RESPONSES TO COMMENTS ON THE DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT Volume 2 (Attachments 1–5)

Balboa Reservoir Project

SAN FRANCISCO PLANNING DEPARTMENT CASE NO. 2018-007883ENV STATE CLEARINGHOUSE NO. 2018102028



Draