problem of production addresses the need to have a sufficient amount of housing available where people want to live— close to work, close to essential services such as schools, transportation, health care, healthy food. Making sure that there is enough housing in a particular place to support the local economy, so people can live near work and other amenities that support a community, is crucial.

How many new units do we need to produce? Over what period of time? Employment patterns and economic conditions change quickly, especially in times of crisis (as we have seen with hurricanes, fires and most recently with the COVID-19 pandemic). But housing development from the time of site acquisition to completion of construction takes three years or longer.

In order to figure out how many units we need over a period of time, we need an analysis of the units we already have. How many are held vacant (for longer than a typical duration for a unit to turn over)? How many units have been converted to use as short term rentals? Corporate rentals? Commercial and office use rentals? How many units have been entitled, but haven't advanced through the building permit process?

Answers to these questions can give us an accurate assessment of our existing housing stock. Vacant properties and units are resources that we should be able to use to respond to short term changes in the

market, and also meet existing unmet demand. These answers will also enable us to look strategically at how and where to build to meet long term demand.

The most important question, however, is who are we producing new housing for?

Production should never be enabled simply to build more units. Each of the DAPSS elements are separate but interlinked, meaning that embarking on a production strategy should always advance all the goals of desegregation, affordability, stability and sustainability first and foremost. Our planners and policymakers have to look to mobilize the government and our nonprofit sector, including community land trusts, to develop as much affordable housing as possible to meet current and future needs of quantity, affordability, and equity.

Sample strategies for Production in a way that deliberately also meets other goals of desegregation, affordability, stability, and sustainability

1. Create a detailed housing inventory that identifies and locates every housing unit including those that are:

- permitted and un-permitted;
- vacant and occupied;
- used as long term housing; and
- used for something other than long term housing, such as tourist rentals or corporate rentals.

2. Prohibit uses in residential buildings that are not long term housing (such as short term rentals, corporate rentals, executive rentals, office and entertainment uses).

3. Charge a fee to property owners who are holding units vacant to make their vacant units available. Each of these units must come available as "below market rate" or "affordable" price controlled units.

4. For developments that received Planning approval (development entitlements) more than five years prior, the city should purchase these developments then develop them as 100% affordable housing. These developers aren't developing these lots, so these lots and their entitlements should be used for public benefit.

5. Protect publicly owned land to ensure that it's developed for 100% affordable housing.

STABILITY

The ability for people to live securely without threat of eviction or foreclosure.

The constant threat of evictions and foreclosures has a profound and devastating effect on people's health and well-being. [Adults](#), especially [women of color](#), who are responsible for making monthly mortgage or rent payments are not the only ones who suffer. [Children and families](#) are more likely to report poor health, high blood pressure, depression, anxiety, and psychological distress when they are not stably housed.

During the COVID-19 pandemic, the displacement threat is even more dire because of concerns about infections and mandates to shelter-in-place. Maintaining employment, especially for [essential workers](#) who tend to earn close to subsistence wages, is fragile. Even before the pandemic, however, warnings of [evictions](#) leading to homelessness were on the rise. With so many millions of people currently out of work or working sporadically, getting evicted or having their homes foreclosed is even more likely to result in [homelessness](#) and increased possible exposure to the deadly coronavirus.

[Just cause](#) eviction protections, meaning that a tenant can typically only be evicted for a tenant's breach of the conditions of their lease, help to provide some stability for tenants. These protections help prevent landlords from evicting tenants for speculative reasons such as replacing tenants with "short term rentals" like Airbnb. Just cause protections also prevent evictions when landlords retaliate against tenants who request that repairs be made to address habitability issues.

A rent ceiling like an ambitious program initiated in 2019 in [Berlin](#) that covers all units would create a disincentive for landlords to speculate through rent increases. To address its rapidly rising housing costs, in 2017, Canada's largest province, Ontario, proposed an expansion of [rent control](#) for every unit in the entire province including Toronto, Canada's largest city. These are bold actions that address the constant threat of displacement from housing costs rising faster than wages.

Perhaps the most powerful strategy for achieving stability is to shift ownership away from profit-motivated landlords and private equity firms seeking short term profits. There are so many [models](#) for what this could look like- from large scale government owned "[social](#)" [housing](#) to networks of [community land trusts](#) to government financed systems of [resident ownership](#). A powerful concept for stability is for tenants to be able to purchase their buildings. [Programs](#) pioneered in Washington D.C. and San Francisco are designed to take existing apartment buildings off the speculative marketplace and transfer them into the ownership of tenants, nonprofit organizations or the city government. By taking these buildings out of the market, tenants will no longer have massive rent increases or be living under constant threat of other types of profit-motivated evictions.

Sample strategies for Stability

1. Repeal laws that limit where and how rent control can be implemented. Once acts like this are repealed, price controls on rents can be implemented.
2. Enact laws to guarantee that all tenants have "just cause" eviction protections.
3. Create and fund a program for nonprofit organizations and community land trusts and tenants to have first priority to purchase apartment buildings as they come up for sale on the market. Each building successfully purchased in this way will increase the stability of those tenants.
4. Facilitate the creation of nonprofit limited equity cooperatives, so tenants have an affordable path to ownership and stability, and those units will remain affordable as they are bought and sold.
5. Require that landlords disclose the occupancy history of a building prior to receiving approvals for any building alterations. Landlords should not be allowed to evict tenants to move in either short term rental or corporate rental, commercial type uses.
6. Prohibit commercial and short term uses from occupying apartment and homes, especially where existing residents may be evicted or coerced to leave.
7. Strengthen enforcement of the Community Reinvestment Act to end discrimination in lending.
8. Regulate against predatory lending and other banking and financialization practices that put homeowners at risk of foreclosure.
9. Prioritize the formation of municipal banks that can provide loans for tenants to be able to purchase their buildings.

SUSTAINABILITY

Changing our approach to planning so future development contributes to the long term health and sustainability of our environment.

For our future health and resiliency, we need to start thinking about sustainability in terms of changing how our communities and our built environment interact with the natural environment. According to [the UN](#), "Cities house more than half of the world's population and are responsible for over 70% of the world's energy-related carbon emissions, so they could make or break efforts to tackle climate change." Likewise, our [corporatized and extractive systems](#) of "agriculture and forestry have contributed nearly a quarter of global greenhouse gas emissions."

California and four other [states](#) have adopted "[ambitious goals for the development of zero net energy buildings](#)". Although laudable as a step in the right direction, sustainability is not just about reducing the environmental impacts of new buildings. It's about shifting our focus from chasing short term capital investments to [long term](#) planning around stewardship of our resources, land and environment. True sustainability demands that we change our focus from private profit to community building, from exploitation to restoration and resilience, and integration with natural systems so our cities evolve and grow in a way that is restorative and [regenerative](#) "to feed new life, health and wealth" into our environment.

Under our current system, when planners evaluate zoning and building proposals, they evaluate the potential environmental impacts that the future development might cause. Planners then consider how to mitigate or perhaps lessen the negative impacts of that particular development or re-zoning. This is the kind of planning that has led us on a path toward ecological degradation and global warming, because it's an approach that accepts negative environmental impacts as an inherent quality of growth.

It is imperative, however, to promote a positive impact on the environment and long term sustainability. By establishing a framework of [regenerative impacts](#) we want projects and rezoning to meet, and hold them accountable to those standards, we could create a useful economy full of innovative solutions for the real and meaningful problems facing our society.

When addressed strategically, issues of sustainability will directly benefit other DAPSS strategies. Building with new technologies such as [passive solar](#) construction will reduce utility and other operating costs, savings that should result in greater [affordability](#) due to the reduced monthly expenses. Health impacts from [climate change](#) and [industry](#) disproportionately burden low-income and people of color communities. By addressing sustainability as a holistic approach to planning and growth, we can improve the health of everyone rather than relying on "[trickle down equity](#)" that our planners typically use as a default.

Sustainability can also enhance stability by focusing on preserving our existing built environment. When existing residents are able to continue to stay in their buildings, near work and familiar social infrastructures, displacement and commute times would decrease, achieving both stability and sustainability.

Our boom and bust housing cycles often result in periods of excessive building, then vacant homes are torn down. This is an extremely wasteful cycle. Unless you work in construction, you probably don't think about all the materials (wood, steel, concrete, gypsum, glass, etc.) used during construction. We need to be aware of the waste the development system encourages, and think strategically about how we can instead preserve, adapt, and renovate our existing housing as part of this holistic approach.

Sample strategies for Sustainability

1. Support the federal [Green New Deal](#) - but don't wait until politicians in DC figure out how to pass it. We need to start implementing as much of it through local ordinances as possible to refocus planning and invest in innovations that move us as quickly as possible to a future free of fossil fuel dependency.
2. Pass local ordinances that create new criteria for developments and re-zoning that that require proving that these proposals will improve resilience and will restore the environment.
3. Work with your neighbors, and come up with a plan of your own— a vision, with drawings and models if you can— that show how you want your community to develop in a resilient, sustainable way, and hold decision makers accountable to your long term vision.
4. Change Planning Codes to create integrated systems for sustainability, and hold individual developments accountable to them. Minimizing the depletion of natural resources, minimizing shadow, traffic and other impacts on surrounding areas.
5. Further change Planning Codes and other laws to: require that Planning boards or commissions and their staff need to have expertise on sustainability; mandate zero carbon, zero fossil fuels buildings; and mandate criteria based on a life cycle and health assessment for all building materials and systems.
6. Require community gardens in developments and open spaces to provide better stormwater drainage, replenish the groundwater, [reduce carbon dioxide](#), reconnect residents to the land, provide affordable organic food, and new jobs.
7. Require that every development submit a sustainability report as a requirement for approval. This report would disclose the developer's strategies for
 - Reducing materials use and waste in the building's construction;

- Eliminating the need for natural gas and other fossil fuels in the building's operations;
- Minimizing the building's monthly operating expenses;
- Eliminating toxic construction and finish materials to ensure healthy air quality for residents and/ or users of the building;
- Protecting sunlight access for surrounding public uses such as parks and schools; and
- Providing community garden space.

8. Support and learn from the [Movement Generation's](#) Justice & Ecology Project that integrates grassroots organizing with a practical and clear strategy for changing our values around development.

LONG TERM VISION

What you have just read is an ambitious but pragmatic framework for turning our thinking about housing and land use planning upside down, so people and communities come first.

As we work on these fundamental changes, it's important that we hold onto a larger program for a truly sustainable and equitable future. Below is a teaser list of some of the elements of that long term program. We will explore these principles and strategies in future articles in this series.

1. Protecting tenants and our housing stock against predatory Landlord Technology platforms that evict tenants so they can extract even more profit from lucrative corporate and commercial businesses.
2. Get housing construction and rents out of how countries calculate Gross Domestic Product- otherwise there will constantly be pressure to increase both the price of housing and volume of development as indicators of economic growth. Even better would be to dissociate from Gross Domestic Product altogether and embrace the framework of the [Wellbeing Economy Alliance](#).
3. End the practice of "derivatives" and "securitization" of mortgages and rents. Disallow private equity firms and hedge funds from owning housing. These are speculative entities and practices that are predatory and put people's housing at risk.
4. End "means testing" for housing. We will never truly solve the problems of Affordability and Desegregation if we hold onto the social engineering concept that certain housing is affordable for certain households earning certain levels of income.

--

Check out the Save CCSF Webpage here:

<http://www.saveccsf.org/>

You received this message because you are subscribed to a topic in the Google Groups "FightBack and SaveCCSF" group.

To unsubscribe from this topic, visit

<https://groups.google.com/d/topic/fightbacksaveccsf13/5Gvig4LLajs/unsubscribe>.

To unsubscribe from this group and all its topics, send an email to

fightbacksaveccsf13+unsubscribe@googlegroups.com.

To view this discussion on the web visit

<https://groups.google.com/d/msgid/fightbacksaveccsf13/c6cea9b9-7acf-4afa-902a-f6192300bd0dn%40googlegroups.com>.

From: [Wong, Linda \(BOS\)](#)
 To: [Julissa Brom \(BOS\)](#)
 Subject: FW: Comment for 200243 Balboa Reservoir Development Agreement
 Date: Monday, July 13, 2020 9:38:40 AM

From: aj <ajjahjah@att.net>
 Sent: Sunday, July 12, 2020 8:55 PM
 To: Wong, Linda (BOS) <linda.wong@sfgov.org>
 Cc: Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>
 Subject: Comment for 200243 Balboa Reservoir Development Agreement

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

Hi Linda,

Thank you for your assurance that earlier comments-- that had been omitted in transfer process from Land Use Committee--for the period from 5/19 to 7/10/2020 will be properly placed in the file. For your convenience, here is the link from 200635: <https://sfgov.legistar.com/View.ashx?M=F&D=8654221&GUID=B726F84F-BAFB-4668-B51E-A0C2CC65519C>

Please enter the following new 7/12/2020 submission into 200243

Budget & Finance Committee:

The 3/15/2018 Budget & Legislative Analyst Report (File 18-0163) on the Reservoir Project specified a Key Point. The Report's finding of feasibility and responsibility rested on a Key Point which was: **"33 percent would be affordable to low- and moderate-income households, funded by developer equity and project revenues."**

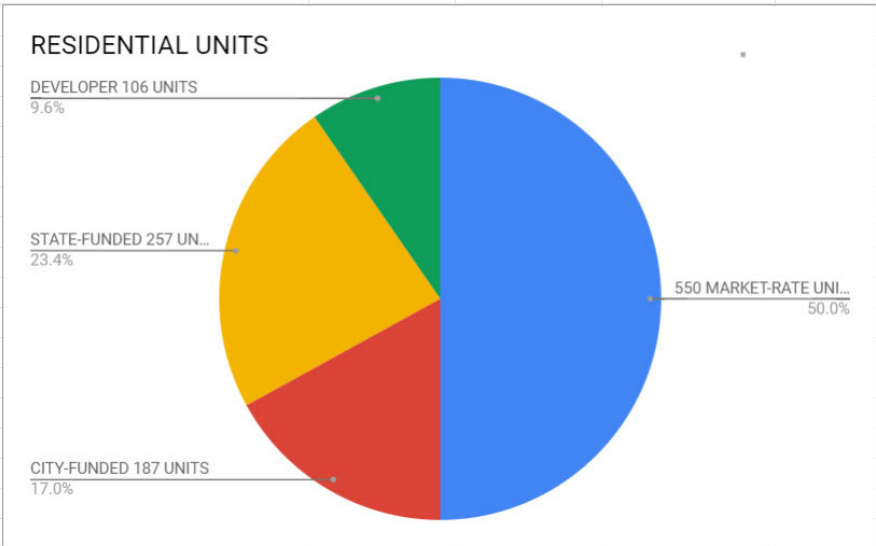
The Reservoir Project has been very successfully marketed as 'market-rate units subsidizing affordable units'. **But this representation is not borne out in fact.**

The propoganda has been so successful that just about everybody thinks that the developers will be gifting us with 50% affordable. This PR is false advertising/propaganda.

The actual funding for the affordable units will be coming mainly from public sources, NOT from private equity.

Here's the unit breakdown for the 550 affordable units, of which the developer is supposed to be responsible for 363 units. The 363 developer's share of affordable units will be subsidized with \$79.5 M of State funds. This breakdown is sourced from the Reservoir Project's own documents:

DATA FROM 5/12/20 EPS MEMO	UNITS	AMOUNT	PRICE/UNIT	Price/Unit SOURCE
550 MARKET-RATE UNITS	550	***	***	***
CITY-FUNDED 187 UNITS	187	\$ 44.7 M	\$239K	Development Agreement
STATE-FUNDED 257 UNITS	257	\$ 79.5 M	\$310K	EPS Memo
DEVELOPER 106 UNITS	106	\$33.0 M	\$310K	EPS Memo



Contrary to the marketing hype of market-rate housing subsidizing affordable, the exact opposite is the truth: **THE PUBLIC WILL BE SUBSIDIZING THE MARKET-RATE UNITS.**

Furthermore, 57 years down the line, even though 444units will have been funded from public sources, all 550 could go market-rate with and the Project will be owned free and clear by the developer.

Please do not enable this Privatization Scam.

Sincerely,
Alvin Ja, D7

On Friday, July 10, 2020, 02:17:25 PM PDT, Wong, Linda (BOS) <linda.wong@sfgov.org> wrote:

Good afternoon,

We will ensure to include all public comments pertaining to File No. 200423, in its legislative file.

Thank you for your email.

Best,

Linda Wong

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689
Phone: 415.554.7719 | Fax: (415) 554-5163
Linda.Wong@sfgov.org | www.sfbos.org

Please complete a Board of Supervisors Customer Service Satisfaction form by clicking [here](#).

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.

From: [aj](#)
To: [Major, Erica \(BOS\); Board of Supervisors, \(BOS\)](#)
Cc: [Peskin, Aaron \(BOS\); Preston, Dean \(BOS\); Safai, Ahsha \(BOS\)](#)
Subject: Files 200422, 200635: Fallacy of market-rate housing subsidizing affordable units
Date: Sunday, July 12, 2020 10:54:22 PM

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

Land Use & Transportation Committee:

The 3/15/2018 Budget & Legislative Analyst Report (File 18-0163) on the Reservoir Project specified a Key Point. The Report's finding of feasibility and responsibility rested on a Key Point which was: "*33 percent would be affordable to low- and moderate-income households, funded by developer equity and project revenues.*"

The Reservoir Project has been very successfully marketed as 'market-rate units subsidizing affordable units'. **But this representation is not borne out in fact.**

The propaganda has been so successful that just about everybody thinks that the developers will be gifting us with 50% affordable. This PR is false advertising/propaganda.

The actual funding for the affordable units will be coming mainly from public sources, NOT from private equity.

Here's the unit breakdown for the 550 affordable units, for which the developer is supposed to be responsible for 363. The 363 developer's share of affordable units will be subsidized with \$79.5 M of State funds. This breakdown is sourced from the Reservoir Project's own documents:

DATA FROM 5/12/20 EPS MEMO	UNITS	AMOUNT	PRICE/UNIT	Price/Unit SOURCE
550 MARKET-RATE UNITS	550	***	***	***
CITY-FUNDED 187 UNITS	187	\$ 44.7 M	\$239K	Development Agreement
STATE-FUNDED 257 UNITS	257	\$ 79.5 M	\$310K	EPS Memo
DEVELOPER 106 UNITS	106	\$33.0 M	\$310K	EPS Memo

RESIDENTIAL UNITS

Source	Units	Percentage
550 MARKET-RATE UNITS	550	50.0%
STATE-FUNDED 257 UNITS	257	23.4%
CITY-FUNDED 187 UNITS	187	17.0%
DEVELOPER 106 UNITS	106	9.6%



Contrary to the marketing hype of market-rate housing subsidizing affordable, the exact opposite is the truth:

THE PUBLIC WILL BE SUBSIDIZING THE MARKET-RATE UNITS.

Furthermore, 57 years down the line, even though 444 units will have been funded from public sources, all 550 could go market-rate..... and the Project will be owned free and clear by the developer.

Please do not enable this Privatization Scam.

Sincerely,
Alvin Ja, D7

From: [Wong, Linda \(BOS\)](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: FW: Balboa Reservoir Housing Project
Date: Monday, July 13, 2020 9:38:12 AM
Attachments: [Balboa Reservoir public comment.docx](#)

From: Allan Fisher <afisher800@gmail.com>
Sent: Monday, July 13, 2020 8:44 AM
To: Wong, Linda (BOS) <linda.wong@sfgov.org>
Cc: Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; ahasafai@sfgov.org; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Subject: Balboa Reservoir Housing Project

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

Balboa Reservoir project - Public Comment

I urge the BOS to oppose the use of public land to construct privately owned market rate housing as proposed. The developer is committed to building 33% for “low and moderate income” use, but there is no clear commitment of what this means since no estimate has been given as to what such units would be rented for. A smaller project with 100% affordable housing units, truly affordable to low and moderate income residents, owned by the city or by CCSF, should be built instead.

The ridiculous sale price of 11 million dollars for 16 acres of land appears to be a give-away to a private for-profit developer. With all the public subsidies, the developer will be responsible to finance only a small amount of the “affordable” units and be able to profit enormously through the 50 – 67% of market rate housing that will be built. Furthermore, apparently after 57 years, the developer will have rights to jack up the rents.

This massive project will not be beneficial to the people of the neighborhood, and especially to the working-class students who will not be able to afford these units. Instead students, staff and faculty will suffer from reduced and more expensive parking, noisy and dusty construction, and the increased street congestion will make it more difficult and time consuming to access CCSF. To propose this project without a guarantee of increased and more efficient mass-transit possibilities, without proper compensation for CCSF, and permitting the transfer of public land to a private developer is unconscionable.

Allan Fisher

--

Allan Fisher

afisher800@gmail.com

415-954-2763

From: [aj](#)
To: [Major, Erica \(BOS\)](#)
Cc: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [RonenStaff \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Yee, Norman \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Fewer, Sandra \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: CORRECTED NUMBERS FOR "Fallacy of "developer equity and project revenues" subsidizing affordable units"
Date: Thursday, July 9, 2020 5:50:45 PM

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

Hi Erica,

I goofed on my previous submission. Here's the corrected version.

Sorry for the inconvenience!

--aj

Supervisors:

Here are **corrected numbers** for my 7/8/2020 submission of "Fallacy of 'developer equity and project revenues' subsidizing affordable units."

I had omitted **\$39.5 Million of CA funds** that is expected to subsidize the developer's 363 affordable units. The \$39.5M will come from CA Statewide Park Program and CA Infill Infrastructure Grant Program.

The corrected numbers show the following breakdown:

Of the 550 affordable units:

- Developer pays for **106** units (\$72.5M- **\$39.5M= \$33.0 Million**) = **19.3%** of 550 affordable units
- State of CA pays for **257** units (**\$79.5** Million) = **46.7%** of 550 affordable units
- City of SF pays for 187 units (\$44.7 Million) = 34.0% of 550 affordable units

Sorry for the error!

--aj

Land Use & Transportation Committee, Budget & Finance Committee, BOS (Files 200422, 200423, 200635):

One of the key assumptions of the Balboa Reservoir Project is the concept of Public-Private Partnership in which market-rate housing would be subsidizing affordable

housing.

However, this assumption that the citizenry would benefit substantially from the market-rate units helping to pay for the affordable units is not borne out by information contained in the Economic & Planning Systems, Inc's (EPS) 5/12/2020 Fiscal Feasibility Memo (p. 1247 of 2256-page PDF <https://commissions.sfplanning.org/cpcpackets/2018-007883GPAPCAMAPDVA.pdf>).

Here is a simple summary drawn from the EPS Memo regarding who's actually paying for the affordable units:

Of the 550 affordable units:

- Developer pays for **106** units (\$72.5M- **\$39.5M= \$33.0 Million**) = **19.3%** of 550 affordable units
- State of CA pays for **257** units (**\$79.5** Million) = **46.7%** of 550 affordable units
- City of SF pays for 187 units (\$44.7 Million) = 34.0% of 550 affordable units

So, of the 550 affordable units, **444** units (**80.7%**) will be paid for with public funds, and only **19.3%** will be paid for from "developer equity and project revenues"!

Budget & Legislative Analyst Report, File 18-0163 (3/9/2018)

The Budget & Legislative Analyst's determination of feasibility and responsibility rested on the assumption that, associated with the 550 market-rate units, developer equity and revenue would subsidize 363 affordable units.

The March 2018 Budget & Legislative Analyst's Fiscal Feasibility & Responsibility Report assumes--incorrectly-- that the developer's 363 affordable units would be financed by "developer equity and project revenues."

This assumption is not borne out in fact, based on information contained in the 5/12/2020 EPS Memo.

"Key Points" of the Budget & Legislative Analyst Report's Executive Summary states:

Key Points

- *The Balboa Reservoir is a 17-acre site adjacent to San Francisco City CollegeThe development is approximately 1,100 housing units, of which 50 percent would be market rate and **33 percent would be affordable to low- and moderate-income households, funded by developer equity and project revenues.** The remaining 17 percent of housing units would be affordable housing, funded by City and other sources not yet identified.*

Information provided by the 5/12/2020 EPS Memo shows that the assumption that the developer's 363 affordable units **will not** really be funded fully by developer equity and revenue. The reality is that the developer is expecting its 363 affordable units to be subsidized substantially with public funding.

The EPS Memo estimates that its 363 affordable units to cost \$112.5 Million.

Of the \$112.5 Million cost, the developer expects to pay \$**33.0** Million (**\$72.5M less \$39.5M from CA Statewide Park Program & CA Infill Infrastructure Program**), and for (**MHP & AHSC**) State grants to pay \$40.0 Million.

In other words, instead of the market-rate units subsidizing 363 units, the State of California will be subsidizing **70.7%** of the developer's responsibility for 363 affordable units.

Of the 550 affordable units:

- Developer pays for **106** units (\$**33.0** Million) = **19.3%** of 550 affordable units @ \$310K/ unit
- State of CA pays for **257** units (**\$79.5** Million) = **46.7%** of 550 affordable units @ \$310K/ unit
- City of SF pays for 187 units (\$44.7 Million) = 34.0% of 550 affordable units @ \$239K/ unit

The Reservoir Project's reliance on \$**79.5** Million in public funds to subsidize **70.7%** **of** the developer's 363 units invalidates the 3/2018 Budget Analyst determination of fiscal feasibility and responsibility because the Report's assumption of "developer equity and project revenues" is untrue.

Do not approve the Reservoir Project.

Do not facilitate this Privatization Scam.

Sincerely,
Alvin Ja, District 7

From: [Sally Winn](#)
To: [Major, Erica \(BOS\)](#)
Subject: Save CCSF/Stop the Balboa Reservoir Project
Date: Wednesday, July 8, 2020 10:33:50 AM

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

I'm writing to URGE you to stop the Balboa Reservoir Project. This PUBLIC land is vital to City College of San Francisco. CCSF is a commuter school. MUNI/BART were overwhelmed before the pandemic and now are in shambles. CCSF draws students from all over the Bay Area who train here and either go on to SF State or stay and work in our city. We must not lose this rich source of energy and growth. CCSF needs to expand and grow with SF. The loss of the Reservoir will both prohibit students from attending and restrict future growth to the college. Please, please do not let this happen. STOP the Balboa Reservoir Project and keep public land for public use.

Thank you.
Sally Winn
CCSF faculty (retired)

From: [aj](#)
To: [Major, Erica \(BOS\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors. \(BOS\)](#); [Low, Jen \(BOS\)](#)
Cc: [SNA BRC](#); [Public Lands for Public Good](#); [CCSF Collective](#); ccsfheat@gmail.com; [Defend City College Alliance](#)
Subject: Fallacy of "developer equity and project revenues" subsidizing affordable unit
Date: Wednesday, July 8, 2020 5:09:47 PM

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

Land Use & Transportation Committee, Budget & Finance Committee, BOS (Files 200422, 200423, 200635):

One of the key assumptions of the Balboa Reservoir Project is the concept of Public-Private Partnership in which market-rate housing would be subsidizing affordable housing.

However, this assumption that the citizenry would benefit substantially from the market-rate units helping to pay for the affordable units is not borne out by information contained in the Economic & Planning Systems, Inc's (EPS) 5/12/2020 Fiscal Feasibility Memo (p. 1247 of 2256-page PDF <https://commissions.sfplanning.org/cpcpackets/2018-007883GPAPCAMAPDVA.pdf>).

Here is a simple summary drawn from the EPS Memo regarding who's actually paying for the affordable units:

Of the 550 affordable units:

- Developer pays for 234 units (\$72.5 Million) = 42.5% of 550 affordable units
- State of CA pays for 129 units (\$40 Million) = 23.5% of 550 affordable units
- City of SF pays for 187 units (\$44.7 Million) = 34.0% of 550 affordable units

So, of the 550 affordable units, 316 units (57.5%) will be paid for with public funds, and only 42.5% will be paid for from "developer equity and project revenues"!

Budget & Legislative Analyst Report, File 18-0163 (3/9/2018)

The Budget & Legislative Analyst's determination of feasibility and responsibility rested on the assumption that, associated with the 550 market-rate units, developer equity and revenue would subsidize 363 affordable units.

The March 2018 Budget & Legislative Analyst's Fiscal Feasibility & Responsibility Report assumes--incorrectly-- that the developer's 363 affordable units would be financed by "developer equity and project revenues."

This assumption is not borne out in fact, based on information contained in the 5/12/2020 EPS Memo.

"Key Points" of the Budget & Legislative Analyst Report's Executive Summary states:

Key Points

- *The Balboa Reservoir is a 17-acre site adjacent to San Francisco City College ...The development is approximately 1,100 housing units, of which 50 percent would be market rate and 33 percent would be affordable to low- and moderate-income households, funded by developer equity and project revenues. The remaining 17 percent of housing units would be affordable housing, funded by City and other sources not yet identified.*

Information provided by the 5/12/2020 EPS Memo shows that the assumption that the developer's 363 affordable units **will not** really be funded fully by developer equity and revenue. The reality is that the developer is expecting its 363 affordable units to be subsidized substantially with public funding.

The EPS Memo estimates that its 363 affordable units to cost \$112.5 Million.

Of the \$112.5 Million cost, the developer expects to pay \$72.5 Million, and State grants to pay \$40.0 Million. In other words, instead of the market-rate units subsidizing 363 units, the State of California will be subsidizing 36% of the developer's responsibility for 363 affordable units.

Of the 550 affordable units:

- Developer pays for 234 units (\$72.5 Million) = 42.5% of 550 affordable units @ \$310K/ unit
- State of CA pays for 129 units (\$40 Million) = 23.5% of 550 affordable units @ \$310K/ unit
- City of SF pays for 187 units (\$44.7 Million) = 34.0% of 550 affordable units @ \$239K/ unit

The Reservoir Project's reliance on \$40 Million in public funds to subsidize the developer's 363 units invalidates the the 3/2018 Budget Analyst determination because the Report's assumption of "developer equity and project revenues" is untrue.

Do not approve the Reservoir Project.

Do not facilitate this Privatization Scam.

Sincerely,
Alvin Ja, District 7

From: [aj](#)
To: [BRCAC \(ECN\)](#); [Major, Erica \(BOS\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Low, Jen \(BOS\)](#)
Cc: [Jon Winston](#); [cgodinez](#); [mikeahrens5](#); [sunnyside.balboa.reservoir](#); [Brigitte Davila](#); [Peter Tham](#); [marktang.cac@gmail.com](#); [jumpstreet1983](#); [rmuehlbauer](#); [SNA BRC](#)
Subject: Non-conformity of Development Agreement with Principles & Parameters
Date: Tuesday, July 7, 2020 2:26:52 PM

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

BRCAC, Land Use & Transportation Committee, Budget & Finance Committee, BOS, Files 200422, 200423, 200635:

As the Reservoir Project approvals reach the final stages, I urge a review of how the Development Agreement conforms with the Principles & Parameters:

Preamble:

- **Transportation and Neighborhood Congestion:** Traffic congestion and the availability of street parking are already major problems facing the local community. No development proposal is likely to garner community support if it would worsen these conditions.

- **City College:** The community cares deeply about City College's long-term health and growth. We are especially concerned that the Balboa Reservoir development will displace a surface parking lot currently utilized by City College students. It will be critical for the Balboa Reservoir developer to work with City College to address parking needs by identifying alternative parking and transportation solutions that do not compromise students' ability to access their education.

- **Affordable Housing:** Members of the CAC and the community are deeply concerned about housing affordability. We would like to see a significant proportion of the housing at Balboa Reservoir be affordable to a combination of low, moderate, and middle-income people. However, housing cannot come at the cost of increased congestion.

Principles & Parameters:

HOUSING

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 middleincome (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).

aj comment:

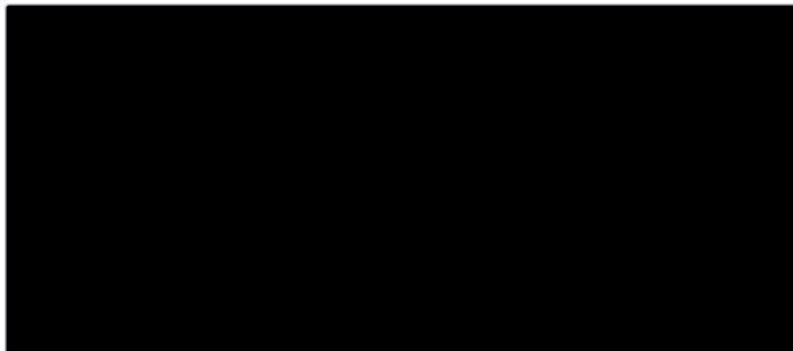
Contrary to "permanently affordable in perpetuity" the Development Agreement's Exhibit D 'AFFORDABLE HOUSING PROGRAM' states:

4. 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,

A cautionary tale for people to look into the future, 57 years from now:

['There's nowhere to go:' Peninsula tenants face eviction as rent control expires](#)



'There's nowhere to go:' Peninsula tenants face eviction as rent control...

The Foster's Landing complex has for years provided housing for low-income families.

https://www.smdailyjournal.com/news/local/affordable-rents-to-expire-at-foster-city-apartment-building/article_198deaa8-6024-11ea-9440-33aa98e33239.html

Principle #3: Help to alleviate City's undersupply of housing.

Parameters:

b. Create housing **without** compromising the quality of design or construction or **outpacing needed transportation infrastructure.**

aj comment:

The Transit Mitigation Measures in the Development Agreement has 3 elements: 1) A boarding island for the southbound 43 Masonic at Frida Kahlo/Ocean-Geneva; 2) Signal timing changes at Ocean/Brighton with no westbound to southbound left turns, and protected EB to NB left turn phase;3) Signal timing changes at Ocean/Plymouth (?! shouldn't this be Lee?!!) with no

WB to SB left turns, and protected EB to NB left turn phase.

These 3 mitigation measures are token measures that are incommensurate with transit delay that will be caused by the 1,100-unit project. The limiting factor is the fact that the 1100-unit project will only have ingress/egress at Lee and at one location on Kahlo Way. Tinkering with signal changes and adding a boarding island will not be able to solve the inherent problem of the limited roadway access to a landlocked parcel.

TRANSPORTATION

Principle #1: Manage parking availability for onsite residents while managing parking to meet City College enrollment goals and coordinating with City parking policies for the surrounding neighborhoods.

c. Working with City College and the City, describe an appropriate parking and transportation demand management plan that accommodates all appropriate City College student and employee demand at full enrollment, including access to the City College's future Performing Arts and Education Center. The TDM plan (including assumptions such as data and projections) should be coordinated with City College and consistent with recommendations in the forthcoming Balboa Area TDM Plan. If expert analysis demonstrates that shared parking is a viable approach, explore accommodating City College affiliates and other non-residents in shared parking facilities (garages where the same parking spaces are utilized by residents during non-peak hours and accessible to all others, including City College students and employees at other times).

aj comment:

The Development Agreement does not conform with this Principle. The Development Agreement calls for an absolute maximum of 450 spaces, deliberately ignoring "full enrollment, including access to the...future PAEC." The Fehr & Peers CCSF TDM & Parking Plan--which accounts for PAEC--shows "there would be unserved demand for around 980 to 1,767 parking spaces."

PROJECT'S RELATIONSHIP TO CITY COLLEGE

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

b. Working with City College and the City, develop an appropriate parking and TDM strategy that accommodates City College students and employees. If expert analysis demonstrates that shared parking is a viable approach, explore accommodating City College affiliates and other non-residents in shared parking facilities (garages where

the same parking spaces are utilized by residents during non-peak hours and accessible to all others, including City College students, faculty, and staff, at other times).

aj comment:

The Development Agreement does not conform with this Principle. The Development Agreement calls for an absolute maximum of 450 spaces. And if nobody had been looking at the fine print, the DA would only specify 220 spaces, based on a cherry-picked figure from the Fehr Peers TDM Study. Even the current 450 spaces deliberately ignores "full enrollment, including access to the...future PAEC."

The Fehr & Peers CCSF TDM & Parking Plan--which does account for PAEC-- shows " there would be unserved demand for around 980 to 1,767 parking spaces."

c. Phase the project in such a way that changes to the current parking lot can occur gradually, allowing for incremental adaptations rather than the wholesale removal of all parking spaces at once.

aj comment:

The Development Agreement does not conform with Principle 3c. Exhibit J of the DA, "Transportation" states:

b. Interim Parking

During the initial site-wide grading phase of construction of the Project no publicly-available parking spaces will be provided.

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

b. Assume that City College's planned Performing Arts & Education Center, designed for City College property immediately to the east of the Balboa Reservoir site, will be built. Working with City College and the City, describe an appropriate parking and transportation demand management plan that accommodates access to the future Performing Arts and Education Center (see Transportation parameter 1c).

aj comment:

The Development Agreement does not conform with this Principle. The Development Agreement calls for an absolute maximum of 450 spaces. And if nobody had been looking at the fine print, the DA would only specify 220 spaces, based on a cherry-picked figure from the Fehr Peers TDM Study. Even

the current 450 spaces deliberately ignores "full enrollment, including access to the...future PAEC."

The Fehr & Peers CCSF TDM & Parking Plan--which does account for PAEC-- shows " there would be unserved demand for around 980 to 1,767 parking spaces."

--Alvin Ja

From: [Michael Adams](#)
To: [Major, Erica \(BOS\)](#); [Wong, Linda \(BOS\)](#)
Subject: Fwd: Transit and traffic issues regarding CCSF
Date: Saturday, July 4, 2020 12:24:19 PM

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

To:
Erica Major, clerk for Land Use & Transportation Committee
Linda Wong, clerk for Budget & Finance Committee ,

Please include the message below in the official public comment files for the Balboa Reservoir Project. This message was sent to all Supervisors. If you have questions, please let me know.
Thank you.
Michael Adams, San Francisco voter

-----Original Message-----

From: Michael Adams <facilitato@aol.com>
To: Dean.Preston@sfgov.org <Dean.Preston@sfgov.org>; Sandra.Fewer@sfgov.org <Sandra.Fewer@sfgov.org>; Matt.Haney@sfgov.org <Matt.Haney@sfgov.org>; MandelmanStaff@sfgov.org <MandelmanStaff@sfgov.org>; Gordon.Mar@sfgov.org <Gordon.Mar@sfgov.org>; Aaron.Peskin@sfgov.org <Aaron.Peskin@sfgov.org>; Hillary.Ronen@sfgov.org <Hillary.Ronen@sfgov.org>; Ahsha.Safai@sfgov.org <Ahsha.Safai@sfgov.org>; Catherine.Stefani@sfgov.org <Catherine.Stefani@sfgov.org>; Shamann.Walton@sfgov.org <Shamann.Walton@sfgov.org>; norman.yee@sfgov.org <norman.yee@sfgov.org>
Sent: Fri, Jul 3, 2020 7:45 pm
Subject: Transit and traffic issues regarding CCSF

Dear Supervisors,

Your role in the protection of City College access for students, faculty and staff is approaching, by way of the extremely questionable process of privatizing the CCSF West Parking lot, otherwise known as the Balboa Reservoir, in a suspiciously favorable deal with private developers.. Others have provided you with shortcomings of the impact studies, including traffic and transit issues. Now we have the new reality that Muni Bus lines will be severely and permanently impacted by current conditions in all of San Francisco.

On the front page of today's 'SF Chronicle'. (July 3). On the front page is a timely and relevant article: **"Most MUNI**

bus lines unlikely to return" It projects a permanent loss of 40 of 68

bus lines as people decide to use cars to enhance social distancing rather than crowd onto buses and trains. The CCSF West Parking lot (Ba boa) will be needed even more. This new existing condition is important. The most reasonable remedy is more clear than ever, that being the transfer of the CCSF west parking lot to CCSF. Please make this happen.

Michael Adams, voter

From: [aj](#)
To: [Fewer, Sandra \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Wong, Linda \(BOS\)](#)
Cc: [Tom Temprano](#); [John Rizzo](#); [swilliams](#); [tselby](#); [bdavila@ccsf.edu](#); [ivylee@ccsf.edu](#); [studenttrustee@mail.ccsf.edu](#)
Subject: Balboa Reservoir Development Agreement, File 200423
Date: Tuesday, June 30, 2020 10:05:52 PM
Attachments: [Alvin Ja submissions VALUATION.pdf](#)

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

Chair Fewer, Supervisors Walton & Mandelman:

I see that the Balboa Reservoir Development Agreement Approval (File 200423) has been transferred to the Budget & Finance Committee.

I wish to bring your attention to issues with the Development Agreement.

Language contained in both the Enacting Ordinance, and in the Development Agreement itself, circumvents appraisal requirements. Bypassing appraisal requirements raises strong suspicion of corruption.

PRICE

The "fair market valuation" that was given, and which has been approved by the PUC for the Reservoir sale is \$11.4 Million. This comes to \$15.95/ square foot for permanent ownership by a private joint venture.

\$15.95/ sq ft is dirt-cheap, especially when it's being sold to the private, for-profit Avalon Bay joint venture.

In comparison:

- PUC transferred the 3.29-acre Francisco Reservoir to Rec & Park Dept in 2014 for \$9.9 Million. This equated to **\$69.06/** sq ft to another City agency.
- PUC sold a 3,429 sq ft lot near 411 Burnett in 2017 for \$1.29 Million. This comes to **\$350/** sq ft.
- The appraised and agreed valuation between City College and the Reservoir Project for SFCCD Reservoir property (Lee Extension and North Road) to be ceded to the Reservoir Project is **\$250/** sq ft

APPRAISAL

Administrative Code 23.3 requires appraisal and appraisal review. The March 2018 Budget & Legislative Analyst's Report specifically recommended compliance with 23.3's requirements. Yet the Enacting Ordinance and the Development Agreement contains language to waive the requirements of Administrative Code 23.3.

Something is very wrong with this picture.

Can you spell "corruption"?! US Dept of Justice needs to uncover who wrote up the

Enacting Ordinance and the Development Agreement. You need to help put an end to the culture of corruption.

I urge you to do the right thing by voting against this corrupt Development Agreement. Grassroots City College stakeholders will thank you for doing so!

Attached are a compilation of submissions that were sent to Land Use Committee prior to the transfer to your committee. Please look it over.

Sincerely,
Alvin Ja, City College supporter

SUBMISSIONS TO SF GOVERNMENT AGENCIES:

BALBOA RESERVOIR VALUATION

5/25/2020 Sale price of PUC Reservoir--a scandal

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

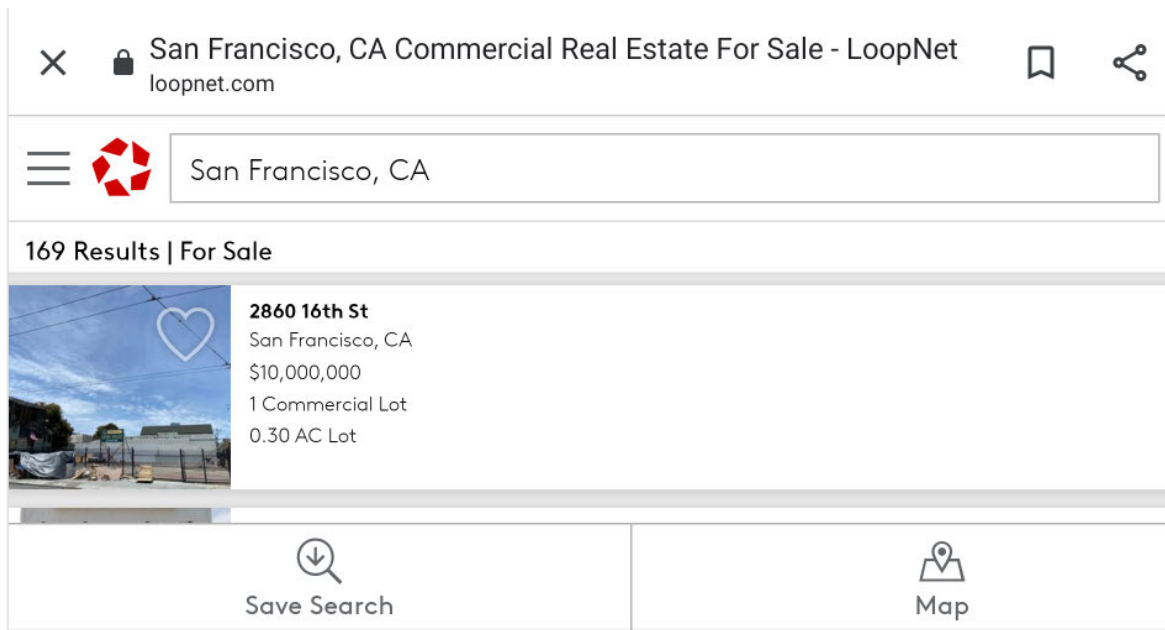
A hidden treasure for the developers is contained in Attachment A, "CEQA Findings" <https://commissions.sfplanning.org/cpcpackets/2018-007883GPAPCAMAPDVA.pdf>

The hidden treasure is the estimated price of the PUC Reservoir parcel 3180-190.

From page 21 of Attachment A (p. 1231 of the 2,256-page PDF):

"The expected land cost is estimated at approximately \$11.2 million."

In comparison a **0.3 acre** lot at 16th/Shotwell is selling for **\$10 million**.....while the 17.6 acre PUC parcel is \$11.2 million?!



The lot on 24th Street comes to \$33.33 million/acre; the Reservoir lot = a mere \$ 0.64 million/acre.

The PUC lot's estimated price computes to only **1.9% of the 24th Street** lot on a per acre basis!

Can you say Privatization Scam?!

Alvin Ja, District 7

5/30/2020 Scandalous property valuation for Balboa Reservoir Project—Comps

Land Use & Transportation Committee (Files 4200422 & 200423) , Supervisor Yee, BOS, PUC:

INFO REGARDING PROPERTY VALUATION IN RELATION TO BALBOA RESERVOIR:

1. The Balboa Reservoir Final EIR's CEQA Findings that were revealed last week showed that the estimated value of the 17.6 acre PUC property is \$11.2 million;
2. A 0.3 acre lot at 16th/Shotwell is going for \$10 million;
3. The new City College-Reservoir Project Access Easement Agreement's Lee Extension and North Street's 0.35 acre lot (\$15,032 sq ft.) is valued at \$3.8 million. [Bal. Res., Access Easement agreement, 2020.tiff](#)



Comparing the three properties on a per-square foot basis, from low to high:

Reservoir Project: \$ 14.61 /sq ft

Lee Ext, North St: \$250. /sq ft

16th/Shotwell: \$765. /sq ft

Is something out of whack here?!

--aj

6/1/2020 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.
16 th 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

6/9/2020 Balboa Reservoir Appraisal Required by Adm Code 23.3

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

6/11/2020 Balboa Reservoir Appraisal Required by Adm Code 23.3

District Attorney Boudin:

Buried deep within a 2,256-page PDF Planning Commission packet was the estimated valuation of the 17.6 acre PUC Reservoir of \$ 11.2 Million.

\$ 11.2 Million for 17.6 acres is the equivalent of \$14.61 per square foot. This is a 98% discount off market-rate to benefit the private developer. This smells like corruption.

Please launch an investigation into possible corruption within City offices in relation to the Balboa Reservoir Project.

Administrative Code 23.3 requires objective appraisal. The Development Agreement willfully violates 23.3, contending that appraisal "is not necessary" and waives the requirement. Please refer to the email, below.

Sincerely,

Alvin Ja, District 7

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

From: aj <ajahjah@att.net>

Sent: Tuesday, June 9, 2020, 06:50:28 PM PDT

Subject: Balboa Reservoir Appraisal Required by Adm Code 23.3

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

6/12/2020 EPS Feasibility Memo: Evidence of the myth of 'market-rate housing subsidizing affordable units'

Supervisors Haney, Mar and any others Supervisors who stand against a "culture of corruption" in City offices:

Please dig into the Balboa Reservoir Bait & Switch Privatization Scam. Far from being a Public-Private Partnership in which market-rate units will be subsidizing affordable units, the exact opposite is the reality.

\$124.4 Million public funding, in addition to a \$11.2 Million giveaway price (with required independent appraisal bypassed!) for the Reservoir parcel, will be subsidizing Avalon Bay/Reservoir Community Partners LLC.

--aj

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

From: aj <ajahjah@att.net>

To: Donna Hood <dhood@sfgov.org>; Major Erica (BOS) <erica.major@sfgov.org>; Board of Supervisors

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](#)



The "Affordable Housing Program" (Exhibit 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 subsidizing 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: $\$124.2\text{M} / \$180.6\text{M cost} = \mathbf{69\%}$
2. If 187 City units are not covered: $\$124.2\text{M} / (\$180.6\text{M} + \$44.7\text{M}) = \mathbf{55\%}$

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 affordability "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

6/18/2020 Valuation of Balboa Reservoir--Still scandalous

PUC Commissioners:

The estimated valuation for the PUC Reservoir was released in documents provided for the Planning Commission's May 28,2020 meeting.

The valuation was very well hidden. The \$11.2 Million valuation was contained deep within the 2,256-page PDF document provided to the Planning Commission. Curiously, the valuation was not contained in any of the Executive Summaries.

There's another curious point in the 2256-page PDF document. The 2256-page PDF contains the proposed Ordinance for the approval of the Development Agreement. The proposed Ordinance curiously "waives" Administrative Code 23.3's requirement for an appraisal.....as being unneeded.

JUNE APPRAISAL

Apparently, 'the powers-that-be' have figured out that it would be better to have an appraisal to justify the Reservoir Project Privatization Scam, since the estimated valuation and the waiver of Section 23.3 had been uncovered/exposed.

The material released today (6/18) for the June 23 PUC meeting now shows that an appraisal was just done in June--this month. This more recent valuation shows a valuation of \$11.4 Million for 16.4 acres (714,637 sq ft.) This hurry-up June appraisal kicks up the valuation somewhat: From \$14.61/sq ft. to \$15.95/ Sq ft.

\$15.95/ Sq ft. is still ridiculously and scandalously low. Whatever lame "community benefits" that are touted as justification for the low price can't legitimize the giveaway price that benefits the private for-profit developer.

FRANCISCO RESERVOIR

PUC Resolution 14-0113 (7/8/2014) authorized the sale of Francisco Reservoir to the Park & Rec Dept. This was a sale of PUC property to another **public agency**.

Francisco Reservoir's 3.29 acres was sold to Rec &Park for \$9.9 Million. This equated to \$69.06/sq ft in 2014.

BALBOA RESERVOIR vs. FRANCISCO RESERVOIR

Does it make any sense that a **private developer would**, on a price per square foot basis, **pay only 23.1% of what a public agency had to pay 6 years ago?!** Can you spell "corruption"?

CURRENT COMPARABLES

I've already documented in detail how the Reservoir Project is actually a privatization scam. It's a Bait & Switch scam in which the marketing hype and PR diverges from the actual terms contained in the Development Agreement. Please review those earlier submissions.

For your convenience, I will just provide herein a comparative Table that was contained in an earlier submission. It has been updated to reflect the newer information contained in the 6/23 PUC meeting material.

The updated \$15.95/sq ft price is still a 98% discount off the market.

I, along with many others, urge you to vote against this giveaway of Public land to the private sector.

Do not subsidize Avalon Bay with public land and public monies.

LOCATION	PRICE	AREA	PRICE/SQ FT
PUC Reservoir (updated 6/18/2020)	\$ 11.4 Million	714,637 sq ft (16.4 acres)	\$ 15.95
SFCCD Reservoir (Lee Ext, North Street), Ceded to Reservoir Project in 2020	\$ 3.8 Million	15,032 sq ft	\$253.
636 Capp Street	\$ 2.5 Million	4,046 sq ft	\$618.
16 th Street/Shotwell	\$ 10 Million	13,068 sq ft (0.30 acre)	\$768.

Sincerely,

Alvin Ja, District 7

6/20/2020 Another comparison: sale of Burnett parcel, PUC Res 17-0088 (4/25/2017)

PUC Commissioners:

The proposed sale price of the Reservoir to Reservoir Community Partners is highly suspect.

In a previous submission I had presented the price per sq ft for the 2014 sale of the Francisco Reservoir to the Recreation & Park Dept, another public agency.

Here, I provide another comparison:

PUC Resolution 17-0088 (4/25/2017) sold PUC's Block 2719C Lot 23, a 3,429-sq ft "steep and irregularly undeveloped" parcel, located near 411 Burnett to a private party.

An appraisal was performed by Associated Right of Way Services, Inc:

The \$1,500,000 sales price is based on a 2015 appraisal report by MAI appraiser Associated Right of Way Services (ARWS). The ARWS report stated that the fair market value at SFPUC Parcel at \$1,200,000 and the combined SFPUC Parcel and SFPW Parcel at \$1,500,000.

The PUC parcel 2719C-23 had an area of 3,429 square feet and was appraised at \$1.2 Million:

This computes to \$349.96/ sq ft for a steep, irregularly shaped parcel ($\$1.2M / 3429 \text{ sq ft} = \$349.96 / \text{sq ft}$).

By any reasonable measure, the valuation for the sale to the private, for-profit Avalon Bay joint venture at \$15.95 / sq ft is way out of whack.

Do not give away the Reservoir in this Privatization Scam.

Do not be a party to corruption between developers and City officials.

Sincerely,
Alvin Ja, District 7 ratepayer

6/21/2020 Comment on Chron article: "S.F. to sell housing site at big discount." (with SFCCD appraisal attachment)

PUC Commissioners, Land & Transportation Committee, BOS:

The fact that the City & County is willing to part with the PUC at a scandalously low price has finally hit the Chron. The Chron carried a story today on the sale price of the Reservoir, "S.F. to sell housing site at big discount."

1. The article's "50% discount from fair market value" is but an opinion provided by Clifford Advisory. Objectively, the discount is much larger. According to Investopia: *"In its simplest sense, fair market value (FMV) is the price that an asset would sell for on the open market."*

On the open market, a \$11.4 Million price tag would invite a feeding frenzy from potential buyers. On the open market, the price would be bid much, much higher than \$15.95/sq ft. Even doubling it to \$32/ sq ft would still be far off the mark in the open market.

Although hidden from public view until now, a scandalously low price was in all likelihood a 'wink, wink, nod, nod' understanding in backroom dealings from many years ago.

2. City College is being asked to cede property for the Reservoir Project's Lee Avenue Extension and North Street. An appraisal was performed for the transfer which equated to **\$250/ sq ft.** (Appraisal attached). Compare this to the PUC Reservoir Purchase and Sale Agreement at **\$15.95/ sq ft.**

3. The article says that 366 affordable units will cost the developers about \$91.5 Million. What the article fails to inform the reader is that a Financial Feasibility Memo conducted by Economic & Planning Systems, Inc. [Reservoir Project--EPS Feasibility Memo Profit-Loss Sheet](#) shows that the developers expect to receive \$79.5 Million in State grants for 363 (not 366) units: \$39.5M from CA Statewide Park Program & CA Infill Infrastructure Grant Program; and \$40M from CA Multifamily Housing Program & CA Affordable Housing & Sustainable Communities Program. What this means is that **87%** of the developers share of 363 units of affordable housing will be **paid** for **with public funds** anyway!





Reservoir Project--EPS Feasibility Memo Profit-Loss Sheet

Sheet1 REVENUE (Sources) ...

4. How long will affordability last? Contrary to the deceptive advertising of "permanent" affordability, the Development Agreement states:

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,***

5. To make sure that this Privatization Scam goes through without too many problems, the Development Agreement's Schedule 2-2, Schedule of Code Waivers will bypass Administrative Code 23.3's REQUIREMENT for appraisal review:

*In recognition of the Fiscal Feasibility Report adopted by the Board of Supervisor as Resolution 85-18 and the depth of analysis and sophistication required to appraise the Project Site in connection with the sale of the Project Site, the **Appraisal Review required by Section 23.3 is waived.***

What kind of sophistry is this?! So an Appraisal Review is not needed because it's too hard to do?! This is f.....g bullshit! And in regard to the BOS Budget Analyst Fiscal Feasibility Report, see my next item.

6. The BOS Budget Analyst's Fiscal Feasibility Report questioned ownership of the 17% "additional affordable."

The Development Agreement requires the City to pay for the 17% "additional affordable," Yet the Development Agreement does not give ownership of the 187 "additional affordable" units or of the land to the City & County which is paying for it! Furthermore, affordability restrictions on these unit end in 57 years!

Also, ownership of the land on which the additional 17 percent of affordable housing would be built has not been defined. The Mayor's Office of Housing and Community Development (MOHCD) could potentially own the land and enter into long term ground leases with affordable housing developers, which is the current practice of MOHCD. The Board of Supervisors should request MOHCD to report back to the Board of Supervisors early in the process of negotiations between the City and Reservoir Community Partners on...(b) whether the City will own any land on which 100 percent affordable housing developments are

constructed; and (c) conformance of the additional 17 percent affordable housing units to City policy and requirements.

7. The Reservoir Project has been effectively marketed as providing a big contribution to address our housing crisis. However the deceptive marketing diverges from the actual terms of the Development Agreement.

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 \$11.4 Million;
- Instead of the marketing sweet-talk of affordability "in perpetuity", affordability will only be assured for 57 years.
- Providing \$124.2 Million in public monies (\$79.5M from State and \$ 124.2M from "City's Affordable Share") to fund the cost of 550 affordable units.
- Avalon Bay will be essentially be getting 550 market-rate units for free, plus practically free land from us, the 99%.....in exchange for 363 affordable-for-57-year units, for which 87% of costs will come from public funds.

Hiding the giveaway price of the PUC Reservoir until your 6/23/2020 meeting is highly suspicious. In any transaction, isn't common sense to ask about price in the early stages of any transaction?

The fact that price has been hidden until now points to there being a culture of corruption in high places in SF Government. You need to recognize that the Reservoir Project is objectively a Privatization Scam but deceptively and falsely marketed as "market-rate subsidizing affordable." Facts should matter to you in your deliberations, not deceptive advertising.

Don't be a party to corruption and privatization of public lands at a giveaway price.

Sincerely,
Alvin Ja, D7 ratepayer

6/22/2020 Fair market value of PUC Reservoir

PUC, Land & Transportation Committee, BOS:

Chron's JK Dineen wrote yesterday about selling the Reservoir at a "bargain-basement price."

The Purchase and Sale Agreement would sell the Reservoir at \$15.95/ sq ft which the Avalon Bay joint venture would own in perpetuity. You cannot even get a one-month rental for anything at \$16/ sq ft!

Clifford Advisory's appraisal of the PUC property at \$11.4 Million is a concocted valuation. A valid real estate fair market valuation (FMV) is supposed to reflect its value on the open market. An FMV that is arrived at as a result of collusion and collaboration is not a valid FMV.

FMV is supposed to be arrived at in an "arm's length transaction." The PSA's FMV of \$11.4 Million fails this standard.

ATTEMPTED CIRCUMVENTION OF APPRAISAL and APPRAISAL REVIEW (Adm Code 23.3)

Indicative of the corruption and collusion in the entire Balboa Reservoir Project process is the fact the Ordinance for the Development Agreement, as well as the DA's own Schedule 2-2 "Waiver of Codes" call for circumventing Administrative Code 23.3's REQUIREMENT for appraisal and appraisal review.

The intent of City officials was to sneak through the bargain-basement price without ANY appraisal. The Clifford Advisory appraisal was commissioned only because the scandalously low price had unexpectedly been identified by the public deep within a 2256-page PDF Planning Commission packet.

The Clifford Advisory appraisal was only commissioned in June.....only a few weeks prior to the PUC meeting. The purpose of the Clifford Advisory appraisal was essentially an attempt to cover tracks.

Here, I provide you with definitions of "Fair Market Value" and "arm's length transaction."

Redfin:

Definition of Fair Market Value

Fair market value is the home price that a buyer and seller in an **arm's-length transaction** would be willing to agree upon on the open market. For example, if a son buys a home from his mother at an unusually low price, that price is not the fair market value because it was not an arm's-length transaction. The mother would sell the home at a much higher price if she sold it on the open market to an unrelated buyer.

Investopedia:

What Is an Arm's Length Transaction?

An arm's length transaction refers to a business deal in which buyers and sellers act independently without one party influencing the other. These types of sales assert that both parties act in their own self-interest and are not subject to pressure from the other party; furthermore, it assures others that there is **no collusion between the buyer and seller.**

If nothing else, this should ring alarms in your head about the validity of the Clifford Advisory appraisal. Secondly, this should have you wondering why language that bypasses both appraisal and appraisal review would appear in the DA Ordinance, and the Development Agreement itself.

What kind of alarms?.....CORRUPTION.

The main way FMV's are arrived at are via "comps." How does the Balboa Reservoir's \$15.95/ sq ft compare with:

- Francisco Reservoir to Rec & Park, 2014-- \$69.06/ sq ft
- SFCCD Lee Extension & North Road to Reservoir Project, 2020 --\$250/ sq ft
- 636 Capp -- asking \$618/ sq ft
- 16th/Shotwell-- asking \$768/ sq ft

Please don't join the culture of corruption in City offices. Do not approve the bargain-basement PSA.

If you're willing to sell it for cheap, sell to City College, instead. Not to a private, for-profit joint venture.

Sincerely,

Alvin Ja, D7 ratepayer

Land Use and Transportation Committee, Budget & Finance Committee, BOS:

The enacting Ordinance for the Development Agreement states:

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.

Schedule 2-2 of the Development Agreement states:

In recognition of the Fiscal Feasibility Report adopted by the Board of Supervisor as Resolution 85-18 and the depth of analysis and sophistication required to appraise the Project Site in connection with the sale of the Project Site, the Appraisal Review required by Section 23.3 is waived.

Resolution 85-18's Budget & Legislative Analyst's Fiscal Feasibility Report is cited to support bypassing Appraisal Review. However, the Budget & Legislative Analyst Report says the exact opposite. This is what the 3/9/2018 Report **really** says:

*The price that Reservoir Community Partners will pay SFPUC to acquire the site will be informed by a cash flow analysis that takes into account the development's 33 percent affordability requirement, and by **an independent appraisal and appraisal review conducted in accordance with the requirements set out in Administrative Code Chapter 23.***

RECOMMENDATION: Preparation of a rigorous, independent cash flow analysis...to ensure that land price paid to SFPUC ...are maximized.

The Budget & Legislative Analyst Report affirmatively calls for compliance with the requirements of Administrative Code 23.3 to protect the public interest. Instead, the Enacting Ordinance and the Development surrenders the public interest to by gifting public land to a private developer joint venture for dirt cheap.

Do not approve the enacting Ordinance for the Development Agreement. Do not waive the requirement of Administrative Code 23.3 for independent, objective Appraisal Review.

Protect the public interest. Do not be a party to a corrupt permanent giveaway of public land at \$15.95 per square feet.

Alvin Ja, D7

From: [aj](#)
To: [Major, Erica \(BOS\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors. \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Low, Jen \(BOS\)](#)
Cc: [Phil Matier](#); [JK Dineen](#); [Roland Li](#); [Laura Waxmann](#); [Ida Mojadad](#); [Joshua Sabatini](#); [Joe Fitzgerald Rodriguez](#); [Tim Redmonds](#)
Subject: No to a culture of corruption
Date: Monday, June 29, 2020 11:35:33 PM

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

Land Use & Transportation Committee, Budget & Finance Committee, BOS:

As you should know by now, Planning Commission, SFMTA, and PUC have all approved the necessary elements to facilitate the final approvals of the Balboa Reservoir Project.

You should also know by now that the Reservoir Project's Purchase & Sales Agreement (PSA) gives away 16.4 acres for a pittance, in the dirt-cheap amount of \$11.4 Million.

You should furthermore know that the Enacting Ordinance for the Development Agreement, as well as Schedule 2-2 of the Development Agreement itself, forego Administrative Code 23.3's appraisal requirements, which is in direct contradiction to your 2018 Budget & Legislative Analyst Report's recommendation.

The US Attorney and FBI Press Release of 6/24/2020 (incidentally, one day following PUC's approval of the \$11.4M sale) regarding corruption in SF City government stated:

He [US Attorney David Anderson] added, "As this investigation continues, the breadth and depth of the identified misconduct is widening. To everyone with a piece of public corruption in San Francisco, please understand that here in federal court we will distinguish sharply between those who cooperate and those who do not. If you love San Francisco, and regret your misconduct, you still have an opportunity to do the right thing. Run, don't walk, to the FBI, before it is too late for you to cooperate."

"Today's announcement is part of a complex, ongoing FBI investigation into public corruption in San Francisco city government," said FBI's Special Agent in Charge John F. Bennett. "This type of unscrupulous behavior erodes trust in our municipal departments and will not be tolerated. The FBI is committed to investigating any individual or company involved and hold them accountable."

Please, don't be foolish enough to be part of giving away public property for cheap in what amounts to be a Privatization Scam.

And please, even if you have no direct involvement, take up the advice of US Attorney Anderson to report what you know about the suspiciously low Reservoir valuation, and the 'who, how, why' of the waiver of Administrative Code 23.3:

".....we will distinguish sharply between those who cooperate and those who do not. If you love San Francisco, and regret your misconduct, you still have an opportunity to do the right thing. Run, don't walk, to the FBI, before it is too late for you to cooperate."

Please don't be a part of a culture of corruption.

Sincerely,

Alvin Ja, D7

From: [aj](#)
To: [Major, Erica \(BOS\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors. \(BOS\)](#)
Cc: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [RonenStaff \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Yee, Norman \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Fewer, Sandra \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [SNA BRC](#); [Public Lands for Public Good](#); [Defend City College Alliance](#); [CCSF Collective](#); ccsfheat@gmail.com
Subject: BOS Budget & Legislative Analyst Report vs. Reservoir Development Agreement
Date: Sunday, June 28, 2020 7:52:15 PM

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

Land Use and Transportation Committee, Budget & Finance Committee, BOS:

The enacting Ordinance for the Development Agreement states:

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.

Schedule 2-2 of the Development Agreement states:

In recognition of the Fiscal Feasibility Report adopted by the Board of Supervisor as Resolution 85-18 and the depth of analysis and sophistication required to appraise the Project Site in connection with the sale of the Project Site, the Appraisal Review required by Section 23.3 is waived.

Resolution 85-18's Budget & Legislative Analyst's Fiscal Feasibility Report is cited to support bypassing Appraisal Review. However, the Budget & Legislative Analyst Report says the exact opposite. This is what the 3/9/2018 Report **really** says:

*The price that Reservoir Community Partners will pay SFPUC to acquire the site will be informed by a cash flow analysis that takes into account the development's 33 percent affordability requirement, and by **an independent appraisal and appraisal review conducted in accordance with the requirements set out in Administrative Code Chapter 23.***

RECOMMENDATION: Preparation of a rigorous, independent cash flow analysis...to ensure that land price paid to SFPUC ...are maximized.

The Budget & Legislative Analyst Report affirmatively calls for compliance with the requirements of Administrative Code 23.3 to protect the public interest. Instead, the Enacting Ordinance and the Development surrenders the public interest to by gifting public land to a private developer joint venture for dirt cheap.

Do not approve the enacting Ordinance for the Development Agreement. Do not waive the requirement of Administrative Code 23.3 for independent, objective Appraisal Review.

Protect the public interest. Do not be a party to a corrupt permanent giveaway of public land at \$15.95 per square feet.

Alvin Ja, D7

From: [aj](#)
To: [Major, Erica \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Yee, Norman \(BOS\)](#)
Cc: [BRCAC \(ECN\)](#); [SNA BRC](#); [Public Lands for Public Good](#); [CCSF Collective](#); [ccsfheat@gmail.com](#); [Safai, Ahsha \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [RonenStaff \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Looking 57 years forward when affordability ends
Date: Saturday, June 27, 2020 7:35:23 PM

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

Land & Transportation Committee, BOS, BRCAC, D7 Supervisor Yee:

The Balboa Reservoir Development Agreement's affordability restriction expires after 57 years. 57 years is not "in perpetuity" as it had been deceptively marketed by OEWD, Planning Dept, and Avalon-Bridge.

The situation described in the San Mateo Daily Journal article below should serve as a warning of what lies ahead.

Foster City residents living in affordable units are encountering a crisis because of expiration of affordability restrictions. The same will happen at the Balboa Project.

After 57 years, the patient Reservoir developers will have hit the jackpot when they own everything without restrictions that they bought at a giveaway price.

Don't be party to this Privatization Scam!

Here's the Foster City story:

Affordable rents to expire at Foster City apartment building

More than 70 facing massive rent increases they say they can't afford

By Zachary Clark Daily Journal staff Mar 7, 2020

A Foster City apartment building's below-market rate program will soon expire, causing 74 renters, including seniors with disabilities and families, to face rent increases

with some more than six times what they currently pay.

Located at 700 Bounty Drive and owned by Essex Property Trust, the 490-unit Foster's Landing Apartments entered into an agreement with the city in 1986 to keep 15% of units affordable for more than three decades. That agreement will soon sunset.

On Dec. 31, 40 of the building's below-market rate units will become market-rate ones, while rents for the other 24 affordable units will become market rate over the next two years.

While the residents aren't being evicted from their apartments, the enormous rent increases will mean many if not all of them will have to relocate. They're fearful they'll be forced to leave an area that has been their home for decades and some are worried they'll soon be homeless.

"This leaves a lot of families in a very vulnerable place," said Corrine Warren, whose mother has been a resident at Foster's Landing for 33 years. "This has caused my mom a lot of stress. We're not sure what to do. We don't know what's going to happen."

Residents of the below-market rate units at Foster's Landing currently pay in rent 30% of their monthly income. For Warren's mother, that comes out to \$800 per month for a two-bedroom apartment. Starting Jan. 1, she'll have to pay around \$4,200 per month for it.

Barbara Grossetti, also a Foster's Landing resident, currently pays \$500 a month for an apartment that by the same time will likely cost about \$3,200 per month.

“We have disabled people, people in their 90s here, families, single parents and seniors like me living on Social Security,” she said. “They have nowhere to go. They’ll be homeless.

“Legally [Essex] has the right to do this, but morally they don’t,” she added. “It’s all about greed, that’s what it comes down to. They’ll get so much money for these apartments.”

Grossetti moved into Foster’s Landing three years ago after being on an affordable housing wait list for six years. She said at the time she wasn’t told her below-market rate rents will soon expire.

The tenants acknowledge Essex’s legal right to charge market rate rents, but feel they should at least be granted more time to find a new home.

“Since my mother has been there 33 years I think it’s fair to give her one to three years time before the new rates begin,” Warren said. “But even then it’d be really difficult to find anything. I’ve called a few places and the wait list is between five and 10 years.”

Essex only wanted to comment on the situation in a statement. In it, Barb Pak, a senior vice president for the company, said notifications were sent to residents over a year ago “to provide ample time to prepare for the transition” with follow-up notifications delivered recently.

“The city is aware of all tenants who have expiring leases and we hope the city will help provide alternatives,” the statement adds. Essex purchased the building and assumed the affordable housing agreement with the city in 2014.

At a meeting Monday, Charlie Bronitsky, a former Foster

From: [Board of Supervisors, \(BOS\)](#)
To: [Major, Erica \(BOS\)](#)
Subject: FW: Balboa Reservoir
Date: Wednesday, June 24, 2020 10:34:12 AM

From: Zoe Eichen <zoellen@gmail.com>
Sent: Monday, June 22, 2020 1:51 PM
To: CPC-Commissions Secretary <commissions.secretary@sfgov.org>; Koppel, Joel (CPC) <joel.koppel@sfgov.org>; Moore, Kathrin (CPC) <kathrin.moore@sfgov.org>; Diamond, Susan (CPC) <sue.diamond@sfgov.org>; Fung, Frank (CPC) <frank.fung@sfgov.org>; Imperial, Theresa (CPC) <theresa.imperial@sfgov.org>; Johnson, Milicent (CPC) <milicent.johnson@sfgov.org>; commission@sfgwater.org; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Balboa Reservoir

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

Plans for privatizing the Balboa Reservoir land represents a willful contradiction and private undermining of the public interest as indicated by the support of Prop A, and evidence shows that building 1100 mostly market-rate homes on the Balboa Reservoir site will make the San Francisco affordable housing crisis worse, and building it without making sure the pollution is contained. Land, water, air pollution will endanger the health of the people and natural resources that are near the construction site. This includes TWO schools, Riordan High School and CCSF Ocean, and a local apartment complex.

The environmental impact report on the private Balboa Reservoir Project identified three significant damaging environmental impacts that cannot be mitigated: construction noise, air pollution, and transportation problems that will go on for as long as a decade or more, causing health and safety issues for neighbors, children, students, and district employees, and disrupting classroom effectiveness for both Riordan High School and CCSF, making education even more difficult and unsupported for students.

I demand that you reserve Balboa Reservoir and keep it safe for the sake of its environment and the people who inhabit the space nearby. At the very least, this project must be stopped unless there is a specific plan to mitigate pollution as much as possible.

Sincerely,

Zoellen Eichen, SF resident and CCSF student

City mayor and land use lawyer, asked the current council to discuss the situation at its next meeting and form a committee to explore potential solutions for the tenants. The council appeared amenable to his proposal.

Councilman Sam Hindi has already began working with the tenants as well as the office of U.S. Rep. Jackie Speier, D-San Mateo, to see what can be done to support the tenants.

“It’s a tragedy,” he said of the tenants’ uncertain future. “The city wants to preserve all these below-market rate units no question about it. We need all hands on deck and I will not leave any stone unturned to try to get safety and a roof over the heads of our residents.”

Bronitsky said he’s only in the beginning stages of researching what can be done to assist, but has already concluded recently-passed state laws, including Assembly Bill 1482, do not apply in this case. Assembly Bill 1482 created rent caps in California and went into effect in January.

He said some are asking charitable organizations to help with the tenants’ rent. Councilmembers are also exploring the feasibility of placing the tenants at the top of affordable housing lists elsewhere.

Other potential actions include the adoption of an urgency rent control ordinance or the council could choose to subsidize the tenant’s rents or provide relocation assistance, among other actions. Officials are also engaging the nonprofit community to see what can be done.

Bronitsky hopes a solution can be arrived at voluntarily and said he’s trying to arrange meetings with Essex to do so.

Assistant City Manager Dante Hall said the city has met with Essex representatives on multiple occasions and is still working with them on potential solutions.

“We don’t want to say they’re not being cooperative,” he said. “Essex is still thinking about it and we’re trying to find out if we can bring in some partners or if we can find some other ways to take care of families. Hopefully we find a resolution.”

On the bright side, Hindi said no other affordable apartment complex in the city will expire until 2050.

From: [aj](#)
To: [Hood, Donna \(PUC\)](#); [Major, Erica \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)
Cc: [JK Dineen](#); [Roland Li](#); [tthadani@sfchronicle.com](#); [megan.cassidy@sfchronicle.com](#); [Joshua Sabatini](#); [Ida Mojadad](#); [Laura Waxmann](#); [Joe Fitzgerald Rodriguez](#); [Tim Redmonds](#); [Public Lands for Public Good](#); [Defend City College Alliance](#); [CCSF Collective](#); [ccsfheat@gmail.com](#); [SNA BRC](#)
Subject: Fair market value of PUC Reservoir
Date: Monday, June 22, 2020 2:53:17 PM

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

PUC, Land & Transportation Committee, BOS:

Chron's JK Dineen wrote yesterday about selling the Reservoir at a "bargain-basement price."

The Purchase and Sale Agreement would sell the Reservoir at \$15.95/ sq ft which the Avalon Bay joint venture would own in perpetuity. You cannot even get a one-month rental for anything at \$16/ sq ft!

Clifford Advisory's appraisal of the PUC property at \$11.4 Million is a concocted valuation. A valid real estate fair market valuation (FMV) is supposed to reflect its value on the open market. An FMV that is arrived at as a result of collusion and collaboration is not a valid FMV.

FMV is supposed to be arrived at in an "arm's length transaction." The PSA's FMV of \$11.4 Million fails this standard.

ATTEMPTED CIRCUMVENTION OF APPRAISAL and APPRAISAL REVIEW (Adm Code 23.3)

Indicative of the corruption and collusion in the entire Balboa Reservoir Project process is the fact the Ordinance for the Development Agreement, as well as the DA's own Schedule 2-2 "Waiver of Codes" call for circumventing Administrative Code 23.3's REQUIREMENT for appraisal and appraisal review.

The intent of City officials was to sneak through the bargain-basement price without ANY appraisal. The Clifford Advisory appraisal was commissioned only because the scandalously low price had unexpectedly been identified by the public deep within a 2256-page PDF Planning Commission packet.

The Clifford Advisory appraisal was only commissioned in June.....only a few weeks prior to the PUC meeting. The purpose of the Clifford Advisory appraisal was essentially an attempt to cover tracks.

Here, I provide you with definitions of "Fair Market Value" and "arm's length transaction."

Redfin:

Definition of Fair Market Value

Fair market value is the home price that a buyer and seller in an **arm's-length transaction** would be willing to agree upon on the open market. For example, if a son buys a home from his mother at an unusually low price, that price is not the fair market value because it was not an arm's-length transaction. The mother would sell the home at a much higher price if she sold it on the open market to an unrelated buyer.

Investopedia:

What Is an Arm's Length Transaction?

An arm's length transaction refers to a business deal in which buyers and sellers **act independently** without one party influencing the other. These types of sales assert that both parties act in their own self-interest and are not subject to pressure from the other party; furthermore, it assures others that there is **no collusion between the buyer and seller.**

If nothing else, this should ring alarms in your head about the validity of the Clifford Advisory appraisal. Secondly, this should have you wondering why language that bypasses both appraisal and appraisal review would appear in the DA Ordinance, and the Development Agreement itself.

What kind of alarms?.....CORRUPTION.

The main way FMV's are arrived at are via "comps." How does the Balboa Reservoir's **\$15.95/ sq ft** compare with:

- Francisco Reservoir to Rec & Park, 2014-- \$69.06/ sq ft
- SFCCD Lee Extension & North Road to Reservoir Project, 2020 --\$250/ sq ft
- 636 Capp -- asking \$618/ sq ft
- 16th/Shotwell-- asking \$768/ sq ft

Please don't join the culture of corruption in City offices. Do not approve the bargain-basement PSA.

If you're willing to sell it for cheap, sell to City College, instead. Not to a private, for-profit joint venture.

Sincerely,
Alvin Ja, D7 ratepayer

From: [aj](#)
To: [Major, Erica \(BOS\)](#)
Subject: Fw: Comment on Chron article: "S.F. to sell housing site at big discount."
Date: Sunday, June 21, 2020 6:05:53 PM
Attachments: [Appraisal for North Street, Lee Extension.PDF](#)

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

Subject: Comment on Chron article: "S.F. to sell housing site at big discount."

PUC Commissioners, Land & Transportation Committee, BOS:

The fact that the City & County is willing to part with the PUC at a scandalously low price has finally hit the Chron. The Chron carried a story today on the sale price of the Reservoir, "S.F. to sell housing site at big discount."

1. The article's "50% discount from fair market value" is but an opinion provided by Clifford Advisory. Objectively, the discount is much larger. According to Investopia: *"In its simplest sense, fair market value (FMV) is the price that an asset would sell for on the open market."*

On the open market, a \$11.4 Million price tag would invite a feeding frenzy from potential buyers. On the open market, the price would be bid much, much higher than \$15.95/sq ft. Even doubling it to \$32/ sq ft would still be far off the mark in the open market.

Although hidden from public view until now, a scandalously low price was in all likelihood a 'wink, wink, nod, nod' understanding in backroom dealings from many years ago.

2. City College is being asked to cede property for the Reservoir Project's Lee Avenue Extension and North Street. An appraisal was performed for the transfer which equated to **\$250/ sq ft.** (Appraisal attached). Compare this to the PUC Reservoir Purchase and Sale Agreement at **\$15.95/ sq ft.**

3. The article says that 366 affordable units will cost the developers about \$91.5 Million. What the article fails to inform the reader is that a Financial Feasibility Memo conducted by Economic & Planning Systems, Inc. [Reservoir Project--EPS Feasibility Memo Profit-Loss Sheet](#) shows that the developers expect to receive \$79.5 Million in State grants for 363 (not 366) units: \$39.5M from CA Statewide Park Program & CA Infill Infrastructure Grant Program; and \$40M from CA Multifamily Housing Program & CA Affordable Housing & Sustainable Communities Program. What this means is that **87%** of the developers share of

363 units of affordable housing will be paid for with public funds anyway!



4. How long will affordability last? Contrary to the deceptive advertising of "permanent" affordability, the Development Agreement states:

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,

5. To make sure that this Privatization Scam goes through without too many problems, the Development Agreement's Schedule 2-2, Schedule of Code Waivers will bypass Administrative Code 23.3's REQUIREMENT for appraisal review:

In recognition of the Fiscal Feasibility Report adopted by the Board of Supervisor as Resolution 85-18 and the depth of analysis and sophistication required to appraise the Project Site in connection with the sale of the Project Site, the Appraisal Review required by Section 23.3 is waived.

What kind of sophistry is this?! So an Appraisal Review is not needed because it's too hard to do?! This is f.....g bullshit! And in regard to the BOS Budget Analyst Fiscal Feasibility Report, see my next item.

6. The BOS Budget Analyst's Fiscal Feasibility Report questioned ownership of the 17% "additional affordable."

The Development Agreement requires the City to pay for the 17% "additional

affordable," Yet the Development Agreement does not give ownership of the 187 "additional affordable" units or of the land to the City & County which is paying for it! Furthermore, affordability restrictions on these unit end in 57 years!

Also, ownership of the land on which the additional 17 percent of affordable housing would be built has not been defined. The Mayor's Office of Housing and Community Development (MOHCD) could potentially own the land and enter into long term ground leases with affordable housing developers, which is the current practice of MOHCD. The Board of Supervisors should request MOHCD to report back to the Board of Supervisors early in the process of negotiations between the City and Reservoir Community Partners on...(b) whether the City will own any land on which 100 percent affordable housing developments are constructed; and (c) conformance of the additional 17 percent affordable housing units to City policy and requirements.

7. The Reservoir Project has been effectively marketed as providing a big contribution to address our housing crisis. However the deceptive marketing diverges from the actual terms of the Development Agreement.

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 \$11.4 Million;
- Instead of the marketing sweet-talk of affordability "in perpetuity", affordability will only be assured for 57 years.
- Providing \$124.2 Million in public monies (\$79.5M from State and \$ 124.2M from "City's Affordable Share") to fund the cost of 550 affordable units.
- Avalon Bay will be essentially be getting 550 market-rate units for free, plus practically free land from us, the 99%.....in exchange for 363 affordable-for-57-year units, for which 87% of costs will come from public funds.

Hiding the giveaway price of the PUC Reservoir until your 6/23/2020 meeting is highly suspicious. In any transaction, isn't common sense to ask about price in the early stages of any transaction?

The fact that price has been hidden until now points to there being a culture of corruption in high places in SF Government. You need to recognize that the Reservoir Project is objectively a Privatization Scam but deceptively and falsely marketed as "market-rate subsidizing affordable." Facts should matter to you in your deliberations, not deceptive advertising.

Don't be a party to corruption and privatization of public lands at a giveaway price.

Sincerely,
Alvin Ja, D7 ratepayer

From: [aj](#)
To: [Hood, Donna \(PUC\)](#); [Major, Erica \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)
Cc: [Public Lands for Public Good](#); [Defend City College Alliance](#); [CCSF Collective](#); ccsfheat@gmail.com; [SNA BRC](#)
Subject: Another comparison: sale of Burnett parcel, PUC Res 17-0088 (4/25/2017)
Date: Saturday, June 20, 2020 6:29:18 AM

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

PUC Commissioners:

The proposed sale price of the Reservoir to Reservoir Community Partners is highly suspect.

In a previous submission I had presented the price per sq ft for the 2014 sale of the Francisco Reservoir to the Recreation & Park Dept, another public agency.

Here, I provide another comparison:

PUC Resolution 17-0088 (4/25/2017) sold PUC's Block 2719C Lot 23, a 3,429-sq ft "steep and irregularly undeveloped" parcel, located near 411 Burnett to a private party.

An appraisal was performed by Associated Right of Way Services, Inc:

*The \$1,500,000 sales price is based on a 2015 appraisal report by MAI appraiser Associated Right of Way Services (ARWS). The ARWS report stated that the fair market value at **SFPUC Parcel at \$1,200,000** and the combined SFPUC Parcel and SFPW Parcel at \$1,500,000.*

The PUC parcel 2719C-23 had an area of 3,429 square feet and was appraised at \$1.2 Million:

This computes to \$349.96/ sq ft for a steep, irregularly shaped parcel (\$1.2M / 3429 sq ft = \$349.96 / sq ft).

By any reasonable measure, the valuation for the sale to the private, for-profit Avalon Bay joint venture at \$15.95 / sq ft is way out of whack.

Do not give away the Reservoir in this Privatization Scam.

Do not be a party to corruption between developers and City officials.

Sincerely,
Alvin Ja, District 7 ratepayer

From: [aj](#)
To: [Hood, Donna \(PUC\)](#)
Cc: [Major, Erica \(BOS\)](#); [Defend City College Alliance](#); [Board of Supervisors, \(BOS\)](#); [SNA BRC](#); [Public Lands for Public Good](#); ccsfheat@gmail.com; [CCSF Collective](#); [CPC-Commissions Secretary](#); [Laura Waxmann](#); [JK Dineen](#); [Roland Li](#); [Tim Redmonds](#); megan.cassidy@sfcchronicle.com; [Phil Matier](#); [Joe Fitzgerald Rodriguez](#); [Ida Mojada](#); [Joshua Sabatini](#)
Subject: CORRECTION Re: Valuation of Balboa Reservoir--Still scandalous
Date: Thursday, June 18, 2020 6:34:22 PM

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

correction to Table to show: 16.4 ACRES (instead of 17.6 acres)

On Thursday, June 18, 2020, 06:08:26 PM PDT, aj <ajahjah@att.net> wrote:

Hi Donna,

Thank you for taking care of this submission for Item 10 of the 6/23/2020 agenda.

Best,
aj

PUC Commissioners:

The estimated valuation for the PUC Reservoir was released in documents provided for the Planning Commission's May 28, 2020 meeting.

The valuation was very well hidden. The \$11.2 Million valuation was contained deep within the 2,256-page PDF document provided to the Planning Commission. Curiously, the valuation was not contained in any of the Executive Summaries.

There's another curious point in the 2256-page PDF document. The 2256-page PDF contains the proposed Ordinance for the approval of the Development Agreement. The proposed Ordinance curiously "waives" Administrative Code 23.3's requirement for an appraisal.....as being unneeded.

JUNE APPRAISAL

Apparently, 'the powers-that-be' have figured out that it would be better to have an appraisal to justify the Reservoir Project Privatization Scam, since the estimated valuation and the waiver of Section 23.3 had been uncovered/exposed.

The material released today (6/18) for the June 23 PUC meeting now shows that an appraisal was just done in June--this month. This more recent valuation shows a valuation of \$11.4 Million for 16.4 acres (714,637 sq ft.) This hurry-up June appraisal kicks up the valuation somewhat: From \$14.61/sq ft. to \$15.95/ Sq ft.

\$15.95/ Sq ft. is still ridiculously and scandalously low. Whatever lame "community

benefits" that are touted as justification for the low price can't legitimize the giveaway price that benefits the private for-profit developer.

FRANCISCO RESERVOIR

PUC Resolution 14-0113 (7/8/2014) authorized the sale of Francisco Reservoir to the Park & Rec Dept. This was a sale of PUC property to another **public agency**.

Francisco Reservoir's 3.29 acres was sold to Rec & Park for \$9.9 Million. This equated to \$69.06/sq ft in 2014.

BALBOA RESERVOIR vs. FRANCISCO RESERVOIR

Does it make any sense that a **private developer would**, on a price per square foot basis, **pay only 23.1% of what a public agency had to pay 6 years ago?! Can you spell "corruption"?**

CURRENT COMPARABLES

I've already documented in detail how the Reservoir Project is actually a privatization scam. It's a Bait & Switch scam in which the marketing hype and PR diverges from the actual terms contained in the Development Agreement. Please review those earlier submissions.

For your convenience, I will just provide herein a comparative Table that was contained in an earlier submission. It has been updated to reflect the newer information contained in the 6/23 PUC meeting material.

The updated \$15.95/sq ft price is still a 98% discount off the market.

I, along with many others, urge you to vote against this giveaway of Public land to the private sector.

Do not subsidize Avalon Bay with public land and public monies.

LOCATION	PRICE	AREA	PRICE/SQ FT
PUC Reservoir (updated 6/18/2020)	\$ 11.4 Million	714,637 sq ft (16.4 acres)	\$ 15.95
SFCCD Reservoir (Lee Ext, North Street), Ceded to Reservoir Project in 2020	\$ 3.8 Million	15,032 sq ft	\$253.
636 Capp Street	\$ 2.5 Million	4,046 sq ft	\$618.
th	\$ 10 Million	13,068 sq ft	\$768.

16 Street/Shotwell		(0.30 acre)	

Sincerely,

Alvin Ja, District 7

From: [aj](#)
To: [Hood, Donna \(PUC\)](#)
Cc: [Major, Erica \(BOS\)](#); [Defend City College Alliance](#); [Board of Supervisors, \(BOS\)](#); [SNA BRC](#); [Public Lands for Public Good](#); ccsfheat@gmail.com; [CCSF Collective](#); [CPC-Commissions Secretary](#); [Laura Waxmann](#); [JK Dineen](#); [Roland Li](#); [Tim Redmonds](#); megan.cassidy@sfcchronicle.com; [Phil Matier](#); [Joe Fitzgerald Rodriguez](#); [Ida Mojada](#); [Joshua Sabatini](#)
Subject: Valuation of Balboa Reservoir--Still scandalous
Date: Thursday, June 18, 2020 6:08:34 PM

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

Hi Donna,

Thank you for taking care of this submission for Item 10 of the 6/23/2020 agenda.

Best,
aj

PUC Commissioners:

The estimated valuation for the PUC Reservoir was released in documents provided for the Planning Commission's May 28, 2020 meeting.

The valuation was very well hidden. The \$11.2 Million valuation was contained deep within the 2,256-page PDF document provided to the Planning Commission. Curiously, the valuation was not contained in any of the Executive Summaries.

There's another curious point in the 2256-page PDF document. The 2256-page PDF contains the proposed Ordinance for the approval of the Development Agreement. The proposed Ordinance curiously "waives" Administrative Code 23.3's requirement for an appraisal.....as being unneeded.

JUNE APPRAISAL

Apparently, 'the powers-that-be' have figured out that it would be better to have an appraisal to justify the Reservoir Project Privatization Scam, since the estimated valuation and the waiver of Section 23.3 had been uncovered/exposed.

The material released today (6/18) for the June 23 PUC meeting now shows that an appraisal was just done in June--this month. This more recent valuation shows a valuation of \$11.4 Million for 16.4 acres (714,637 sq ft.) This hurry-up June appraisal kicks up the valuation somewhat: From \$14.61/sq ft. to \$15.95/ Sq ft.

\$15.95/ Sq ft. is still ridiculously and scandalously low. Whatever lame "community benefits" that are touted as justification for the low price can't legitimize the giveaway price that benefits the private for-profit developer.

FRANCISCO RESERVOIR

PUC Resolution 14-0113 (7/8/2014) authorized the sale of Francisco Reservoir to the Park & Rec Dept. This was a sale of PUC property to another **public agency**.

Francisco Reservoir's 3.29 acres was sold to Rec & Park for \$9.9 Million. This equated to \$69.06/sq ft in 2014.

BALBOA RESERVOIR vs. FRANCISCO RESERVOIR

Does it make any sense that a **private developer would**, on a price per square foot basis, **pay only 23.1% of what a public agency had to pay 6 years ago?! Can you spell "corruption"?**

CURRENT COMPARABLES

I've already documented in detail how the Reservoir Project is actually a privatization scam. It's a Bait & Switch scam in which the marketing hype and PR diverges from the actual terms contained in the Development Agreement. Please review those earlier submissions.

For your convenience, I will just provide herein a comparative Table that was contained in an earlier submission. It has been updated to reflect the newer information contained in the 6/23 PUC meeting material.

The updated \$15.95/sq ft price is still a 98% discount off the market.

I, along with many others, urge you to vote against this giveaway of Public land to the private sector.

Do not subsidize Avalon Bay with public land and public monies.

LOCATION	PRICE	AREA	PRICE/SQ FT
PUC Reservoir (updated 6/18/2020)	\$ 11.4 Million	714,637 sq ft (17.6 acres)	\$ 15.95
SFCCD Reservoir (Lee Ext, North Street), Ceded to Reservoir Project in 2020	\$ 3.8 Million	15,032 sq ft	\$253.
636 Capp Street	\$ 2.5 Million	4,046 sq ft	\$618.
16 th Street/Shotwell	\$ 10 Million	13,068 sq ft (0.30 acre)	\$768.

Sincerely,

Alvin Ja, District 7

From: [aj](#)
To: [Boomer_Roberta \(MTA\); MTABoard](#)
Cc: [Major_Erica \(BOS\); CPC-Commissions Secretary; Cat Carter; DPH - thea; Robert Feinbaum; BRCAC \(ECN\); SNA BRC](#)
Subject: Comment #1 for 6/16/2020 SFMTA meeting--Item 11 Balboa Reservoir EIR on transit delay
Date: Monday, June 15, 2020 12:42:22 PM

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

SFMTA Board, Balboa Reservoir CAC:

An EIR is supposed to be "adequate, accurate, and objective."

The Balboa Reservoir EIR fails the requirements for being accurate and objective. The Project's facts have been--like the facts to justify the Iraq War-- fixed around the policy.

- **SUPPLEMENTAL EIR CONTRADICTS PROGRAM EIR's FINDING OF SIGNIFICANT TRANSIT DELAY**

- The SEIR concludes that there will less-than-significant impact on transit delay (Impact TR-4) from the Reservoir Project. This directly contradicts the Balboa Park Station Program EIR's conclusion:

"...ingress...from Lee Avenue [westbound right turn-only ingress to Lee Extension] would result in significant adverse transportation impacts. As a consequence, Access Option #1 is rejected from further consideration as part of the Area Plan." (FEIR, p.191)

- **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 in the Appendix I "Public Transit Memorandum." However, repetition of a one-sentence assertion does not constitute "substantial evidence."
- 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.

- **REMOVAL OF UNFAVORABLE DATA IN FINAL SEIR**

- The draft SEIR contained Transit Delay data that was found to be unfavorable to the Project.
 - Kittelson Associates (EIR Transportation Analysis contractor) data from Table 3.B-18 "Transit Delay Analysis" was computed to show Reservoir-related delay of 1 minute 55 seconds for a 7-minute running time route segment--a 27.4% increase over the scheduled 7-minute running time between two 43 Masonic scheduled timepoints. Table 3.B-18 was replaced in the Final SEIR to eliminate the unfavorable Reservoir-related Transit Delay.
 - The draft SEIR assessed Transit Delay for Geneva Avenue between City College Terminal and Balboa Park Station. This segment is travelled by the 8 Bayshore and the 43 Masonic. The data for this segment has been eliminated and Table 3.B-8 has been replaced. The new Table 3.B-8 eliminates the 8 Bayshore from assessment entirely, disappeared! Once again, unfavorable data has been eliminated from the Final SEIR.
 - In place of the removed data, the Final SEIR replaced the original unfavorable data with new data. The new, more favorable, data was collected on 12/18/2019—Finals Week, before Xmas. Finals Week just before Xmas is not representative of a normal school day.

- **INADEQUATE MITIGATION MEASURES**

- The Final SEIR contains three new Transit Delay Mitigation Measures: 1) Signal timing modifications at Ocean/Brighton, 2) Signal timing modifications at Ocean/Lee, 3) Boarding island for southbound 43 at Frida Kahlo/Ocean.
 - These mitigation measures are "finger in the dyke" measures that are incommensurate with the root problem. The fundamental unsolvable problem is the limited roadway network surrounding the Project. That is why the Balboa Park Station Area Final Program EIR had determined that a Lee Extension ingress "would result in *significant adverse transportation impacts*. *As a consequence, Access Option #1 is rejected from further consideration as part of the Area Plan.*"

Don't just be an unthinking rubber stamp to an EIR that is neither objective nor accurate.

--Alvin Ja, retired MUNI Operator/Inspector/Dispatcher/Instructor; Main author of original 3rd Street Rail Operator Training manual

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](#)

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

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](#)



The "Affordable Housing Program" (Exhibit 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 subsidizing 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: $\$124.2\text{M} / \$180.6\text{M cost} = \mathbf{69\%}$
2. If 187 City units are not covered: $\$124.2\text{M} / (\$180.6\text{M} + \$44.7\text{M}) = \mathbf{55\%}$

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 affordability "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: ai
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

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

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

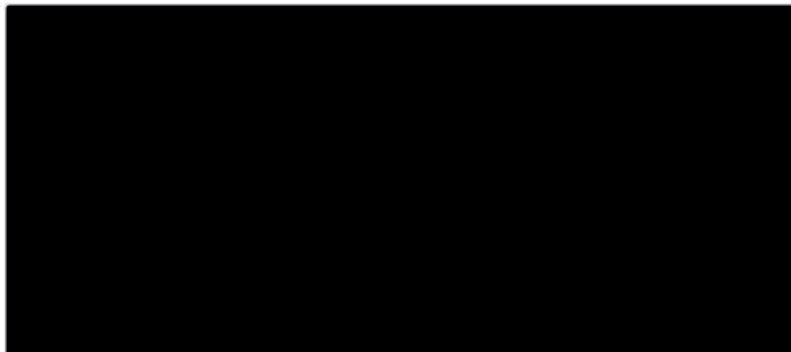
Page 1250 of the 2256-page Planning Commission packet <https://commissions.sfplanning.org/cpcpackets/2018-007883GPAPCAMAPDVA.pdf> contains an EPS Feasibility Memo. Within the Memo is a "Table 1." Table 1 is essentially a profit-loss statement for the Reservoir Project.

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: [Reservoir Project--EPS Feasibility Memo Profit-Loss Sheet](#)



Reservoir Project--EPS Feasibility Memo Profit-Loss Sheet

Sheet1 REVENUE (Sources) ...

The "Affordable Housing Program" (Exhibit 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 subsidizing 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 Table 1 "Uses" figures that would cover all 550 units; 2) for 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: $\$124.2\text{M} / \180.6M cost = **69%**
2. If 187 City units are not covered: $\$124.2\text{M} / (\$180.6\text{M} + \$44.7\text{M}) = \mathbf{55\%}$

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** 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 affordability "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 \(BOS\)](#); [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](#)

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

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](#)



The "Affordable Housing Program" (Exhibit 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 subsidizing 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: $\$124.2\text{M} / \$180.6\text{M cost} = \mathbf{69\%}$
2. If 187 City units are not covered: $\$124.2\text{M} / (\$180.6\text{M} + \$44.7\text{M}) = \mathbf{55\%}$

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 affordability "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: [Paul Aguilar](#)
To: [Carroll, John \(BOS\)](#)
Subject: Agenda item to I'm just learning to agenda overdose protection programs
Date: Thursday, June 11, 2020 1:28:35 PM
Attachments: [SIF ltr of support.docx](#)

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

last my phone dropped the call just as you were about to discuss this agenda item and I was unable to log back in so I am sending you my written statement in support of this legislation for the record

"Honorifice virtutem veritatis"

Paul A. Aguilar - He/Him/His
415.577.7755 - mobile

Read "Get Rid of the Term AIDS (How My Entire Life Suddenly Became Parenthetical) <https://aumag.org/2020/03/17/get-rid-of-the-term-aids/>

Read "The Test" <https://aumag.org/2019/08/06/the-test-nonfiction-by-paul-a-aguilar/>

Read "Never Forget Your First") <https://aumag.org/2019/01/10/never-forget-your-first-nonfiction-by-paul-a-aguilar/>

From: [Wes Saver](#)
To: [Carroll, John \(BOS\)](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Haney, Matt \(BOS\)](#); [RivamonteMesa, Abigail \(BOS\)](#)
Subject: Overdose Prevention Programs (File #200243) – SUPPORT
Date: Thursday, June 11, 2020 9:47:09 AM
Attachments: [2020.06.11 - GLIDE Support Letter - Overdose Prevention Programs.pdf](#)

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

Dear Mr. Carroll and Distinguished Members of the Public Safety and Neighborhood Services Committee,

Please find the attached position letter on behalf of GLIDE in support of the ordinance to amend the Health Code to authorize overdose prevention programs.

Thank you for your consideration.

Sincerely,

Wesley Saver

--

Wesley Saver

Policy Manager

Center for Social Justice

GLIDE 330 Ellis Street, Room 506, San Francisco, CA 94102

OFFICE (415) 674-5536 | **MOBILE** (847) 682-8639

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to which they are addressed. If you have received this email in error please notify the sender. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of Glide. Finally, the recipient should check this email and any attachments for the presence of viruses. GLIDE accepts no liability for any damage caused by any virus transmitted by this email.



**BOARD OF TRUSTEES OF
THE GLIDE FOUNDATION**

Kaye Foster
Chairperson

Mary Glide
Vice Chair

Michael L. Warren
Secretary/Treasurer

Emily H. Cohen

Paula R. Collins

Cheryl L. Flick

Crickette Brown Glad

Dr. Erica Lawson

Shireen McSpadden

Janice Mirikitani

Tara-Nicholle Nelson

Laura Thompson

Ross Weiner

Rev. Cecil Williams

Lin-Hua Wu

Mr. Phillip Zackler

**GLIDE EXECUTIVE
LEADERSHIP**

Karen Hanrahan
President & CEO

June 11, 2020

Public Safety and Neighborhood Services Committee
San Francisco Board of Supervisors
San Francisco City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Submitted via electronic mail

Re: Overdose Prevention Programs (File #200243)—SUPPORT

Dear Supervisors Mandelman, Stefani, and Walton,

On behalf of GLIDE, I am writing in support of the ordinance proposed by Mayor London Breed and Supervisor Matt Haney to amend the Health Code to authorize overdose prevention programs (OPPs). OPPs are legally sanctioned facilities where people are able to use pre-obtained illicit drugs in a clinical setting with expert medical supervision and sterile supplies.

Legislation in many states, including California, has improved access to sterile syringes to prevent HIV, hepatitis C, and other infectious diseases, broadened the use of the life-saving drug naloxone, and expanded the use of effective treatment and drug diversion programs. This proposal for supervised consumption would extend the harm reduction strategies already in use in San Francisco, and is designed to reduce the health and societal problems associated with drug use.

Since the beginning of the AIDS epidemic, GLIDE has implemented harm reduction strategies to curtail the spread of disease and reduce stigma. Because many people will continue to use drugs and engage in other chaotic or risky behaviors—despite criminalization and prevention efforts—GLIDE utilizes a health- and human-centered approach, which respects the rights of people who use drugs. With judgement-free compassion, GLIDE provides testing, treatment, and education, both in-house and in the field. We find it vital that people stigmatized for using drugs are given the best treatment and resources available to help them, so that they can live their lives in the best way possible.

OPPs have been extensively evaluated to show an incredible benefit to people who use drugs, their families, and the community at large. Providing people who use drugs with a community of care saves costs due to a reduction in the spread of infectious disease, overdose and overdose death, and reliance on law enforcement, courts and jails, emergency rooms, and related medical services.

A 2016 study found that every dollar spent on an OPP would generate \$2.33 in savings, for a total annual net savings of \$3.5 million for a single 13-booth facility. Further studies have shown OPPs increase access to care and recovery programs, and improve community health, well-being, and safety. Additionally, OPPs address inequity around drug use by providing the poorest and marginalized who use drugs on the streets or in other risky and unhygienic conditions with the dignity and privacy often only available to those with the financial means to a home.

The City and County of San Francisco wants and needs these programs. In 2017, the Board of Supervisors convened a task force to review the issue, and the task force *unanimously* recommended moving forward with the programs to improve public health and safety in San Francisco. Over 100 such programs are currently operating in countries around the world, including Switzerland, Germany, the Netherlands, Norway, Luxembourg, Spain, Denmark, France, Australia, and Canada. Insite, in Vancouver, Canada, became the first OPP established in North America in 2003. In addition to their thousands of referrals to community-based services—like addiction counseling, detoxification, health centers, methadone maintenance therapy, and long-term recovery houses—associated research also shows *no local increase* in the number of people who use drugs, drug trafficking or consumption crimes, or relapse rates, and *not a single fatality* at the OPP. Studies from other countries, too, have shown similar results.

It is a societal imperative to switch the modus operandi around drug use toward one of health, inclusion, and social justice. By directing resources spared from criminalizing drug-users, we can create systems that heal rather than exacerbate the wounds of our community.

We strongly believe that OPPs are in line with GLIDE's values and the values of San Francisco as a whole. As such, we respectfully request your AYE vote in support of this important legislation. Thank you for your consideration, and for your service to the people of San Francisco. If you have any questions, you may contact me at wsaver@glide.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wesley Saver', written in a cursive style.

Wesley Saver
Policy Manager, GLIDE

GLIDE is a social justice movement, social service provider, and spiritual community dedicated to strengthening communities and transforming lives. Located in San Francisco's

culturally vibrant but poverty-stricken Tenderloin neighborhood, GLIDE addresses the needs of, and advocates for, the most vulnerable and marginalized individuals and families among us.

Cc: John Carroll, Committee Clerk via john.carroll@sfgov.org
Mayor London Breed via MayorLondonBreed@sfgov.org
Supervisor Matt Haney via Matt.Haney@sfgov.org
Abigail Rivamonte Mesa via abigail.rivamontemesa@sfgov.org

From: [JoAnn Shea](#)
To: [Carroll, John \(BOS\)](#)
Subject: Safe Consumption Sites
Date: Wednesday, June 10, 2020 10:01:35 PM

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

Hello Mr. Carroll,

I am urging you to allow for the establishment of Safe Consumption Sites in San Francisco, per AB 362. Safe Consumption Sites allow those struggling with addiction to safely consume and receive resources on addiction treatment. We need not lose any more San Franciscans to overdose; we have a chance to make San Francisco a safer and kinder place through the passage of this bill.

Thank you,
Megan Shea
San Francisco resident

From: [Brenna Alexander](#)
To: [Carroll, John \(BOS\)](#)
Subject: Overdose Prevention Programs (File #200243) – SUPPORT
Date: Wednesday, June 10, 2020 6:49:44 PM

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

Dear Public Safety and Neighborhood Services Committee,

My name is Brenna Alexander and I live and work in San Francisco. I am writing to express my strong support of AB 362 and the creation of safe consumption programs.

AB 362 has tremendous potential to save lives by preventing overdose deaths, which tragically symbolize our failure to care for people struggling with addiction. In declaring her support for this bill, Mayor Breed aptly conveyed that amongst the 100 overdose prevention programs worldwide, “no site has experienced an overdose death and many have transitioned clients into detox services” (Garcia, 2017). Insite, one safe injection site in Vancouver, Canada, proudly reports that no fatalities have occurred in their 14 years of operation, even as roughly 220,000 injections take place under their supervision each year (Eggman, 2019; Irwin, 2019). In 2017 alone, Insite served 7,301 different individuals, providing over 2,500 overdose interventions as well as 3,708 “clinical treatment interventions,” ranging from medical attention and wound care to referrals for detox centers and residential programs (Babcock, 2019).

Safe consumption site staff would fill critical roles in encouraging and supporting people to consider additional treatment options, ranging from abstinence-based programs to methadone and buprenorphine replacement therapies. In addition to reducing overdose deaths, services have been proven to reduce transmission rates of HIV and Hepatitis C by promoting safe injection practices and providing sterile supplies (Irwin, 2017). For this reason alone, SIS could have tremendous effects in San Francisco and across the nation, as people who inject drugs “comprise less than 1% of the U.S. population” but “experience roughly 56% of new Hepatitis C Virus (HCV) infections and 11% of new HIV infections” (Irwin, 2016).

For these reasons, I ask the board to please VOTE IN SUPPORT of AB 362, and to do everything it can to get the state Senate to pass the legislation this year.

Sources cited:

- Eggman, S. Controlled substances: overdose prevention program. , Pub. L. No. AB 362 (2019).
- Controlled Substances: Overdose Prevention Program, (2019) (testimony of Judy Babcock).
- Garica, B. (2017). San Francisco Safe Injection Services Task Force - Final Report. San Francisco: San Francisco Department of Public Health.
- Irwin, A., Jozaghi, E., Bluthenthal, R. N., & Kral, A. H. (2017). A Cost-Benefit Analysis of a Potential Supervised Injection Facility in San Francisco, California, USA. *Journal of Drug Issues*, 47(2), 164–184. <https://doi.org/10.1177/0022042616679829>

Best,

Brenna Alexander (she/her)

San Francisco resident and social worker
760-662-8970

From: [Calder Lorenz](#)
To: [Carroll, John \(BOS\)](#)
Subject: Overdose Prevention Program: Thursday June 11th 10AM PSNS
Date: Wednesday, June 10, 2020 1:46:24 PM
Attachments: [LETTER OF SUPPORT FOR OD Prevention in SF_06_10_20.docx](#)

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

Hi John,

Can you please add our letter of support to Board File 200243 Overdose Prevention Program.

Appreciate the help, Best, Calder

Calder Lorenz (he/him/his)
Advocacy Manager
(415) 592-2729 office
CLorenz@stanthonysf.org
[St. Anthony's](#)

ST. ANTHONY'S

Hope Served Daily



150 Golden Gate Avenue San Francisco, CA 94102

☎ 415.241.2600

☎ 415.440.7770

✉ info@stanthonysf.org

San Francisco Board of Supervisors
Public Safety and Neighborhood Services Committee
City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Regarding: Overdose Prevention Programs
Position: SUPPORT

Dear Supervisors:

St. Anthony Foundation supports San Francisco in establishing effective overdose prevention services. We write in support of this ordinance sponsored by Mayor Breed and Supervisor Haney that would address the increase in drug overdose deaths, connect people to drug treatment, and reduce new HIV and hepatitis infections. Twelve Californians die every day of an accidental drug overdoseⁱ, on average, leaving behind grieving friends and family. San Francisco's Department of Public Health reported 259 overdose deaths in 2018.ⁱⁱ Overdose prevention programs would make San Francisco safer and healthier.

Overdose prevention programs (OPP) have been shown to reduce health and safety problems associated with drug useⁱⁱⁱ, including public drug use^{iv}, discarded syringes^v, HIV and hepatitis infections^{vi}, and overdose deaths^{vii}. Our City wants and needs these programs. They are supported by the mayor, the Board of Supervisors, Sheriffs, the District Attorneys, Chambers of Commerce, and in many cases a significant majority of the public.

St. Anthony Foundation's mission is to feed, clothe, shelter, heal, and lift the spirits of those in need, and create a society in which all persons flourish. Our Franciscan values, on which we are founded and which continue to guide us, compel us to serve our fellow humans with dignity, compassion, and respect – and with no judgement. St. Anthony's supports overdose prevention programs and calls for more just and compassionate approaches by police, public agencies, and policymakers. An overdose prevention approach is one that cares for and protects our neighbors, without leaving them more vulnerable and deeper in suffering.

For those reasons, St. Anthony Foundation strongly supports this policy that will allow our City to offer effective, safe, and compassionate overdose prevention programs.

Sincerely,

Jose Ramirez
Executive Director

StAnthonySF.org

Hope Served Daily

A work of the Franciscans

ST. ANTHONY'S

Hope Served Daily



150 Golden Gate Avenue San Francisco, CA 94102

☎ 415.241.2600

☎ 415.440.7770

✉ info@stanthonysf.org

ⁱ Centers for Disease Control and Prevention (2015). "Increases in Drug and Opioid Overdose Deaths – United States, 2000-2014". *Morbidity & Mortality Weekly Report*, 64(50); 1378-82. December 18, 2015

ⁱⁱ San Francisco Department of Public Health, "Overdose Deaths on the Rise in San Francisco, Mostly Due to Fentanyl," *Press Release*. February 18, 2020

ⁱⁱⁱ C Potier et al, "Supervised injection services: What has been demonstrated? A systematic literature review," *Drug Alcohol Depend* 118, no 2-3 (2011): 100-10

^{iv} Evan Wood, et al, "Changes in public order after the opening of a medically supervised safer injecting facility for illicit injection drug users," *CMAJ* 171(7) (2004): 731-734

^v Steven Petrar et al., "Injection Drug Users' Perceptions Regarding Use of a Medically Supervised Safer Injecting Facility," *Journal of Addictive Behaviors* 32, no.5 (2007):1088-1093

^{vi} Salaam Semaan et al., "Potential role of safer injection facilities in reducing HIV and Hepatitis C infections and overdose mortality in the United States," *Drug & Alcohol Dependence* 118 (2011): 100– 110

^{vii} Brandon D.L. Marshall et al., "Reduction in overdose mortality after the opening of North America's first medically supervised safer injecting facility: a retrospective population-based study," *Lancet* 377 (2011): 1429–37

StAnthonySF.org

Hope Served Daily

A work of the Franciscans

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 6:51:05 PM

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

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: [Major, Erica \(BOS\)](#); [Board of Supervisors. \(BOS\)](#); [Hood, Donna \(PUC\)](#); [BRCAC \(ECN\)](#)
Cc: [Public Lands for Public Good](#); [CCSF Collective](#); ccsfheat@gmail.com; roland.li@sfchronicle.com; [Laura Waxmann](#); imoadad@sfexaminer.com; [JK Dineen](#); [Joe Fitzgerald Rodriguez](#); [Joshua Sabatini](#); [SNA BRC](#)
Subject: Privatization giveaway price of Reservoir lot--98% discount
Date: Monday, June 1, 2020 5:51:36 PM
Attachments: [dataURI-1591059075092](#)

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

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.

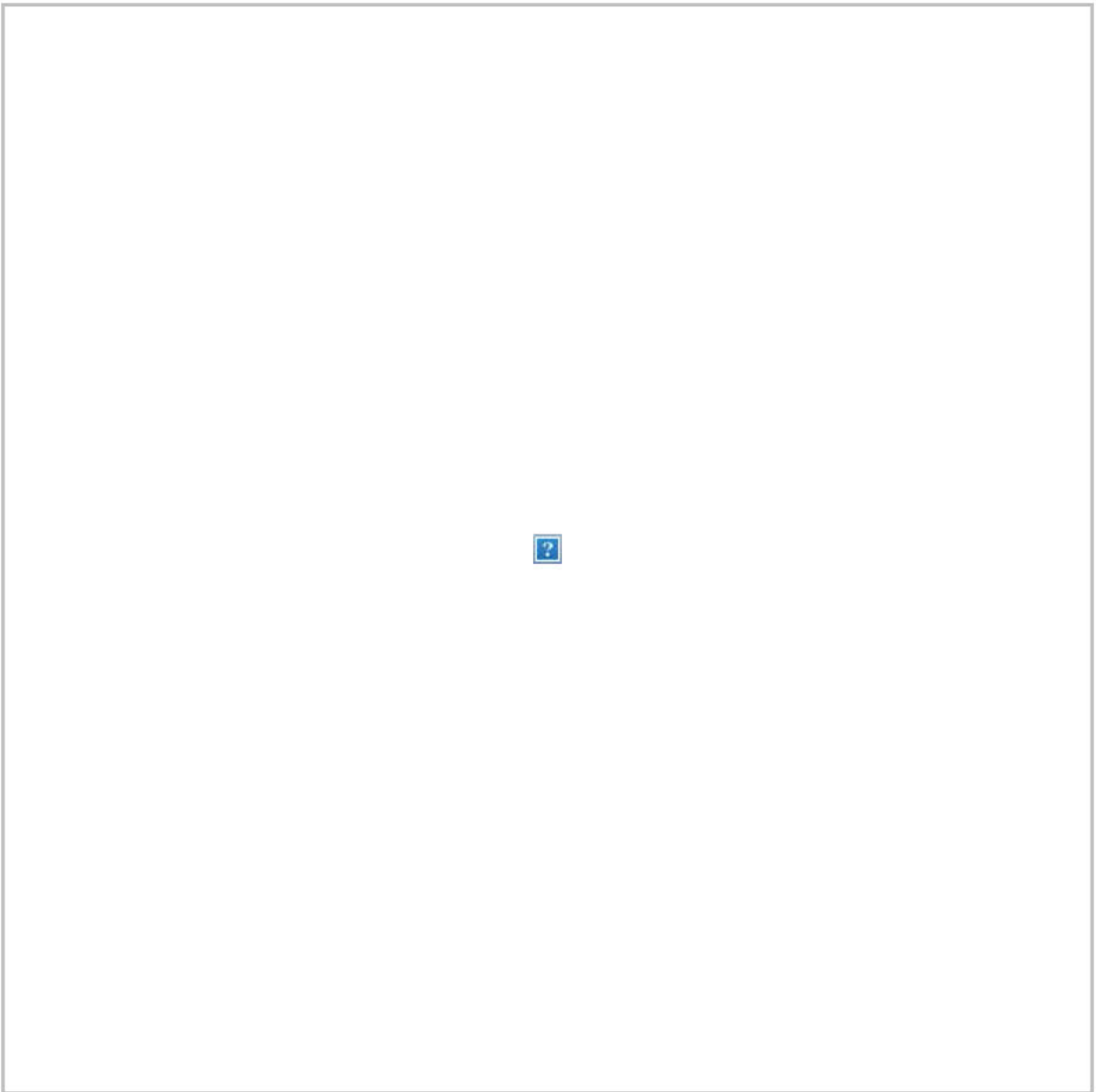
But, whether intentionally or not, they did reveal the estimated valuation for the 17.6 acre Reservoir lot.

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.

16 th 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

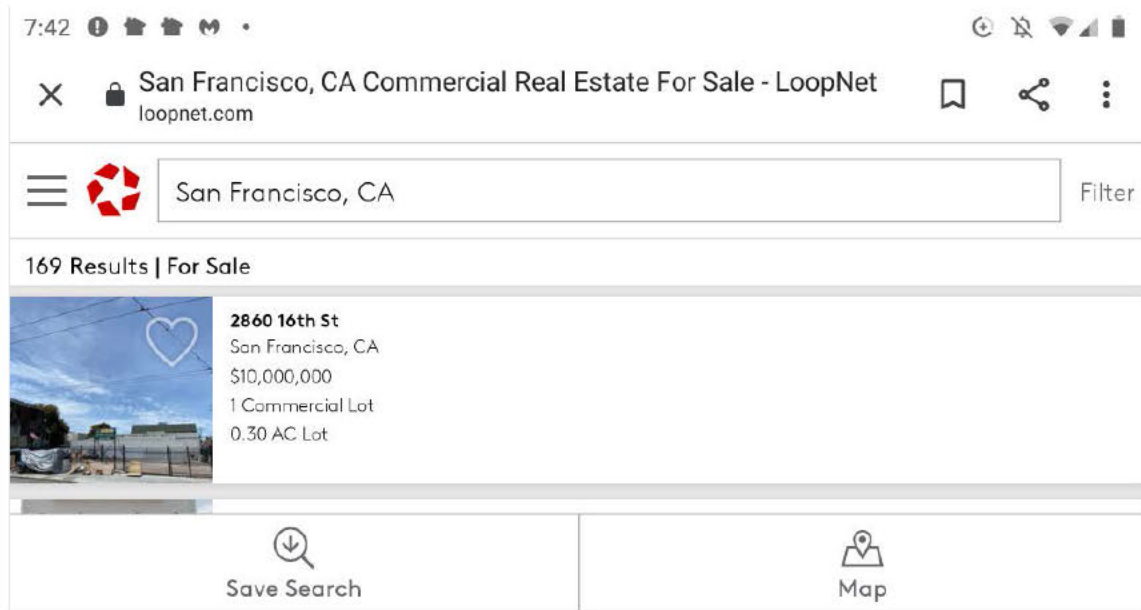
From: ai
To: [Major, Erica \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Low, Jen \(BOS\)](#); [Maybaum, Erica \(BOS\)](#); [Hood, Donna \(PUC\)](#); jdineen@sfchronicle.com
Cc: [Public Lands for Public Good](#); ccsfheat@gmail.com; [CCSF Collective](#); [SNA BRC](#); [JK Dineen](#); [Roland Li](#); [Joshua Sabatini](#)
Subject: Scandalous property valuation for Balboa Reservoir Project--Comps
Date: Saturday, May 30, 2020 2:54:32 PM

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

Land Use & Transportation Committee (Files 4200422 & 200423) , Supervisor Yee, BOS, PUC:

INFO REGARDING PROPERTY VALUATION IN RELATION TO BALBOA RESERVOIR:

1. The Balboa Reservoir Final EIR's CEQA Findings that were revealed last week showed that the estimated value of the 17.6 acre PUC property is \$11.2 million;
2. A 0.3 acre lot at 16th/Shotwell is going for \$10 million;



3. The new City College-Reservoir Project Access Easement Agreement's Lee Extension and North Street's 0.35 acre lot (\$15,032 sq ft.) is valued at \$3.8 million.
[Bal. Res., Access Easement agreement, 2020.tiff](#)





Bal. Res., Access Easement agreement, 2020.tiff

Comparing the three properties on a per-square foot basis, from low to high:

Reservoir Project: \$ 14.61 /sq ft

Lee Ext, North St: \$250. /sq ft

16th/Shotwell: \$765. /sq ft

Is something out of whack here?!

--aj

From: [aj](#)
To: [CPC-Commissions Secretary](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Fung, Frank \(CPC\)](#); [Diamond, Susan \(CPC\)](#); [Imperial, Theresa \(CPC\)](#); [Major, Erica \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Hood, Donna \(PUC\)](#)
Cc: [Public Lands for Public Good](#); ccsfheat@gmail.com; [CCSF Collective](#); [Joshua Sabatini](#); [JK Dineen](#); [Roland Li](#); [Tim Redmonds](#); [Joe Fitzgerald Rodriguez](#)
Subject: Balboa Reservoir Final SEIR: Not objective, not accurate
Date: Tuesday, May 26, 2020 4:22:42 PM

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

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

Certification requires that the EIR be "adequate, accurate, and objective."

The Final Supplemental EIR fails the requirements of being accurate, and objective.

The two volumes of the Final Supplemental EIR look impressive if judged by heft and size. However, heft and size do not equate to being accurate and objective. Quantity does not equal quality.

NOT OBJECTIVE

The Reservoir Project is sponsored by the Planning Department. Environmental Review has been performed by the Environmental Planning Division of the same Planning Department sponsor. Will the dog bite the hand that feeds it?

The EIR is not objective. The conclusions of the EIR are driven by the desired outcome of facilitating the sponsor's (Planning Dept) Project. Just as for the Iraq War, the "facts" are fixed around the policy. (See below for details)

The Response To Comments consisted entirely of figuring out ways to dismiss unfavorable comments. Comments were not evaluated on their merits, but on how to dismiss them. The AB900 records show that no independent evaluation of comments were done. The Environmental Planning Division worked closely with the OEWD and Avalon Bay to craft appropriately favorable Responses.

NOT ACCURATE

Driven by "facts" being needed to be fixed around the policy, "facts" are not accurate. Examples:

- No significant impact on City College
- Cherry-picking of 220 public parking spaces from the City College TDM Study
- Project will not contribute significantly to Transit Delay

- Cumulative Transit Delay will be significant only after City College's Facilities Master Plan (which is a replacement program)
- CEQA Findings estimates the 17.6 acre parcel's value at \$11.2 million; while a comp shows a 0.3 acre parcel at 16th/Shotwell to be \$10 million. On a per-acre basis, the **Reservoir is a minuscule 1.9% of the 16th Street parcel's value.** How accurate could that be?!

- The EIR concludes that there is no significant impact on City College. How plausible is that?!
- The EIR concludes that there is no significant Transit Delay due to the **new** Project. It concludes that Cumulative Transit Delay will happen only due to City College's future Facilities Master Plan, which consists of **replacement** projects. What the EIR does is **reverse cause and effect.**
- The EIR uses tautological/circular argument in responding to comments on the draft EIR. The method used is:
 - EIR--"A";
 - Comment--not "A" due to xyz;
 - Response To Comment--reiterate "A", **without addressing xyz.**
- The Final EIR has replaced unfavorable data regarding Transit Delay (see TR-4 Transit Delay critique, below)

TRANSIT DELAY

- **SUPPLEMENTAL EIR CONTRADICTS PROGRAM EIR's FINDING OF SIGNIFICANT TRANSIT DELAY**
 - The SEIR concludes that there will less-than-significant impact on transit delay (Impact TR-4) from the Reservoir Project. This directly contradicts the Program EIR's conclusion:

"...ingress...from Lee Avenue [westbound right turn-only ingress to Lee Extension] would result in significant adverse transportation impacts. As a consequence, Access Option #1 is rejected from further consideration as part of the Area Plan." (FEIR, p.191)
- **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 in the Appendix I "Public Transit Memorandum." However, repetition of a one-sentence assertion does not constitute "substantial evidence."

- 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.

- **REMOVAL OF UNFAVORABLE DATA IN FINAL SEIR**

- The draft SEIR contained Transit Delay data that was found to be unfavorable to the Project.
 - Kittelson Associates (EIR Transportation Analysis contractor) data from Table 3.B-18 "Transit Delay Analysis" was computed to show Reservoir-related delay of 1 minute 55 seconds for a 7-minute running time route segment--a 27.4% increase over the scheduled 7-minute running time between two 43 Masonic scheduled timepoints. Table 3.B-18 was replaced in the Final SEIR to eliminate the unfavorable Reservoir-related Transit Delay.
 - The draft SEIR assessed Transit Delay for Geneva Avenue between City College Terminal and Balboa Park Station. This segment is travelled by the 8 Bayshore and the 43 Masonic. The data for this segment has been eliminated and Table 3.B-8 has been replaced. The new Table 3.B-8 eliminates the 8 Bayshore from assessment entirely, disappeared! Once again, unfavorable data has been eliminated from the Final SEIR.

- **INADEQUATE MITIGATION MEASURES**

- The Final SEIR contains three new Transit Delay Mitigation Measures: 1) Signal timing modifications at Ocean/Brighton, 2) Signal timing modifications at Ocean/Lee, 3) Boarding island for southbound 43 at Frida Kahlo/Ocean.
 - These mitigation measures are "finger in the dyke" measures that are incommensurate with the root problem. The fundamental unsolvable problem is the limited roadway network surrounding the landlocked Project. That is why the Balboa Park Area Final Program EIR had determined that a

Lee Extension ingress "would result in significant adverse transportation impacts. As a consequence, Access Option #1 is rejected from further consideration as part of the Area Plan."

The Final SEIR is not objective; it is not accurate.

The Final SEIR should not be judged on quantity. It must be judged on quality.

If based on quality, it does not deserve certification.

Please think independently and critically. Don't just be a rubber stamp to Staff.

Sincerely,
Alvin Ja

o

From: [aj](#)
To: [CPC-Commissions Secretary](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Imperial, Theresa \(CPC\)](#); [Fung, Frank \(CPC\)](#); [Diamond, Susan \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [Major, Erica \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Low, Jen \(BOS\)](#); [Hood, Donna \(PUC\)](#); [Jon Winston](#); [sunnyside.balboa.reservoir](#); [cgodinez](#); [mikeahrens5](#); [Peter Tham](#); [jumpstreet1983](#); [marktang.cac@gmail.com](#)
Cc: [Public Lands for Public Good](#); [ccsheat@gmail.com](#)
Subject: Sale price of PUC Reservoir--a scandal
Date: Monday, May 25, 2020 2:49:56 PM

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

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

A hidden treasure for the developers is contained in Attachment A, "CEQA Findings" <https://commissions.sfplanning.org/cpcpackets/2018-007883GPAPCAMAPDVA.pdf>

The hidden treasure is the estimated price of the PUC Reservoir parcel 3180-190.

From page 21 of Attachment A (p. 1231 of the 2,256-page PDF):

"The expected land cost is estimated at approximately \$11.2 million."


In comparison a **0.3 acre** lot at 16th/Shotwell is selling for **\$10 million**.....while the 17.6 acre PUC parcel is \$11.2 million?!

7:42 ⓘ 🏠 🏠 🏠 • 🔊 🔕 📶 📶 📶

San Francisco, CA Commercial Real Estate For Sale - LoopNet
loopnet.com

San Francisco, CA Filter

169 Results | For Sale

 **2860 16th St**
San Francisco, CA
\$10,000,000
1 Commercial Lot
0.30 AC Lot

Save Search Map

The lot on 24th Street comes to \$33.33 million/acre; the Reservoir lot = a mere \$ 0.64 million/acre.

The PUC lot's estimated price computes to only **1.9% of the 24th Street** lot on a per acre basis!

Can you say Privatization Scam?!

Alvin Ja, District 7

From: [aj](#)
To: [CPC-Commissions Secretary](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [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 7:49:49 PM
Attachments: [FALSE ADVERTISING BAIT & SWITCH \(2\).pdf](#)

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

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.

THE GAP THE PROBLEM:

The U.S. has a shortage of more than **7.2 MILLION** rental homes affordable and available to extremely low income renter households.



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.



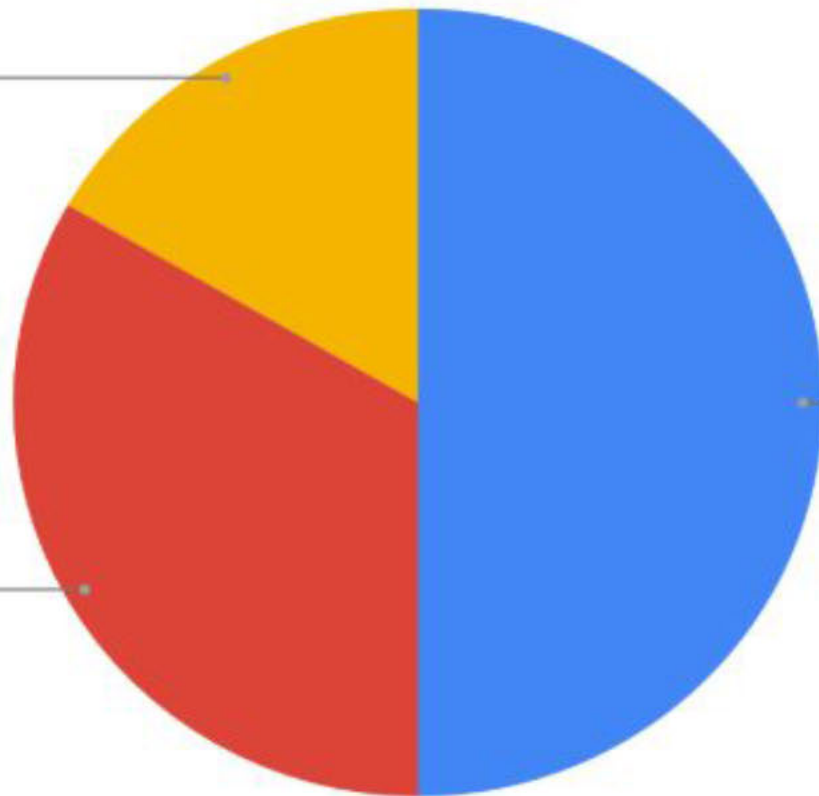
THE REALITY

Residential Units

PUBLIC MONEY! 183
16.6%

AFFORDABLE 367
33.4%

MARKET-RATE 550
50.0%



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 ≠ ∞

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?



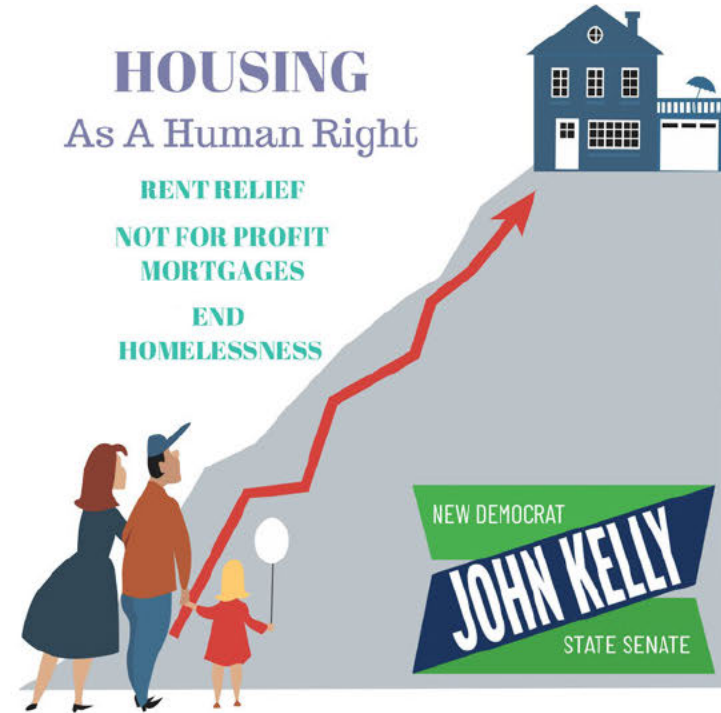
MAIN REASON FOR HOUSING SHORTAGE

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.

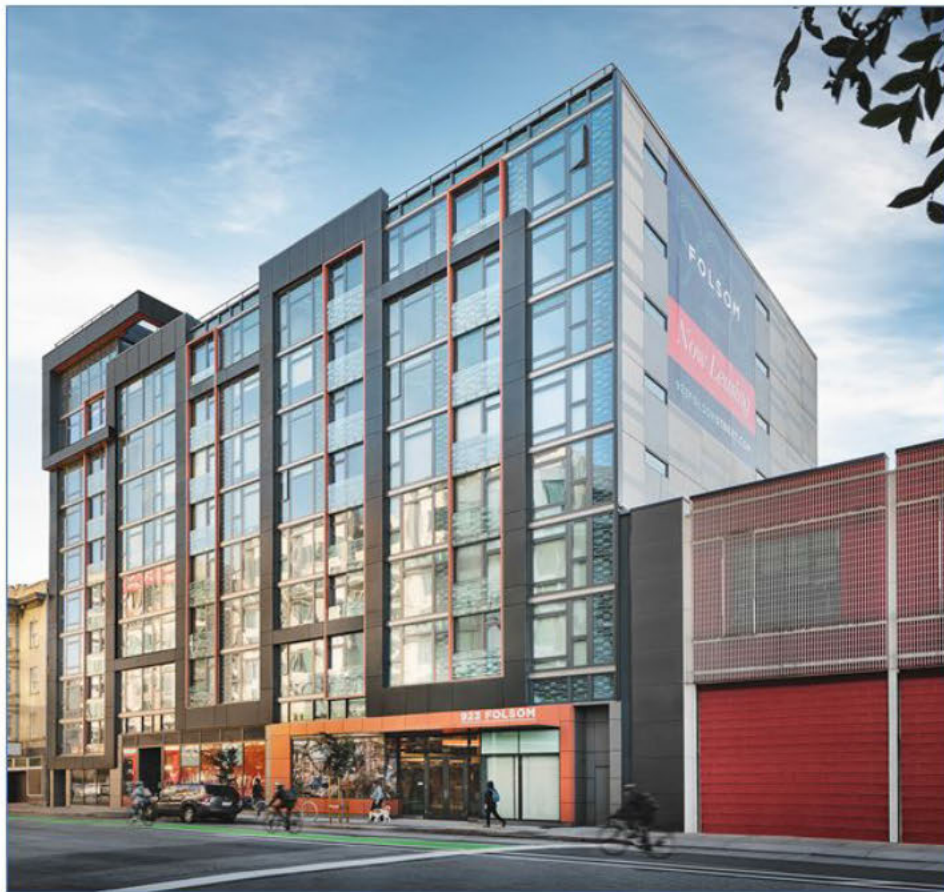
Have you noticed
affordable housing
trickling down in
the Mission?

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: [aj](#)
To: [CPC-Commissions Secretary](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Imperial, Theresa \(CPC\)](#); [Diamond, Susan \(CPC\)](#); [Fung, Frank \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [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 12:48:18 PM

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

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."

o **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: [Public Lands for Public Good](#)
To: [Board of Supervisors, \(BOS\)](#); [CPC-Commissions Secretary](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [Imperial, Theresa \(CPC\)](#); [Fung, Frank \(CPC\)](#); [Diamond, Susan \(CPC\)](#); [Hood, Donna \(PUC\)](#); [Major, Erica \(BOS\)](#)
Cc: ajahjah@att.net
Subject: please be sure to complete the public record
Date: Wednesday, May 20, 2020 5:07:15 PM
Attachments: [BalboaReservoir-SF PlanningCommission 2020-04-09-FINAL.pptx](#)

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

Please be sure to put the attached presentation that I gave at the 4/9/2020 Planning Commission meeting into the public record.

Thank you.

Wynd Kaufmyn

The Balboa Reservoir



SF Planning Commission

Thursday April 9, 2020

Presentation:

Opposition to Agenda Item 16b:

Initiation General Plan Amendment (GPA)



Steven Brown – Defend City College Alliance
Marcos Cruz – CCSF Student Assembly
Wynd Kaufmyn – Public Lands for Public Good

What is the purpose of Initiation GPA?

In the world of urban planning developments are guided by high level plans/policy.

1. City & County's General Plan
2. Balboa Park Station Area Plan (BPS Area Plan)

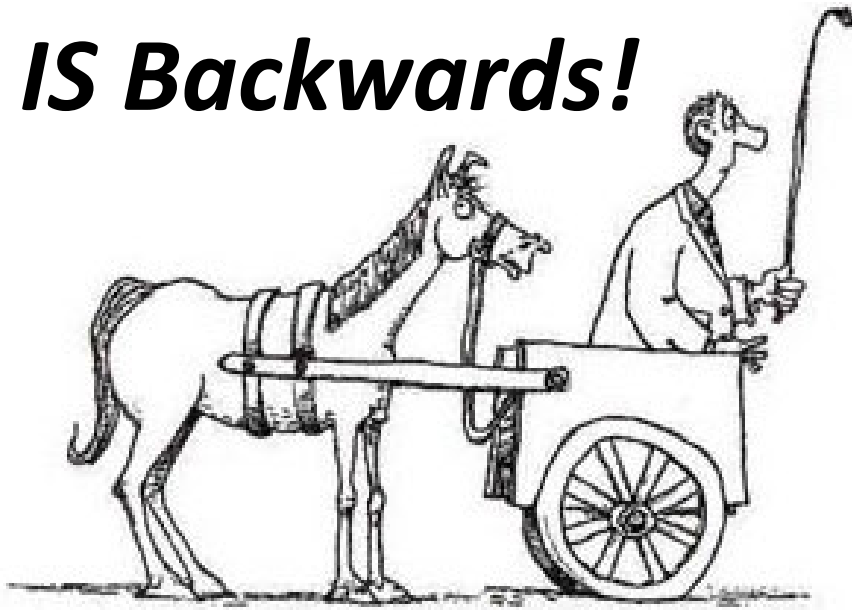
Any proposed development in the area of the BPS should conform with these plans.

The Proposed Balboa Reservoir Project does not.

So you are being asked to Initiate a General Plan Amendment which will make substantial changes to the City & County's General Plan and the associated Balboa Park Station Area Plan.

Isn't this backwards?

This IS Backwards!



The General Plan and BPS Area Plan are intended to serve as guidelines and directives for future development.

If a proposed development is non-conforming, then that development must be changed, not the overriding policy.

The project sponsors knowingly drew up the Reservoir Project's Principles & Parameters in conflict with higher level General Plan /BPS Area Plan specs.

In particular the developer's proposal deviates from the BPS Area Plan wrt:

1. Open Space
2. Housing
3. Height Limits

The GPA will have significant adverse effects on one of the city's most beloved and respected institutions.



City College of San Francisco

Amendments to the Open Space Element

- The General Plan and BPS Area Plan have open space taking up at least **50% - 90%** of the 17.6 acre PUC Reservoir.
- The GPA shrinks it down to **11%**



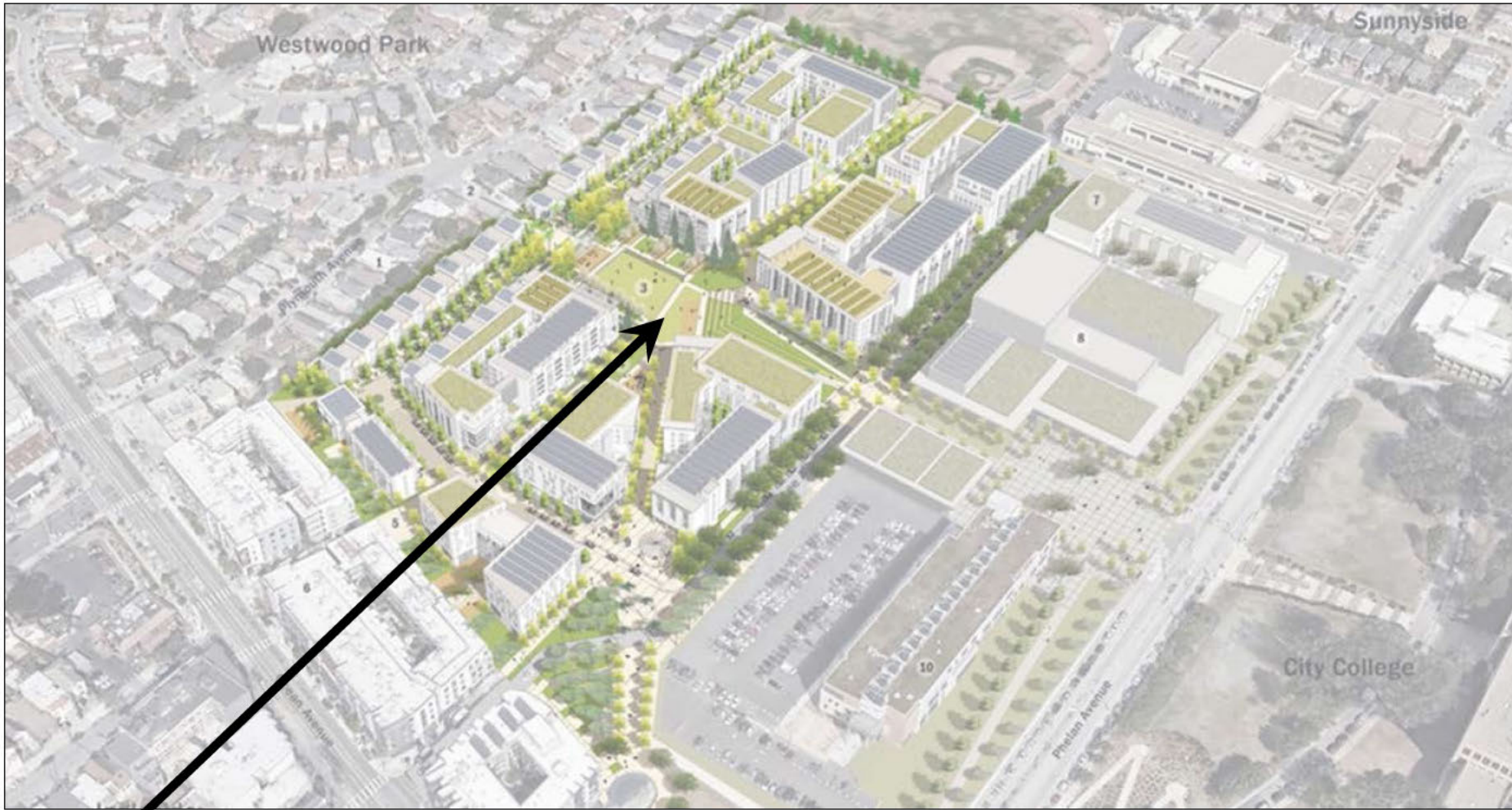
Open Space Improvements

- ↔ Proposed Corridors for Major Pedestrian Improvements
- Existing Open Space
- Publicly Accessible Open Space

Developer's Promo Picture



The Reality



This little sliver is the green space you saw in the previous slide.

Amendments to the Housing Element

- The Balboa Park Station Area Plan's Housing Element proposed 425-500 units.
- The General Plan Amendment allows for 1100+ units.
- This has environmental impacts that cannot be mitigated:
 1. Traffic congestion
 2. Construction pollution
 3. Noise

Developer's Claim



Up to 50% affordable!

The Facts

Of the proposed 1100 units, 550 (50%) will be market-rate and only 363 (33%) units from developer will be affordable.

Approximately 1,100 Units Total					
50% Market-Rate Units		50% Affordable Units			
		Developer Subsidy		City Subsidy	
		18% Low Income Units	15% Moderate Income Units	17% "Additional" Affordable Units	
Rental Apartments	For Sale Townhomes	Rental Apartments 55% AMI	Rental Apartments 120% AMI	Rental Apartments 55% AMI and 120% AMI	For Sale Units 105% AMI
AvalonBay	AvalonBay BRIDGE (Sell Lots)	BRIDGE Mission Housing	BRIDGE	BRIDGE Mission Housing	Habitat for Humanity

The remaining 187 (17%) units will be affordable only with not-yet-procured public financing.

Affordable... TO WHOM?

- The definition of “affordable” has been heavily influenced by the SF Real Estate Association. It includes someone earning \$129,300/year.
- Avalon rents are \$3300-\$10,000/mo.
- They are NOT for longtime Excelsior, Ingleside, or Sunnyside residents. Or City College students or workers.



SF Needs Truly Affordable Housing for All

Rents less than 30% of a family income



Public Land should not be privatized



The housing crisis in SF is an *affordable* housing crisis.

Building market rate housing does not help the affordable housing crisis.

Public Land should not be privatized



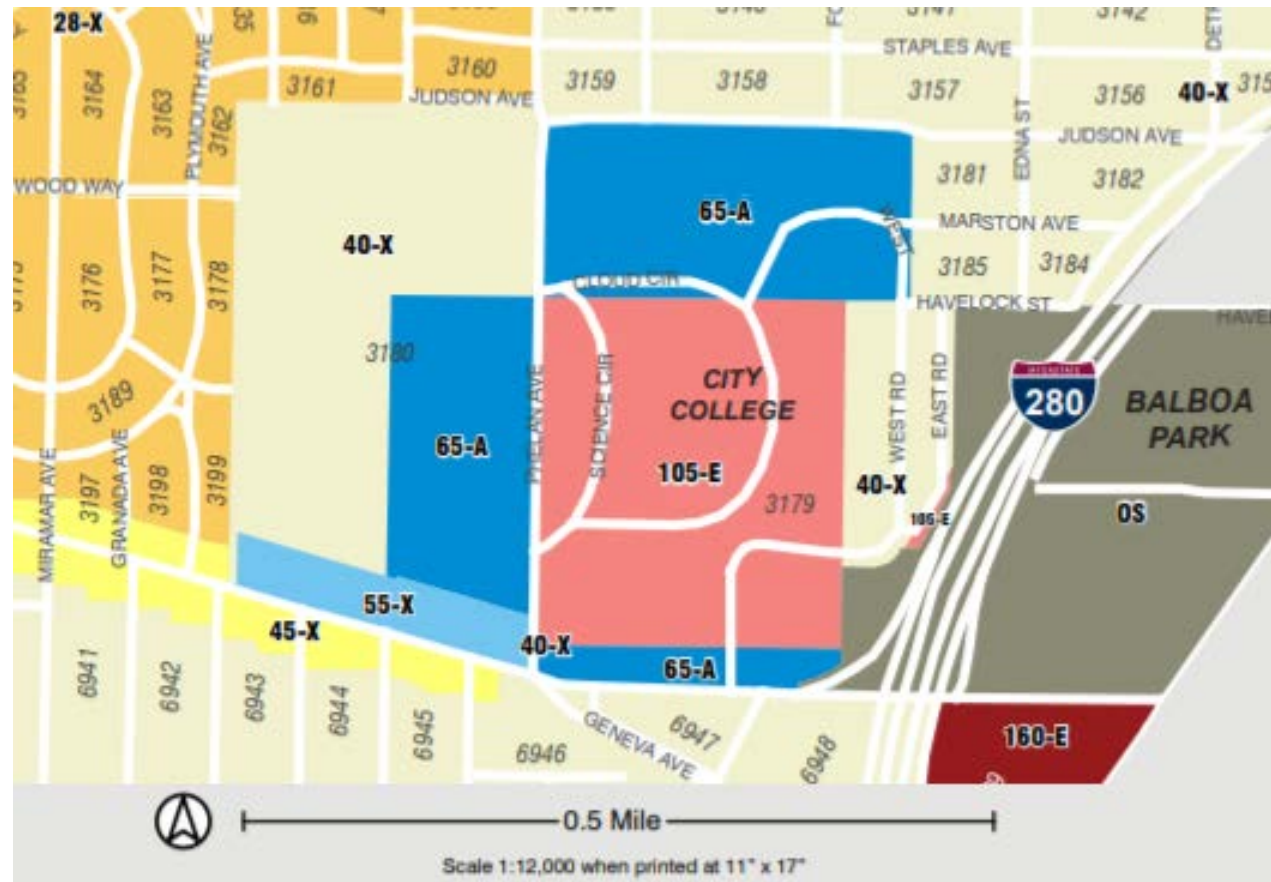
The biggest barrier to affordable housing construction is the price of land. Irreplaceable public land should not be turned over to private developers.

Amendments to the Height Limits

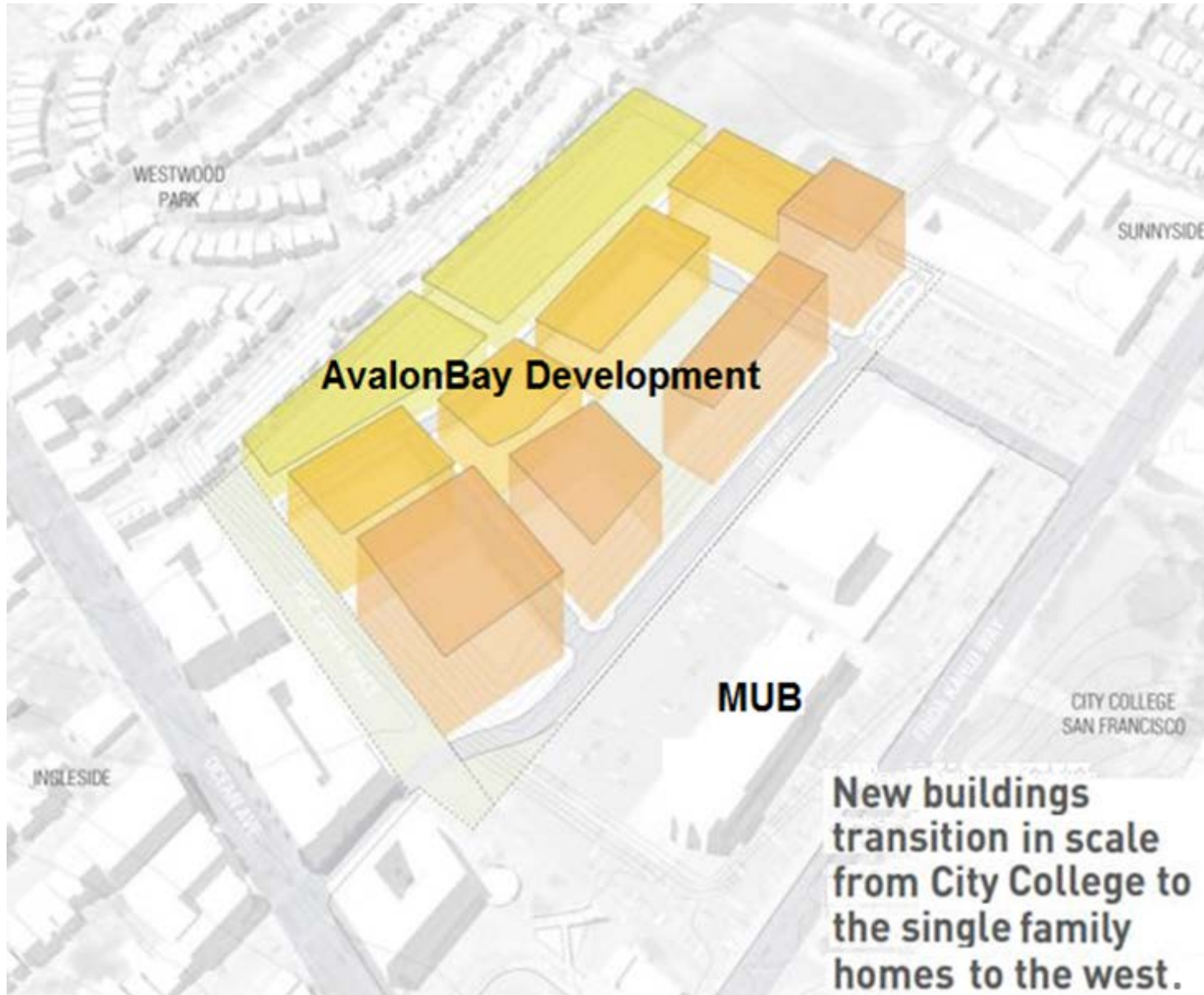
Planning Dept Staff asserts that the current PUC Reservoir bulk-height zoning is 40-X and 65-A.

But the BPS Area Plan shows the PUC Reservoir as only 40 ft, *not* 65 ft.

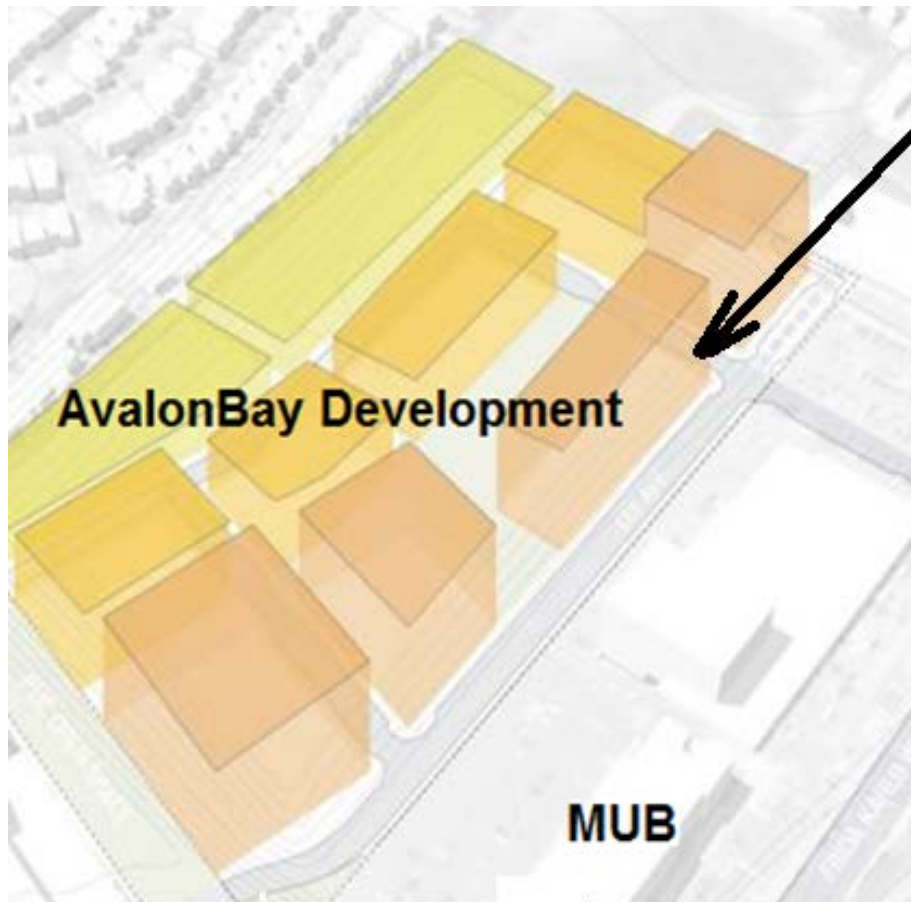
As shown in this Zoning Map, the 65-A zoning applies *solely* to the CCSF Reservoir; not to PUC Reservoir.



Avalon's Proposal: **The Hype**



Avalon's Proposal: **The Reality**

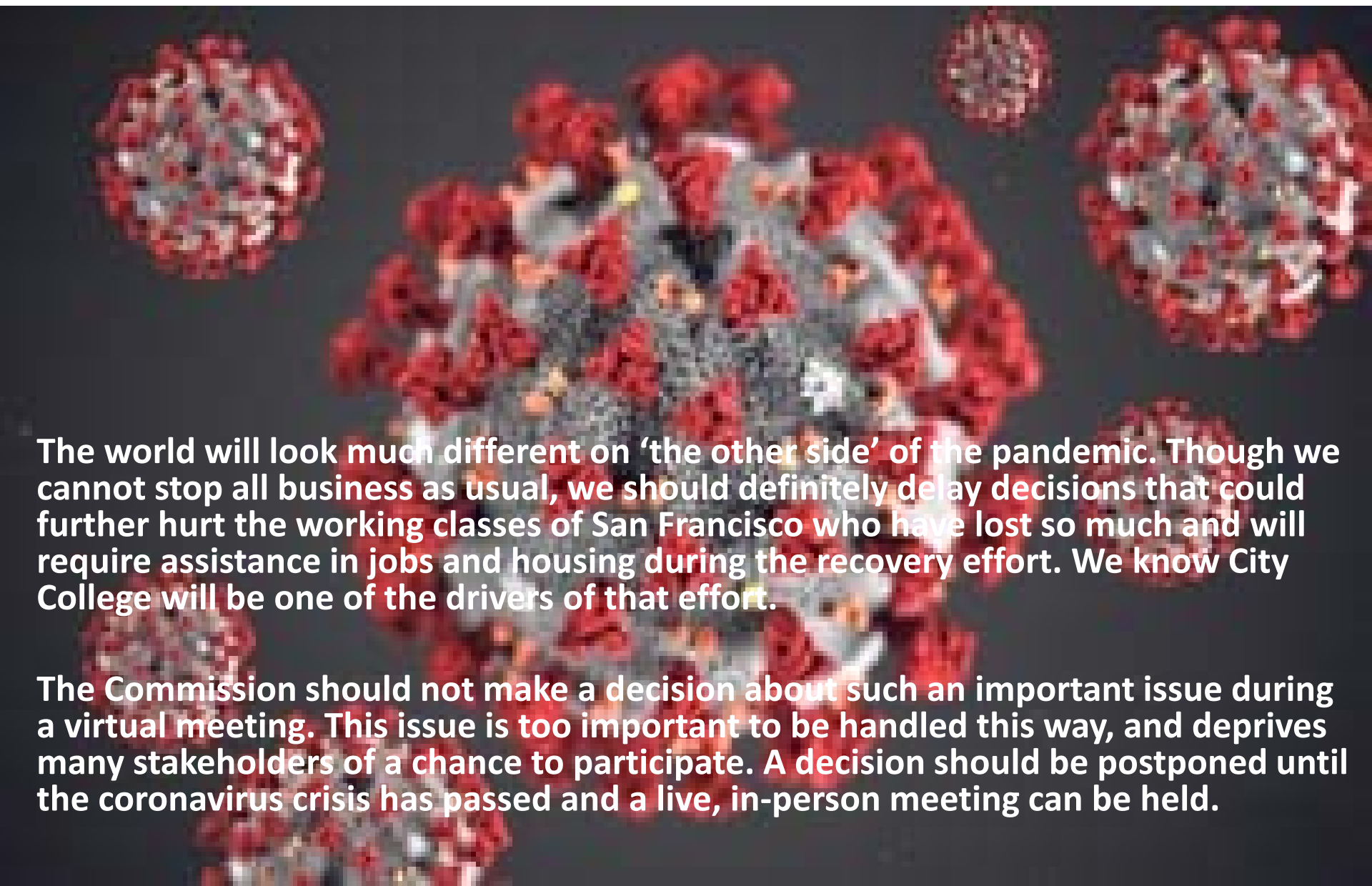


These buildings are almost 3 times higher than MUB

MUB

Avalon Bay 8-story

Now is NOT the Time



The world will look much different on 'the other side' of the pandemic. Though we cannot stop all business as usual, we should definitely delay decisions that could further hurt the working classes of San Francisco who have lost so much and will require assistance in jobs and housing during the recovery effort. We know City College will be one of the drivers of that effort.

The Commission should not make a decision about such an important issue during a virtual meeting. This issue is too important to be handled this way, and deprives many stakeholders of a chance to participate. A decision should be postponed until the coronavirus crisis has passed and a live, in-person meeting can be held.

Vote NO on Initiation of GPA

Now is not the time.

The Reservoir Project should conform to the SF General Plan and BPS Area Plan.

These high-level plans should not be amended to fit the Reservoir Project.

There are too many adverse consequences of the currently proposed Balboa Reservoir Project.

The General Plan Amendment facilitates the privatization of public land.

MOST IMPORTANT:

**Public Land Must Stay in Public Hands
and used for the common good.**

FOREVER!



Not one square foot of irreplaceable public land to a private developer!

Not one square foot of irreplaceable public land for gentrification, privatization, or displacement.

From: [Steven Brown](#)
To: [Major, Erica \(BOS\)](#); [MadelineN Mueller](#)
Subject: Re: Balboa parking and shuttle
Date: Monday, May 18, 2020 9:54:20 AM
Attachments: [image001.png](#)

Dear Mayor Breed, Supervisors, Commissioners, Trustees, and Staff,

(Staff members, kindly distribute this email to your groups)

There have been many TDM reports created around the lower Balboa Reservoir in the last five years. The plan providing the basis for the developer's estimate that 220 parking spaces would be sufficient to replace the existing CCSF parking was chosen from the Fehr and Peers TDM, which was presented to the Balboa Reservoir CAC in June of 2019. A month earlier, the same report was presented to the City College Board of Trustees at a meeting at their Chinatown Campus.

Though both were from the same report, the two presentations differed in content and conclusions. Both of these presentations are attached to this email.

Because it considered a scenario that included City College's plan for construction on the upper lot, the conclusion of the report in the CCSF presentation was that 980 replacement parking spots would be needed. The graphic showing this is included below. The presentation given to the CAC and echoed by the developer arrived at 220 parking spots needed from a scenario that didn't consider the impact of new buildings planned by City College, this graphic is also included here. The conclusion of the CAC presentation came though its version of the TDM was a part of a larger presentation of the City College Facilities Master Plan which clearly showed the College's plans to construct buildings on the CCSF upper lot.

One of five TDM strategies offered in the City College version of the presentation highlights a BART shuttle. That slide is included below. In the CAC presentation there was no mention of a BART shuttle, though the Community has repeatedly asked for a shuttle. This idea has also been dropped from the Developer Agreement and the project Design Standards document. A BART shuttle is a sound idea if the route runs on streets to the North of Ocean Campus—which doesn't involve further travel on Ocean Avenue—this is different than the route studied by the developer team, which picked a shuttle route up Ocean Avenue into the traffic, that would contribute more congestion.

The idea of a BART shuttle must be revisited; it is a real solution to help with the bottleneck of congestion that already occurs on Ocean Avenue. It is one of the few mitigations that can help a scenario that the DEIR terms Unavoidable Adverse impacts to transportation. The

estimated yearly parking revenue from the new development, according to their Berkson fiscal report, approved by the Board of Supervisors on April 3, 2018 is projected at \$1.9 million dollars, this certainly could fund a shuttle. A page from that report is also included.

Please, insist that a BART shuttle is cemented into the transportation plans, and please listen when the City College Community complains about issues that seem to be non-existent per information presented to you by the Balboa Reservoir Partners. There are solutions to some, though not all, of the problems posed by this development, but if the discussion is muddled by a misdirection of data everyone suffers.

Sincerely,

Christine Hanson

Grateful City College student

On Mon, May 18, 2020 at 9:14 AM Major, Erica (BOS) <erica.major@sfgov.org> wrote:

Thank you for your testimony, it has been added to the official Board File No. 200423.

ERICA MAJOR

Assistant Clerk

Board of Supervisors

1 Dr. Carlton B. Goodlett Place, City Hall, Room 244 San Francisco, CA 94102

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form.

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office

does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.

From: Christine Hanson <chrissibhanson@gmail.com>
Sent: Sunday, May 17, 2020 8:32 AM
To: Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; SafaiStaff (BOS) <safaistaff@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; CPC-Commissions Secretary <commissions.secretary@sfgov.org>; Koppel, Joel (CPC) <joel.koppel@sfgov.org>; Moore, Kathrin (CPC) <kathrin.moore@sfgov.org>; Johnson, Milicent (CPC) <milicent.johnson@sfgov.org>; Imperial, Theresa (CPC) <theresa.imperial@sfgov.org>; Fung, Frank (CPC) <frank.fung@sfgov.org>; Diamond, Susan (CPC) <sue.diamond@sfgov.org>; Hood, Donna (PUC) <DHood@sfgov.org>; Linda Shaw <lshaw@ccsf.edu>; swilliams <swilliams@ccsf.edu>; Tom Temprano <ttemprano@ccsf.edu>; tselby <tselby@ccsf.edu>; John Rizzo <jrizzo@ccsf.edu>; alexrandolph <alexrandolph@ccsf.edu>; Brigitte Davila <bdavila@ccsf.edu>; Ivy Lee <ivylee@ccsf.edu>; Lutenski, Leigh (ECN) <leigh.lutenski@sfgov.org>
Cc: Dineen, Jk <jdineen@sfgov.org>; Joe Fitzgerald <FitztheReporter@gmail.com>; Dianna Gonzales <dgonzales@ccsf.edu>; Charmaine Curtis <charmaine@curtis-development.com>; Torrance Bynum <Tbynum@ccsf.edu>; sbruckman <sbruckman@ccsf.edu>; Steven Brown <sbrown@ccsf.edu>
Subject: Balboa parking and shuttle

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

Dear Mayor Breed, Supervisors, Commissioners, Trustees, and Staff,

There have been many TDM reports created around the lower Balboa Reservoir in the last five years. The most current plan is severely inaccurate and flawed. The basis for the developer's estimate that 220 parking spaces would be sufficient to replace the existing CCSF parking was chosen from the Fehr and Peers TDM, which was presented to the Balboa Reservoir CAC in June of 2019. A month earlier, the same report was presented to the City College Board of Trustees at a meeting at their Chinatown Campus.

Though both were from the same report, the two presentations differed in content and conclusions. Both of these presentations are attached to this email.

Because it considered a scenario that included City College's plan for construction on the upper lot, the conclusion of the report in the CCSF presentation was that 980 replacement parking spots would be needed. The graphic showing this is included below. The presentation given to the CAC and echoed by the developer arrived at 220 parking spots needed from a scenario that didn't consider the impact of new buildings planned by City College, this graphic is also included here. The conclusion of the CAC presentation came though its version of the TDM was a part of a larger presentation of the City College Facilities Master Plan which clearly showed the College's plans to construct buildings on the CCSF upper lot.

Please listen when the City College Community complains about issues that seem to be non-existent per information presented to you by the Balboa Reservoir Partners. There are solutions to some, though not all, of the problems posed by this development, but if the discussion is muddied by a misdirection of data everyone suffers. City College will be seriously damaged if you proceed.

Sincerely,

Steven Brown

Co-Chair Facilities

City College of San Francisco

--

Steven W. Brown AIFD
Department Chair
Environmental Horticulture/Floristry
City College of San Francisco
50 Phelan Ave.
San Francisco, CA 94112
415-239-3140
www.ccsf.edu

From: [aj](#)
To: [Major, Erica \(BOS\)](#)
Cc: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Public Lands for Public Good](#)
Subject: For file # 200422 & 200423 Fw: 4/28/2020 Legislation Introduced: Balboa Reservoir Project SUD and Development Agreement
Date: Monday, May 18, 2020 8:07:33 PM

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

Hi Erica,

Did you get this 4/28/2020 submission for Land Use & Transportation Committee? It was written before the SUD and DA legislation had been officially introduced.

Thanks for taking care of it.

Best,
Alvin

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

From: aj <ajahjah@att.net>
To: Board of Supervisors <board.of.supervisors@sfgov.org>; brent.jalipa@sfgov.org <brent.jalipa@sfgov.org>; jocelyn.wong@sfgov.org <jocelyn.wong@sfgov.org>; lisa.lew@sfgov.org <lisa.lew@sfgov.org>
Cc: Public Lands for Public Good <publiclandsforpublicgood@gmail.com>
Sent: Tuesday, April 28, 2020, 03:05:24 PM PDT
Subject: 4/28/2020 Legislation Introduced: Balboa Reservoir Project SUD and Development Agreement

BOS:

Several years ago, SFCTA had authorized Prop K monies for a Balboa Area TDM Study.

Out of that authorization, Nelson /Nygaard produced a Balboa Area TDM Framework.

Essentially, the TDM Framework is being promoted as providing measures that would effectively mitigate harms to the existing setting of City College and neighborhoods that would be generated by the Reservoir Project

However, the TDM measures are fundamentally aspirational without any enforceable means to prevent new Reservoir residents - - especially the well-heeled occupants of the 550 market-rate units-- from using, or owning cars.

Ultimately, despite the TDM measures, car use by the new residents will cause delays to MUNI service. The limited roadway network that surrounds the Reservoir parcel makes any effective practical improvements by SFMTA negligible.

Existing MUNI service in the Reservoir Project area is far from achieving the Charter-mandated 85% reliability performance.

The Reservoir Project will inevitably make MUNI service worse.

On 4/28/2020, legislation will be introduced to create a Special Use District that will replace the current P-Public zoning.

Despite the deceptive marketing of the Reservoir Project as 50% affordable, Reservoir Community Partners' breakdown will actually be 550 market-rate units, and only 363 affordable.

RCP cannot legitimately claim credit for the 187 "additional affordable" units that will come from public monies.

Don't facilitate stealth privatization of public lands with SUD.

Instead of the SUD, keep the Reservoir parcel #3180's zoned as Public..... Existing P zoning which already allows for 100% affordable housing.

There is no need to rezone to SUD, other than to facilitate privatization of public property.

Alvin Ja, District 7

From: [aj](#)
To: [BRCAC \(ECN\)](#); [Jon Winston](#); [sunnyside.balboa.reservoir](#); [Peter Tham](#); [Brigitte Davila](#); [cgodinez](#); [jumpstreet1983](#); [marktang.cac@gmail.com](#); [rmuehlbauer](#); [mikeahrens5](#); [Major Erica \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Yee Norman \(BOS\)](#); [Low Jen \(BOS\)](#); [Hood, Donna \(PUC\)](#)
Cc: [Public Lands for Public Good](#)
Subject: Context of Balboa Park Station Area Plan/BPS Final EIR
Date: Sunday, May 17, 2020 10:04:01 PM

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

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

The Project's public engagement process has avoided addressing the context of the higher-level Balboa Park Station Area Plan/ BPS Program EIR.

The Reservoir SEIR is supposed to be **Supplemental** to the higher-level Balboa Park Station **Program** PEIR.

The BPS PEIR stated that the Reservoir Project should be "**appropriately scaled for the neighborhood.**"

Instead, the Reservoir Project wants to overturn the BPS FEIR's condition for the Project to be "appropriately scaled for the neighborhood." The Project would achieve this by pushing through the General Plan Amendment that goes before the Planning Commission for approval on May 28, 2020.

The Project has proposed the General Plan Amendment because the Project fails to conform with the higher-level BPS Final EIR's condition of appropriate scaling.

Excerpted from the higher level BPS Program EIR to which the Reservoir Project is supposed to, but fails to, conform:

- The Balboa Reservoir site would be reclassified to reflect the proposed north-south re-orientation of the reservoir berm; **the western half and northernmost portion of the eastern half of the reservoir site would be reclassified to 40-X**, while the remaining portion of the reservoir site would be reclassified to 65-A. (BPS FEIR p.11)
- Balboa Reservoir subarea Tier 2 site:
 - Reservoir site, where 60 percent of the site is controlled by SFPUC and 40 percent is controlled by City College. The Area Plan calls for the development of the SFPUC's site holdings with approximately **500 residential units** and a **large new public open space**. (BPS FEIR p. 15)

- The Balboa Reservoir would be reclassified to reflect the proposed north-south reorientation of the Reservoir berm; that is, the western half and northernmost portion of the eastern half of the reservoir site would be reclassified to 40-X, while the remaining portion of the reservoir site would be reclassified to 65-A. (BPS FEIR p. 34)
- Balboa Reservoir subarea Tier 2 site:
 - Reservoir site, where 60 percent of the site is controlled by SFPUC and 40 percent is controlled by City College. The Area Plan calls for the development of the SFPUC's site holdings with approximately 500 residential units and a large new public open space. ...The proposed height limit for potential residential development on the reservoir site would be 40 feet; the height limit for the new City College buildings would be 65 feet. (BPS FEIR p. 107)

The Reservoir Project is a case of putting the cart before the horse; a case of doing things ass-backwards.

--aj

From: [Christine Hanson](#)
To: [Safai, Ahsha \(BOS\)](#); [SafaiStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Major, Erica \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [CPC-Commissions Secretary](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [Imperial, Theresa \(CPC\)](#); [Fung, Frank \(CPC\)](#); [Diamond, Susan \(CPC\)](#); [Hood, Donna \(PUC\)](#); [Linda Shaw](#); [swilliams](#); [Tom Temprano](#); [tselby](#); [John Rizzo](#); [alexrandolph](#); [Brigitte Davila](#); [Ivy Lee](#); [Lutenski, Leigh \(ECN\)](#)
Cc: [Dineen, Jk](#); [Joe Fitzgerald](#); [Dianna Gonzales](#); [Charmaine Curtis](#); [Torrance Bynum](#); [sbruckman](#); [Steven Brown](#)
Subject: Balboa parking and shuttle
Date: Sunday, May 17, 2020 8:32:54 AM
Attachments: [Screen Shot 2020-05-16 at 8.57.41 PM.png](#)
[Screen Shot 2020-05-16 at 8.57.23 PM.png](#)
[Screen Shot 2020-05-16 at 7.58.40 PM.png](#)
[Screen Shot 2020-05-17 at 12.49.32 AM.png](#)
[TDM presentation Chinatown.pdf](#)
[Bal res TDM presentation.pdf](#)

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

Dear Mayor Breed, Supervisors, Commissioners, Trustees, and Staff,
(Staff members, kindly distribute this email to your groups)

There have been many TDM reports created around the lower Balboa Reservoir in the last five years. The plan providing the basis for the developer's estimate that 220 parking spaces would be sufficient to replace the existing CCSF parking was chosen from the Fehr and Peers TDM, which was presented to the Balboa Reservoir CAC in June of 2019. A month earlier, the same report was presented to the City College Board of Trustees at a meeting at their Chinatown Campus.

Though both were from the same report, the two presentations differed in content and conclusions. Both of these presentations are attached to this email.

Because it considered a scenario that included City College's plan for construction on the upper lot, the conclusion of the report in the CCSF presentation was that 980 replacement parking spots would be needed. The graphic showing this is included below. The presentation given to the CAC and echoed by the developer arrived at 220 parking spots needed from a scenario that didn't consider the impact of new buildings planned by City College, this graphic is also included here. The conclusion of the CAC presentation came though its version of the TDM was a part of a larger presentation of the City College Facilities Master Plan which clearly showed the College's plans to construct buildings on the CCSF upper lot.

One of five TDM strategies offered in the City College version of the presentation highlights a BART shuttle. That slide is included below. In the CAC presentation there was no mention of a BART shuttle, though the Community has repeatedly asked for a shuttle. This idea has also been dropped from the Developer Agreement and the project Design Standards document. A BART shuttle is a sound idea if the route runs on streets to the North of Ocean Campus—which doesn't involve further travel on Ocean Avenue—this is different than the route studied by the developer team, which picked a shuttle route up Ocean Avenue into the traffic, that would contribute more congestion.

The idea of a BART shuttle must be revisited; it is a real solution to help with the bottleneck of congestion that already occurs on Ocean Avenue. It is one of the few mitigations that can help a scenario that the DEIR terms Unavoidable Adverse impacts to transportation. The

estimated yearly parking revenue from the new development, according to their Berkson fiscal report, approved by the Board of Supervisors on April 3, 2018 is projected at \$1.9 million dollars, this certainly could fund a shuttle. A page from that report is also included.

Please, insist that a BART shuttle is cemented into the transportation plans, and please listen when the City College Community complains about issues that seem to be non-existent per information presented to you by the Balboa Reservoir Partners. There are solutions to some, though not all, of the problems posed by this development, but if the discussion is muddled by a misdirection of data everyone suffers.

Sincerely,
Christine Hanson
Grateful City College student

Table 14: Scenario 3 (Baseline + PAEC + Balboa Reservoir Housing) Parking Demand and Supply

Enrollment/ TDM Scenario	Peak Day Parking Demand (First Week of Instruction)	Non-Peak Demand (Typical Day in Semester)	Supply	Unserviced Demand - Baseline Peak Day of First Week of Instruction	Unserviced Demand - Baseline Typical Day in Semester
2018	2,835	2,094	1,243	1,592	851
2026 (25% growth) without TDM	3,543	2,617	1,243	2,300	1,374
2026, with core TDM	3,010	2,223	1,243	1,767	980
2026, with additional TDM	2,245	1,658	1,243	1,002	415

Source: Fehr & Peers, 2018; IDAX Data Solutions, 2018; CCSF Draft Facilities Master Plan, 2016

Table 13: Scenario 2 (Baseline + Balboa Reservoir Housing) Parking Demand and Supply

Enrollment/ TDM Scenario	Peak Day Parking Demand (First Week of Instruction)	Non-Peak Demand (Typical Day in Semester)	Supply	Unserviced Demand - Baseline Peak Day of First Week of Instruction	Unserviced Demand - Baseline Typical Day in Semester
2018	2,835	2,094	2,003	832	91
2026 (25% growth) without TDM	3,543	2,617	2,003	1,540	614
2026, with core TDM	3,010	2,223	2,003	1,007	220
2026, with additional TDM	2,245	1,658	2,003	242	0

Source: Fehr & Peers, 2018; IDAX Data Solutions, 2018; CCSF Draft Facilities Master Plan, 2016

TDM STRATEGIES

Additional Measures

Percent Reduction

- Provide Muni pass to all full-time students ➤ Up to 10%
- Provide Bike Share (and/or scooter share) ➤ 1%
- Provide shuttle to BART during peak demand periods ➤ Up to 5% during peak
- Allocate car share parking spaces and subsidize memberships for employees ➤ Up to 1%
- Price employee parking ➤ 5%



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

TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN & PARKING ANALYSIS FINDINGS

FEHR & PEERS

CITY COLLEGE OF SAN FRANCISCO

March 21, 2019

OVERVIEW.

- May/June 2018: Project Kick-off, Initial Data Collection, Conducted first parking counts (during Spring semester)
- August 2018: Conducted second parking counts during first week of Fall semester, Employee & Student surveys
- November 2018: Conducted in-person outreach to students and employees
- January 2019: Developed TDM Plan and Parking Analysis
- March 2019: Finalized TDM Plan and Parking Analysis Findings

SURVEY RESPONSE

Employee/Faculty Survey

Issued: August 2018

Timeframe: 2 weeks

Completed Surveys: 400

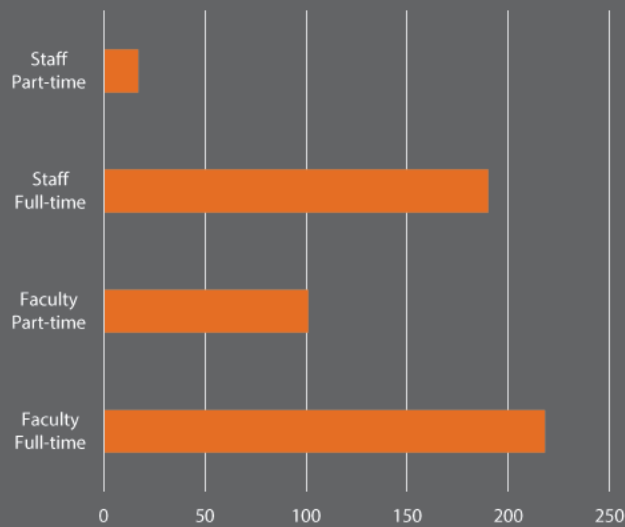
Student Survey

Issued: September 2018

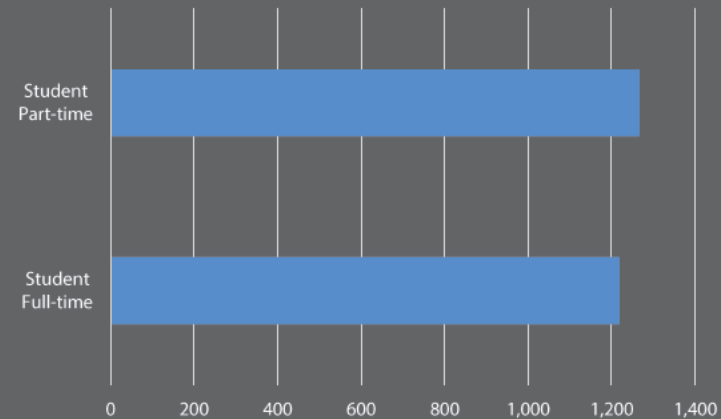
Timeframe: 2 weeks

Completed Surveys: 2,000

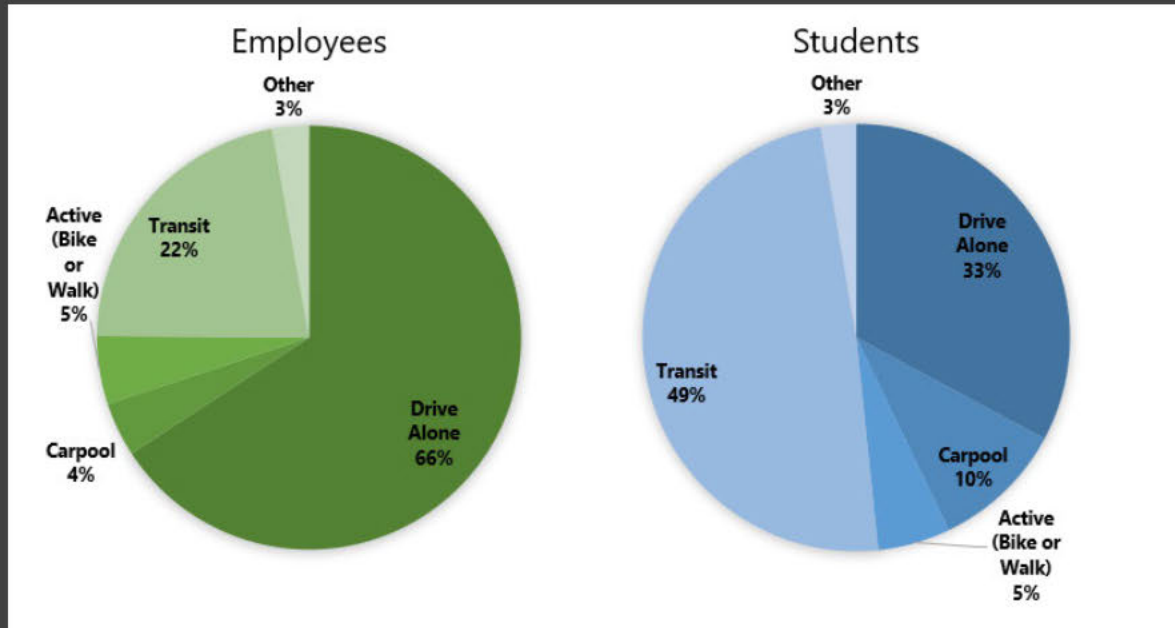
Employee Respondees



Student Respondees



EXISTING CONDITIONS.



Finding #1: CCSF Students rely heavily on public transit

Finding #2: The majority of CCSF Employees drive alone to campus

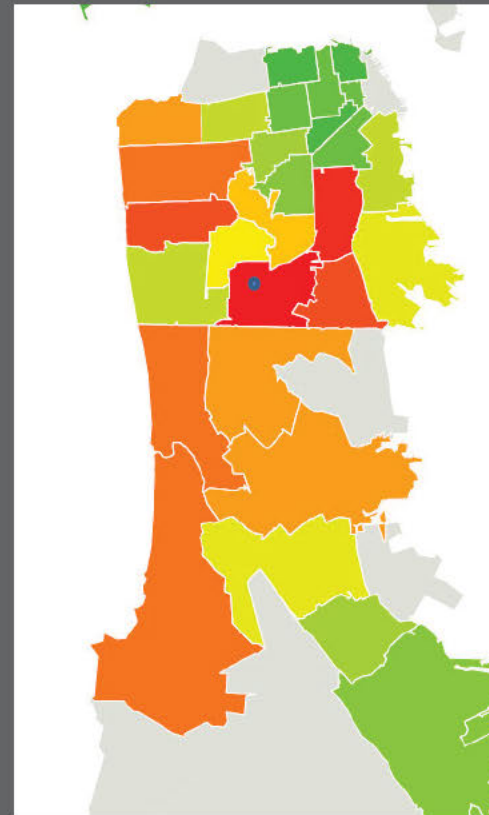
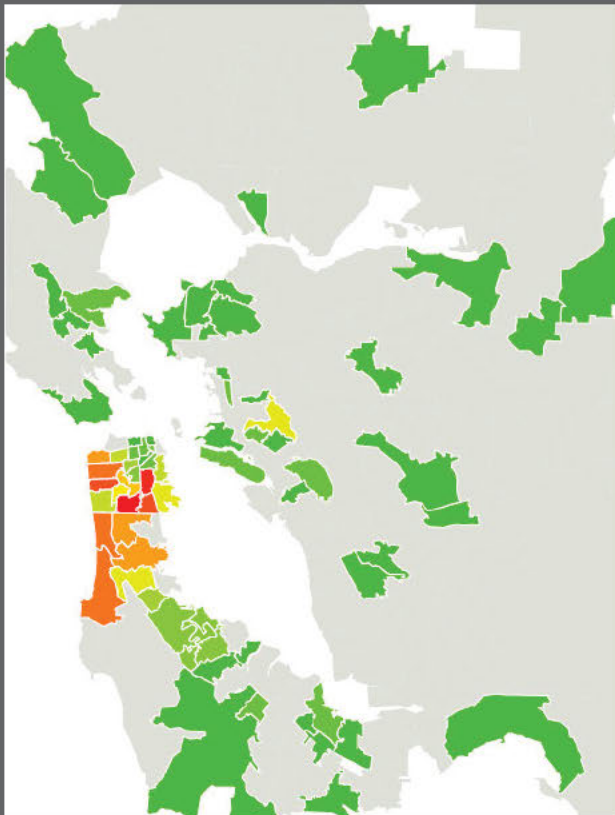
Finding #3: Time and Convenience drive behavior

Finding #4: Cost Matters, especially to students

EXISTING CONDITIONS.

Finding #5: Many Employees Who Drive Live Near Campus

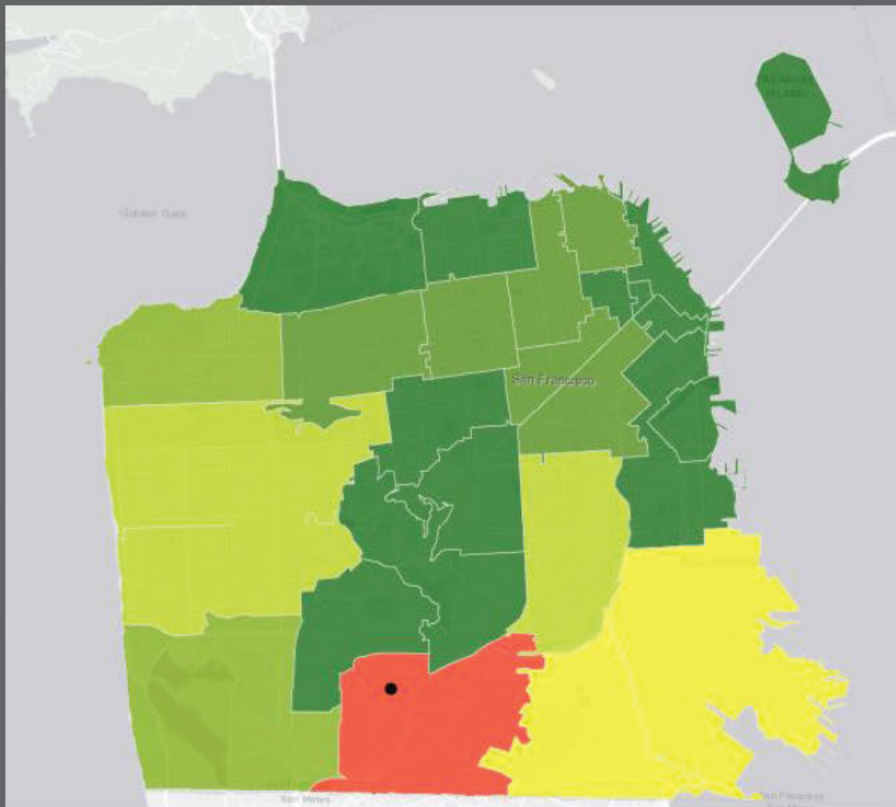
Employees



EXISTING CONDITIONS.

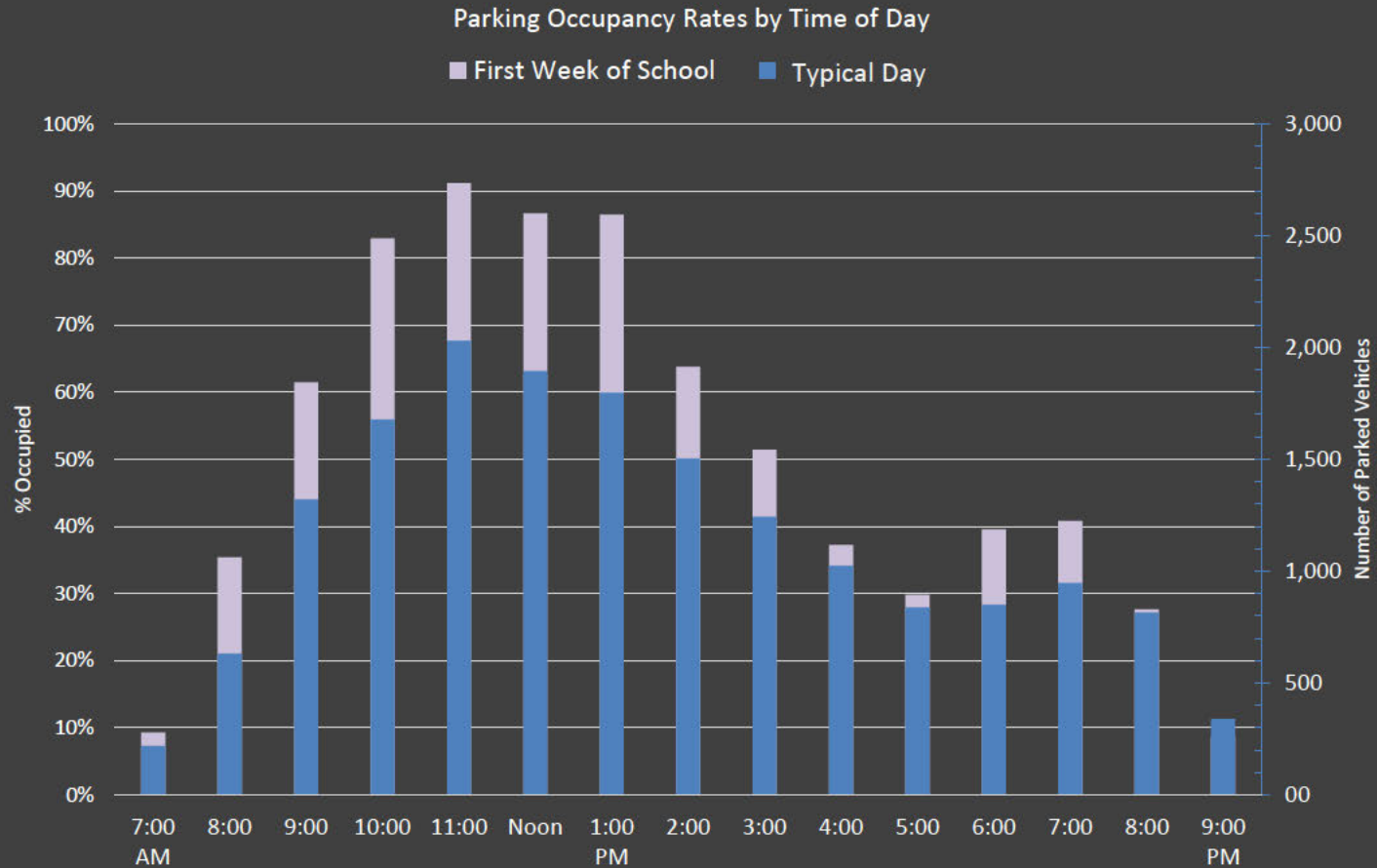
Finding #6: Many Students Live Near Campus

Students



EXISTING CONDITIONS.

Parking Occupancy by Time of Day



TRANSPORTATION DEMAND MANAGEMENT (TDM).

- Transportation Demand Management is the process of encouraging people to take transit, walk, bike, or carpool.
- These programs often include incentives, marketing, and other measures to help reduce the number of vehicle trips and therefore parking demand.

TDM GOALS.

- Maintain just and equitable access to a CCSF Education
- Manage demand for parking
- Make progress towards sustainability goals
- Create a TDM plan that is financially viable to implement

TDM STRATEGIES.

Core & Additional Measures

Core TDM includes measures that have a low to moderate annual cost *and* meet at least two of the following criteria:

- Address the key commute barriers named by students and staff, including cost, commute time, and safety/walking comfort.
- Provide a quantifiable reduction in drive-alone trips to campus.
- Assist drivers who live within walking or biking distance of CCSF to adopt other modes.
- Support CCSF's already high levels of transit use.

Additional TDM measures include those that are higher cost, and/or would require additional coordination to implement.

TDM STRATEGIES.

Core Measures

1. Maintain Equitable Access to a CCSF Education
(up to 2% reduction)
 - Assist student in applying for subsidized transit programs



LIFELINE PASS APPLICATION

The Lifeline Pass is a Muni-only monthly pass for qualified San Francisco residents on a limited income. The pass is offered at a 50% discount off the standard adult monthly pass price.

TDM STRATEGIES.

Core Measures

2. Support Students and Employees in Using Transit ($<1\%$ reduction)

- Real Time Transit Information at Key Locations
- Work with City to improve connections to BART

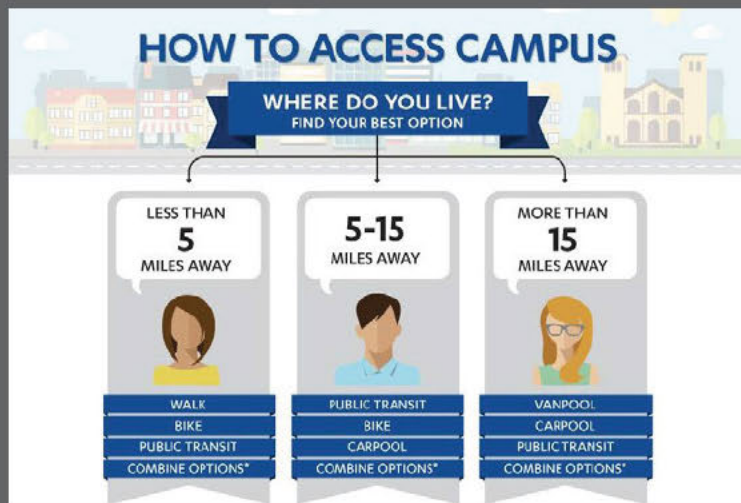


TDM STRATEGIES.

Core Measures

3. Advertise and Incentivize Sustainable Transportation (5% reduction)

- Hire dedicated on-site Transportation Coordinator and engage in proactive outreach
- Expand transportation resources in CCSF website



TDM STRATEGIES.

Core Measures

4. Support Use of Bicycles and Walking ($<1\%$ reduction)

- Provide Additional Secure Bicycle Storage & Lockers
- Provide Bicycle Repair at key locations
- Improve signage and wayfinding
- Improve bicycle and pedestrian networks on campus



TDM STRATEGIES.

Core Measures

5. Manage Existing Parking Supply (up to 5.5% reduction)

- Create and advertise a Carpool Program
- Revise and actively enforce permit system
- Adjust parking pricing



TDM STRATEGIES

Additional Measures

Percent Reduction

- Provide Muni pass to all full-time students ➤ Up to 10%
- Provide Bike Share (and/or scooter share) ➤ 1%
- Provide shuttle to BART during peak demand periods ➤ Up to 5% during peak
- Allocate car share parking spaces and subsidize memberships for employees ➤ Up to 1%
- Price employee parking ➤ 5%



TDM RESULTS.

Total Expected Reductions

Reduction in car trips due to Core Measures

- Students: 15%-20% Reductions
- Employees: 5%-10% Reductions

Reduction in car trips due to Core + Additional Measures

- Students: 25%-30% Reductions
- Employees: 15%-20% Reductions

PARKING.

Parking Scenarios

SCENARIO

AVAILABLE PARKING

1: PAEC Only:

2,250 Spaces

2: Lower Reservoir

2,003 Spaces

Housing Only:

3: PAEC + Lower

1,243 Spaces

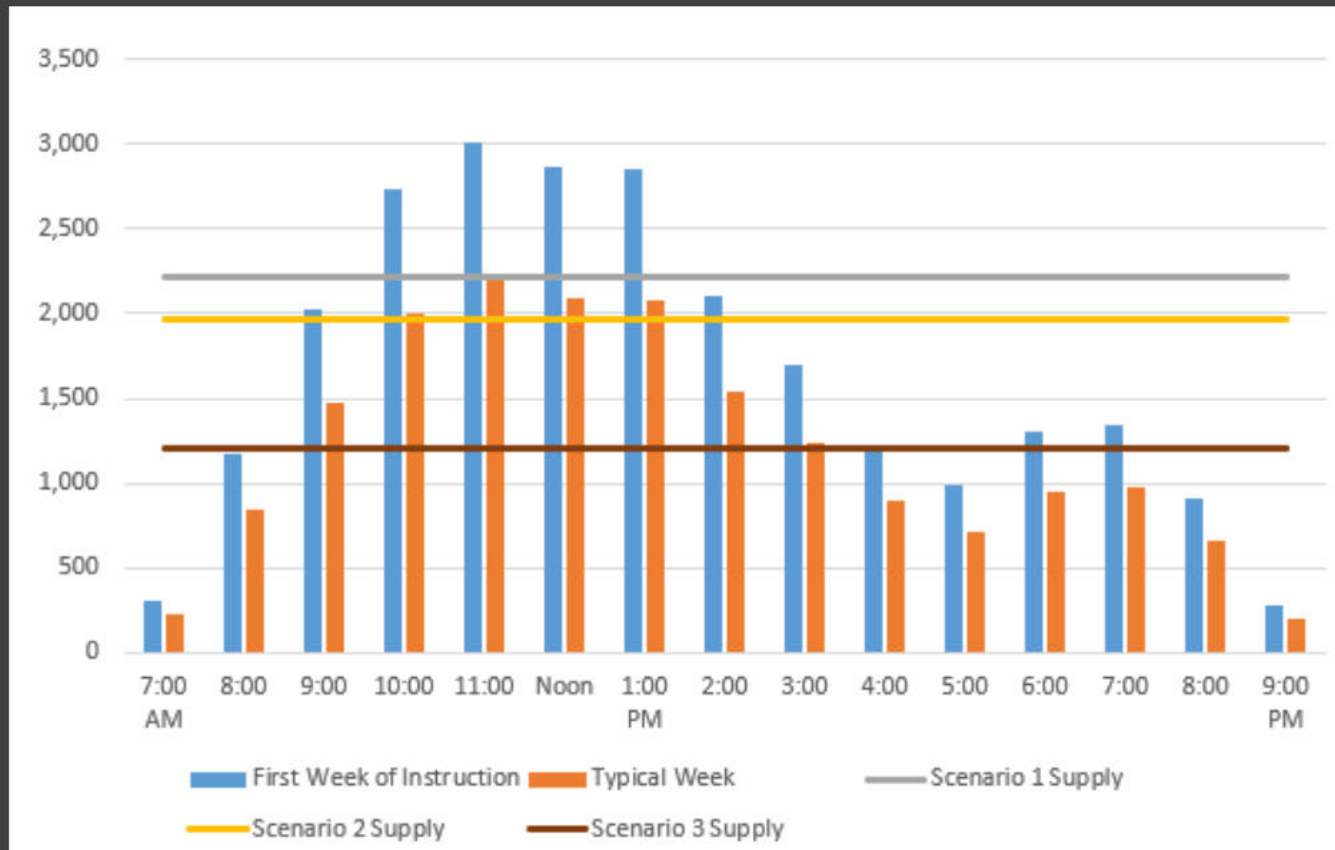
Reservoir Housing:

Analysis includes:

- 25% Student Growth
- 25% Student Growth + Core TDM
- 25% Student Growth + Core TDM + Additional Measures

PARKING.

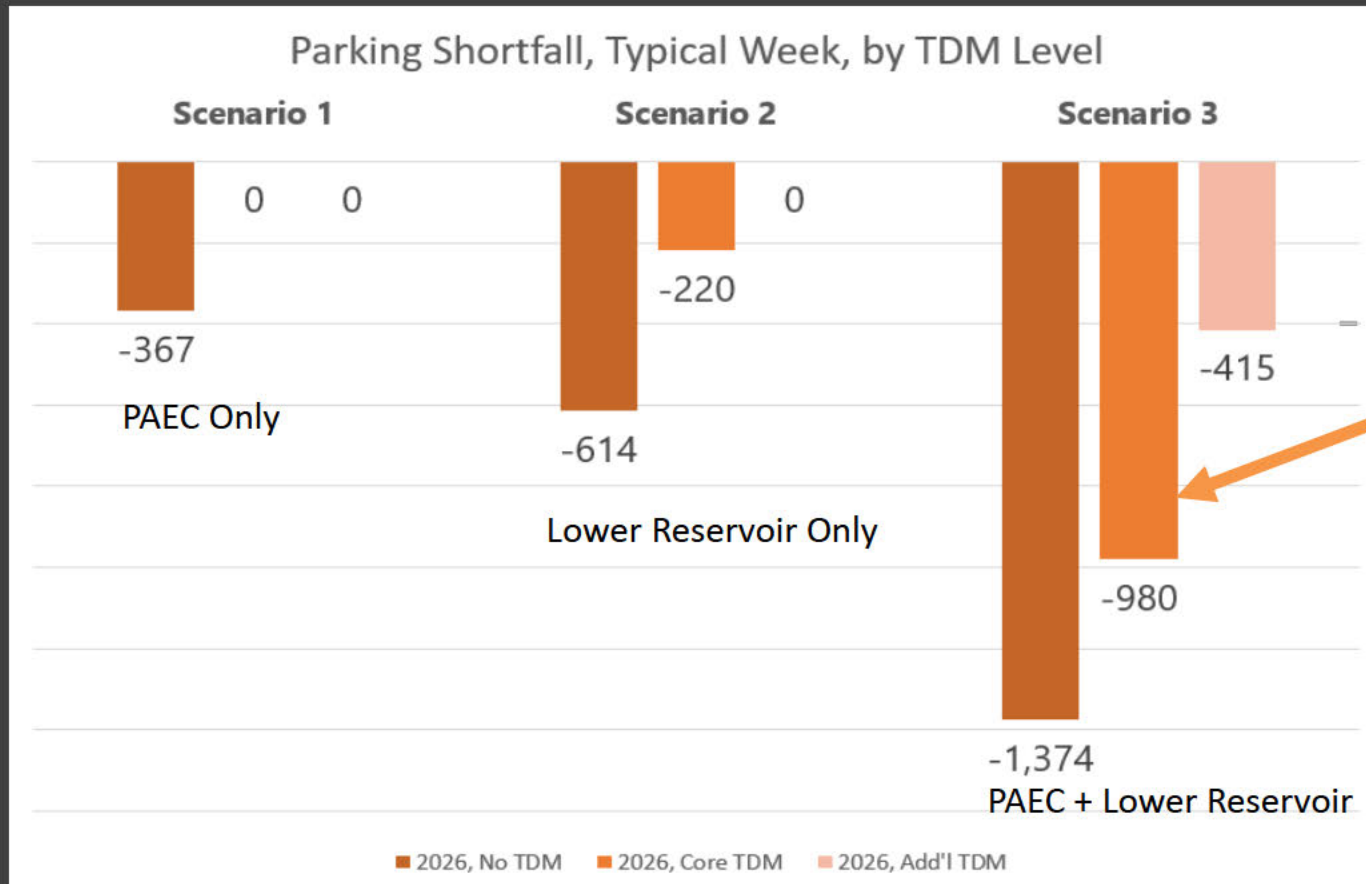
Projected Demand and Supply (25% Enrollment Increase + Core TDM)



PARKING

Comparison of Scenarios – Parking Supply Shortfall

Typical Day, 25% enrollment increase



PARKING.

Peak Demand Management Strategies

- Allow for a larger share of enrollment and administrative tasks to be completed online, or at other Centers
- Provide shuttles to and from major transit stations to help reduce demand for driving
- Provide temporary valet services to increase capacity of parking facilities
- Let people know that parking will be in short supply during peak periods
- Stagger certain tasks for students, such as orientation
- Adjust parking pricing during the first week of school

SUMMARY

Key Questions

1. What level of investment does CCSF want to make in providing affordable transportation alternatives i.e., implementing the “Additional TDM” measures?
2. How will CCSF balance managing parking demand with sustainability goals and minimizing the impact of vehicle trips?
3. Is meeting parking demand a financial investment priority for the College?



THANK YOU!

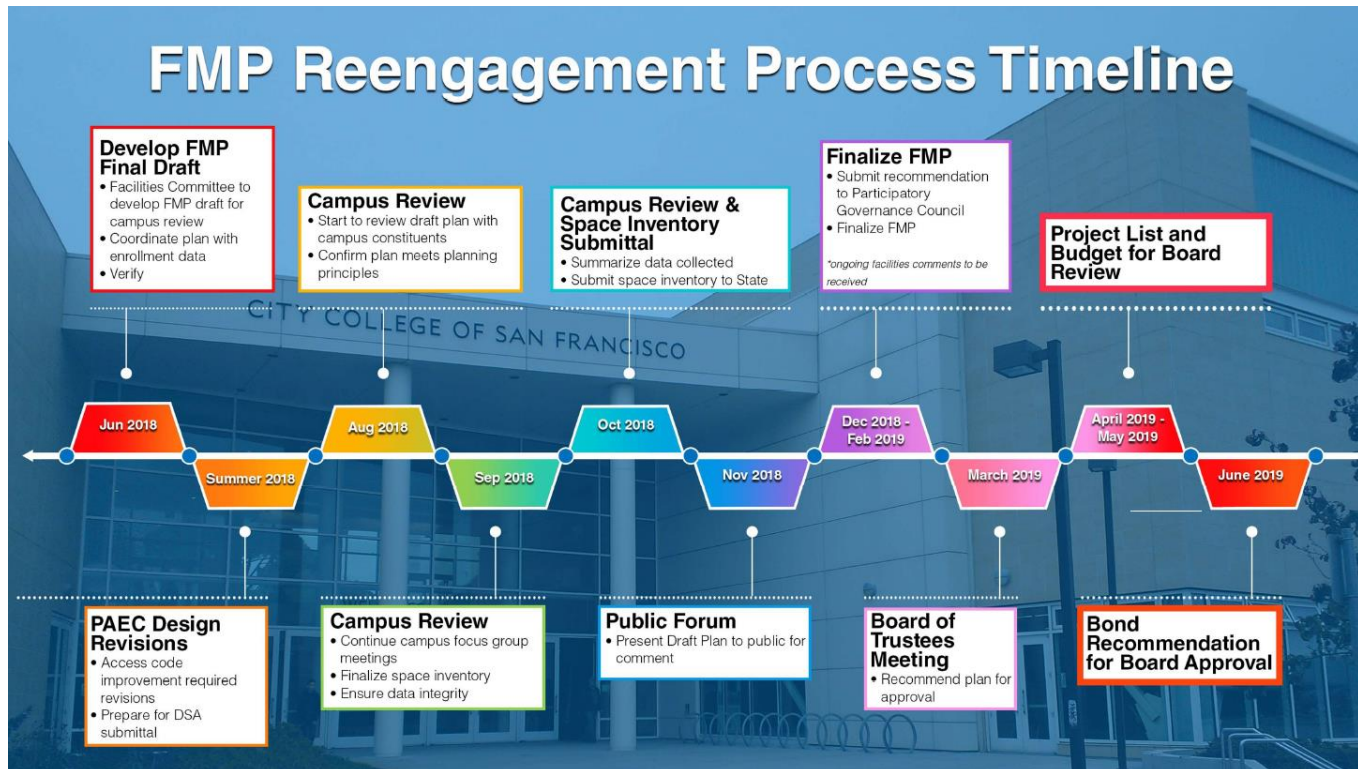
QUESTIONS?

Balboa Reservoir CAC Briefing

June 10, 2019

- Facilities Master Plan Process
- Priority Project List

FMP Reengagement Process Timeline



Reference: Board Presentation: Project List Review May 30, 2019

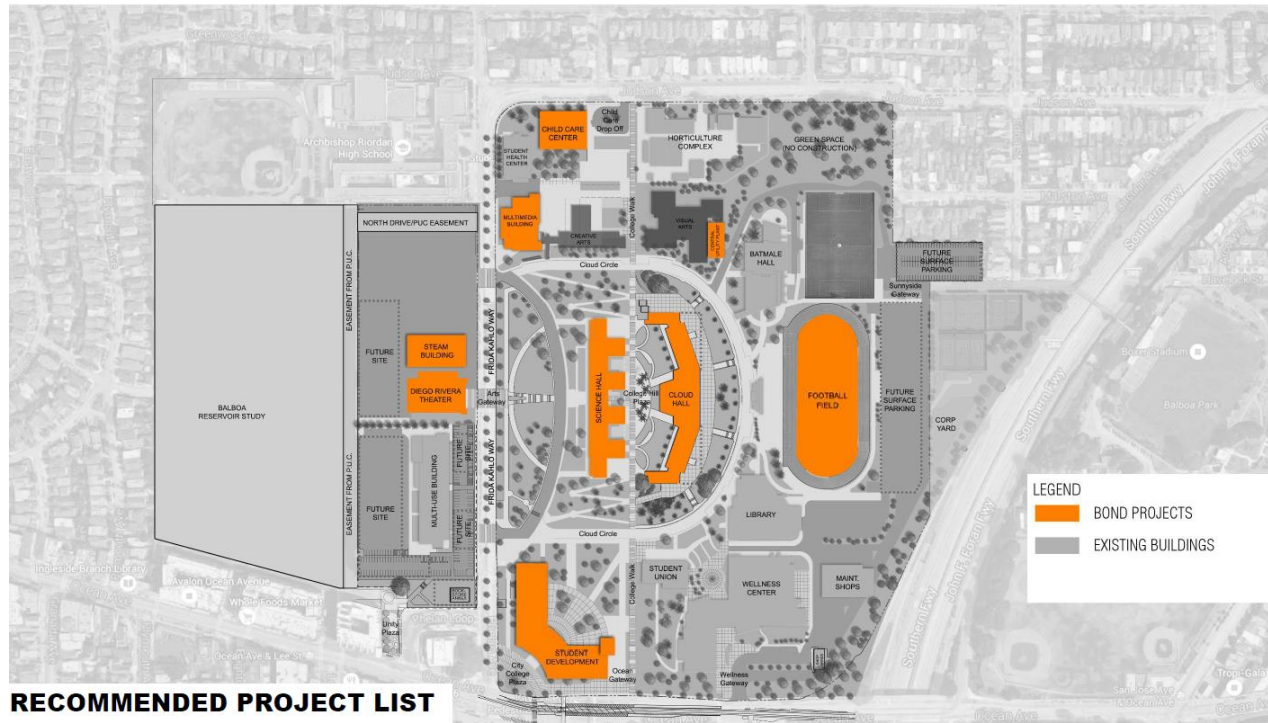


Priority Project List – NOT approved.

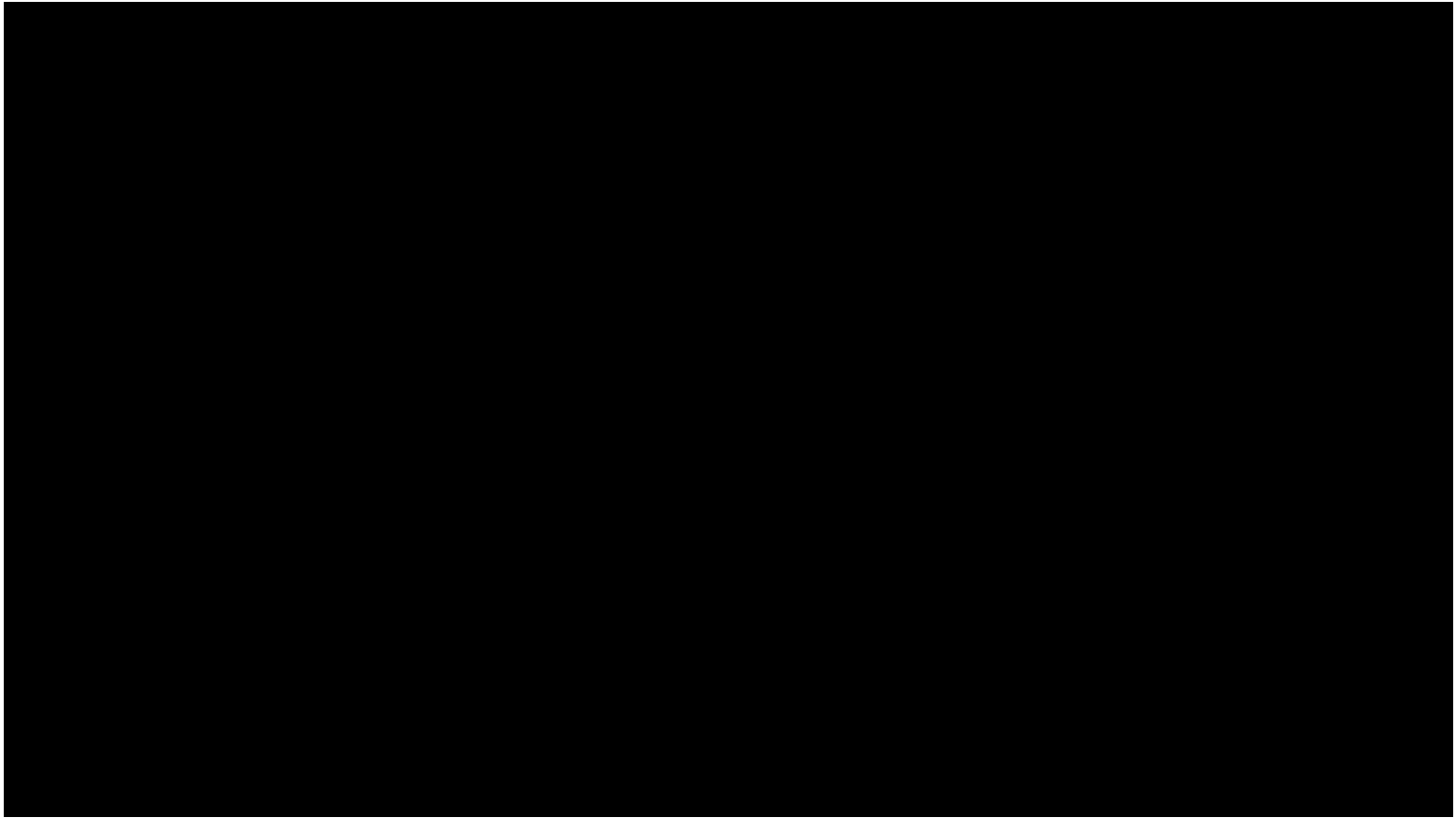
Recommended
Project List with
Budget - Not
approved by
Board of
Trustees

PROJECT	Conceptual Budgets	Start of Construction	End of Construction
Demo CDC & Portables Village	\$ 500,000	2019	2019
Swing Space (P2)	\$ 2,200,000	2019	2019
Swing Space (P3)	\$ 8,100,000	2020	2020
Diego Rivera Theater	\$ 102,000,000	2020	2022
Turf Field Replacement	\$ 2,000,000	2021	2021
STEAM Building	\$ 152,200,000	2022	2024
Student Development	\$ 125,700,000	2022	2024
New Child Care Center	\$ 10,900,000	2023	2024
Cloud Hall Renovation	\$ 99,200,000	2024	2026
Science Hall Renovation	\$ 92,900,000	2024	2026
Creative Arts Extension/Multi Media Building	\$ 27,700,000	2024	2025
State Funded Infrastructure and Eddy St. Local Match	\$ 23,000,000	2020	2022
Evans Center Renovations	\$ 31,500,000	2021	2023
Joint Use Education and Skills Building Center Project - Evans	\$ 34,500,000	2021	2023
Center Renovations	\$ 25,300,000	2022	2024
Campus Wide Improvements	\$ 18,400,000	2022	2025
Project Escalation to MPOC @ 5% Annually	\$ 123,000,000		
Estimate 2001 & 2005 Bond Fund Balance	\$ (39,187,358)		
TOTAL MASTER PROGRAM COST	\$ 839,912,642		

Reference: Board Presentation: Project List Review May 30, 2019



Reference: Board Presentation: Project List Review May 30, 2019



CCSF Ocean Campus TDM Plan and Parking
Analysis
March 15, 2019

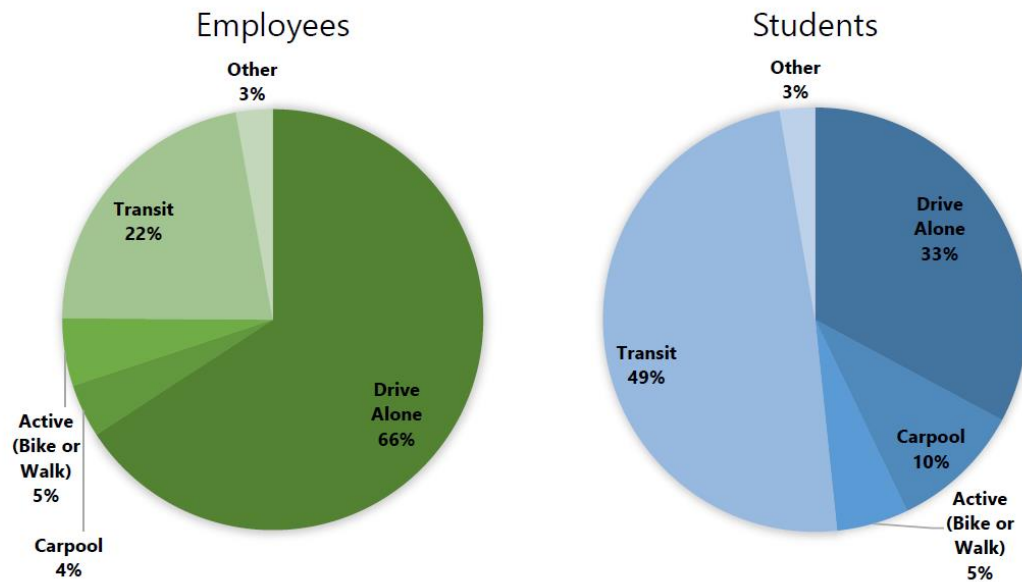
Summary of Findings from TDM Study

1. **CCSF Relies on Public Transit:** While most employees drive to work, a substantial number use BART or Muni to commute. Among students, half of trips to campus are made on transit.
2. **Time and Convenience are Key Drivers of Behavior:** Among all populations, but particularly employees, the amount of time spent commuting is a key consideration in making travel choices. While CCSF cannot address the relative travel time on different modes of travel, it can help individuals plan a more seamless transit trip, or perhaps try walking or bicycling.
3. **Cost Matters, Especially to Students:** Students indicated that the cost of traveling to and from classes was a major concern. This was shown in both direct survey responses, as well as in student reactions to potential programs to help subsidize the cost of transit.
4. **Many Drivers Live Near Campus:** Among both employees and students, many drivers live within two to three miles of campus, and could potentially walk or bicycle to CCSF.
5. **Transportation is Important, but Secondary to Education:** While this plan focuses on improving transportation options, it is key to remember that while transportation is important to students, it is often secondary to their overall student experience.
6. **Parking is Important to Employees, but Students Value Transit Access:** Employee responses generally placed a high value on parking as an employee benefit. However, while students also value the availability of parking, they were less concerned with future changes, and more willing to shift to other modes if parking were to become more difficult to find.

CCSF Facilities goals for current TDM plan

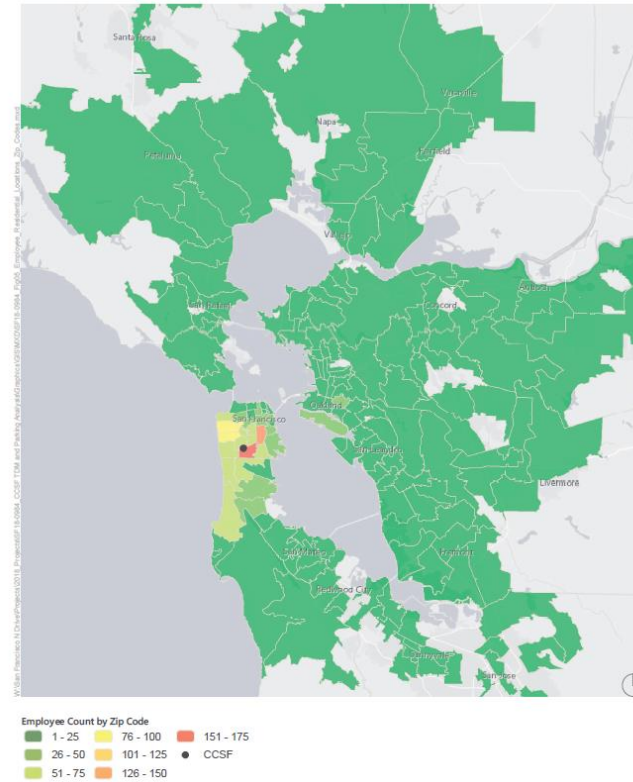
- **Reduce Demand for Parking:** Due to anticipated development by neighbors and under the FMP, parking will likely become less readily available at CCSF's Ocean Campus.
- **Reduce Drive Alone Trips to Campus:** Under the CCSF Sustainability Plan, managing drive alone trips is a key aspect to reducing the Campus's carbon footprint.
- **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.

Mode of Travel by Population (Survey 2018)



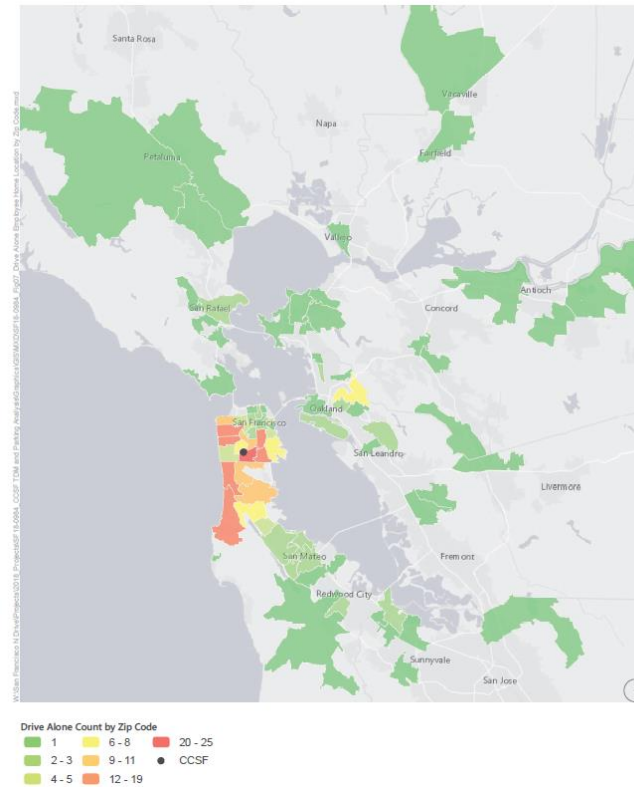
Reference: City College of San Francisco Transportation Demand Management (TDM) and Parking Plan March 15, 2019 Figure 4

Employee Home Location by Zip Code



Reference: City College of San Francisco Transportation Demand Management (TDM) and Parking Plan March 15, 2019 Figure 5

Drive Alone Employee Home Location by Zip Code

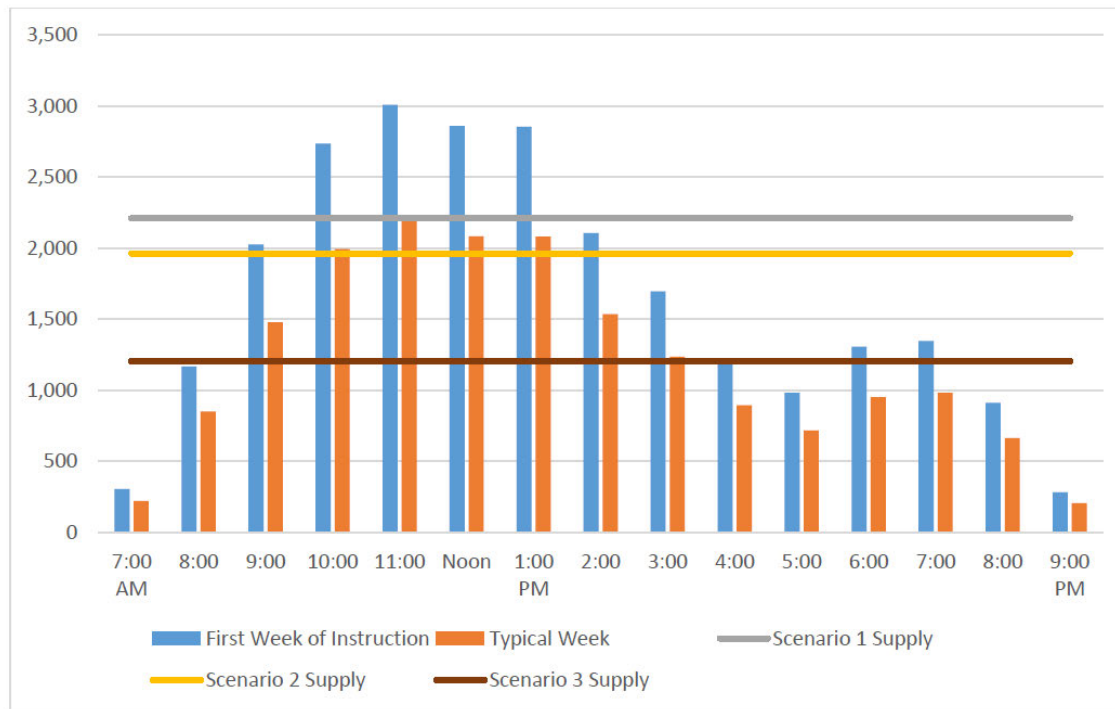


Reference: City College of San Francisco Transportation Demand Management (TDM) and Parking Plan March 15, 2019 Figure 7

Parking Study - expected campus development and operational changes

- Construction of a Performing Arts and Entertainment Center (PAEC), removing up to 760 parking spaces in the Upper Reservoir parking area
- Construction of the planned Balboa Reservoir Housing development at the Lower Reservoir parking area, removing 1,007 parking spaces
- Enrollment increases of up to 25 percent
- Implementation of the TDM Plan, as described in Chapter 3.
- These changes have been consolidated into three key scenarios analyzed below:
 - Scenario 0: Baseline Conditions (i.e., no changes to campus or Lower Reservoir)
 - Scenario 1: Baseline Conditions + PAEC
 - Scenario 2: Baseline Conditions + Balboa Reservoir Housing
 - Scenario 3: Baseline Conditions + PAEC + Balboa Reservoir Housing

Projected Demand and Supply by Time of Day (25% Enrollment Increase + Core TDM Strategies)



Reference: City College of San Francisco Transportation Demand Management (TDM) and Parking Plan March 15, 2019 Figure: E-4

Baseline Parking Demand and Supply

Enrollment/ TDM Scenario	Peak Day Parking Demand (First Week of Instruction)	Non-Peak Demand (Typical Day in Semester)	Supply	Unserviced Demand - Baseline Peak Day of First Week of Instruction	Unserviced Demand - Baseline Typical Day in Semester
2018	2,835	2,066	3,010	0	0
2026 (25% growth) without TDM	3,543	2,583	3,010	572	0
2026, with core TDM	3,010	2,194	3,010	39	0
2026, with additional TDM	2,294	1,672	3,010	0	0

Reference: City College of San Francisco Transportation Demand Management (TDM) and Parking Plan March 15, 2019 Table: E-1

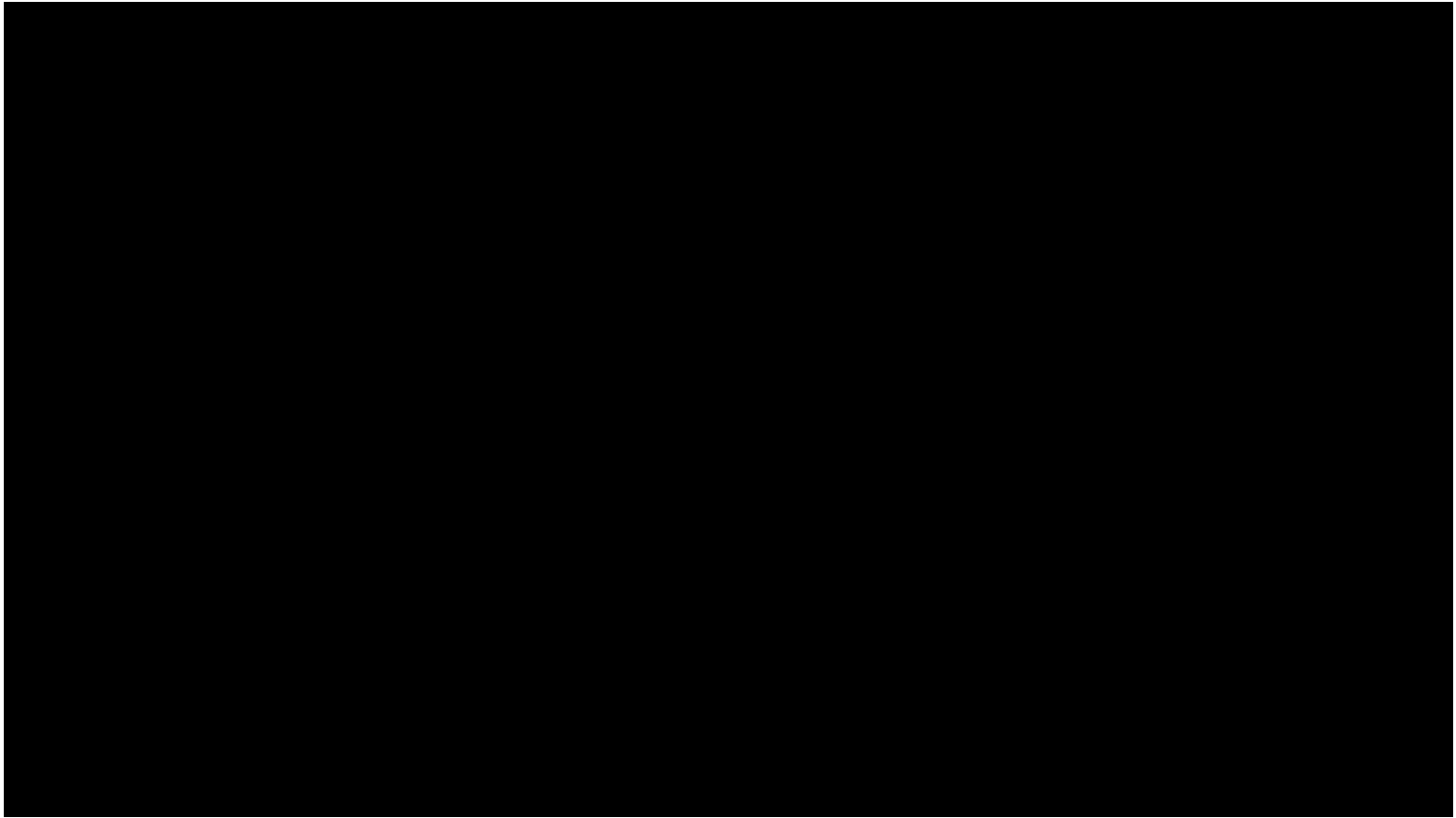
Baseline + Balboa Reservoir Housing Parking Demand and Supply

Enrollment/ TDM Scenario	Peak Day Parking Demand (First Week of Instruction)	Non-Peak Demand (Typical Day in Semester)	Supply	Unserviced Demand - Baseline Peak Day of First Week of Instruction	Unserviced Demand - Baseline Typical Day in Semester
2018	2,835	2,094	2,003	832	91
2026 (25% growth) without TDM	3,543	2,617	2,003	1,540	614
2026, with core TDM	3,010	2,223	2,003	1,007	220
2026, with additional TDM	2,245	1,658	2,003	242	0

Reference: City College of San Francisco Transportation Demand Management (TDM) and Parking Plan March 15, 2019 Table 13

Potential TDM strategies to help manage number of students and employees driving alone to campus

- 1. Maintain Equitable Access to a CCSF Education:** Equity and access are key values to CCSF and its mission. This objective suggests secondary strategies to support students with limited financial resources.
- 2. Create a variety of affordable options to encourage use of transit:** CCSF is in a transit-rich city; however, additional support can help students and employees address key barriers such as long walks, extended wait times, or high costs of transit passes.
- 3. Support Walking and Bicycling, especially for those living within three miles of campus:** Many students and employees live within bicycling distance of campus, but commute via car.
- 4. Advertise and Incentivize Sustainable Transportation:** The barriers to changing transportation behavior are high, so direct support and encouragement are key elements to the TDM Plan
- 5. Manage Existing Parking Supply:** Through carefully adjusting pricing, revising the permit system, and more stringent enforcement, CCSF can manage demand for parking spaces.



From: [aj](#)
To: [Major, Erica \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Low, Jen \(BOS\)](#); [CPC-Commissions Secretary](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [Imperial, Theresa \(CPC\)](#); [Fung, Frank \(CPC\)](#); [Diamond, Susan \(CPC\)](#); [Hood, Donna \(PUC\)](#)
Cc: [SNA BRC](#); [Public Lands for Public Good](#); [ccsfheat@gmail.com](#)
Subject: Reservoir SUD and Development Agreement
Date: Friday, May 15, 2020 7:04:17 PM

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

Land Use & Transportation Committee, BOS, D7 Supervisor Yee, Planning Commission, PUC:

on 4/28/2020, legislation was introduced to create a Special Use District that will replace the current P-Public zoning.

On 5/28/2020, the Reservoir Project is expected to achieve a slam dunk with approvals for General Plan Amendment, Special Use District, Zoning Map amendment, Development Agreement, and EIR certification.

Despite the deceptive marketing of the Reservoir Project as "50% affordable", Reservoir Community Partners' breakdown will actually be 550 market-rate units, and only 367 affordable.

The developers cannot legitimately claim credit for the 183 "additional affordable" units that will come from public monies.

Don't facilitate stealth privatization of public lands with SUD.

Instead of the SUD, keep the Reservoir parcel #3180's zoned as Public..... Existing P zoning which already allows for 100% affordable housing.

There is no need to rezone to SUD, other than to facilitate privatization of public property.

Contrary to successful marketing of "affordable housing in perpetuity" the publication of the Development Agreement less than a month ago reveals the dirty secret that the affordable restriction only lasts for 57 years.

"FACTS" FIXED AROUND POLICY

The "affordable in perpetuity" lie has been promoted throughout the "public engagement process." Only with the recent publication of the Development Agreement has the lie been exposed. The lie is unconscionable.

This lie is emblematic of how the Reservoir Team has been playing fast and loose with "facts" to "achieve buy-in" from the community....in order to enable privatization of public property by the 1%.

Don't allow yourselves to be bought out by the 1%. No to the SUD; YES to retaining "P" zoning!

Sincerely,
Alvin Ja, District 7

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Major, Erica \(BOS\)](#)
Subject: FW: Support for Balboa Reservoir Special Use District (200422)
Date: Thursday, May 14, 2020 8:33:37 AM

From: Avinash Kar <avinashkar2@yahoo.com>
Sent: Wednesday, May 13, 2020 6:42 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Support for Balboa Reservoir Special Use District

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

I write to express support for the planned development on what is currently the parking lot adjacent to City College. The plan to build significant affordable and market rate housing is a step in the right direction to make the city more affordable and to have private developers cover a significant part of the cost. I live within a mile of the location and am fully supportive of the proposal--I think it will add commercial activity, energy, and vitality to the area--and am glad that Supervisor Yee is representing that perspective for our supervisory district.

With my thanks,
Avinash Kar
141 Dorado Terrace
San Francisco, CA 94112

From: [aj](#)
To: [Major, Erica \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Low, Jen \(BOS\)](#); [CPC-Commissions Secretary](#); [Hood, Donna \(PUC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Imperial, Theresa \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [Fung, Frank \(CPC\)](#); [Diamond, Susan \(CPC\)](#)
Cc: [SNA BRC](#); cgoss2@mail.ccsf.edu
Subject: Balboa Reservoir General Plan Amendment /Development Agreement
Date: Tuesday, May 12, 2020 12:07:03 AM

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

Land Use & Transportation Committee, Board of Supervisors, D7 Supervisor Yee, Planning Commission, PUC:

The General Plan Amendment and Development Agreement for the Reservoir Project will come before you soon.

What's been most disturbing is the lack of integrity in how the Reservoir Project has been shepherded along in a top-down manner.

The M.O. has been to present what has been fundamentally a pre-ordained project and then--to fulfill procedural requirements--going through the motions of getting community input ("public engagement").

Instead of community input, what OEWD-Planning really had in mind was to achieve "buy-in." The CAC format basically provided the authorities a propaganda platform to achieve the desired "buy-in."

Zoning and the broader context of the Balboa Park Station Area Plan had been raised early during the "public engagement process. "

Despite the early inquiries regarding zoning and the BPS Area Plan to the OEWD-Planning Team, the Reservoir Team avoided addressing the subject. The issue of rezoning from Public to Special Use District did not show up until publication of the Supplemental EIR. And amending the BPS Area Plan/General Plan to make it backwards compatible with Reservoir Project wasn't revealed by the authorities until a few months ago!

Integrity would have required an early assessment of the Reservoir Project within the context of the higher program-level BPS Area Plan; not the other way around.

More than anything else, the rezoning from P to SUD is needed solely for the purpose of privatization that would create 363 (Not 550!) affordable units vs. 550 market-rate units. The current P zoning already allows for affordable housing; the only difference is that P zoning would not allow for the market-rate units.

The public has no need to subsidize private developers with public property.

Vote NO to the GPA and DA.

Sincerely,
Alvin Ja

[More](#)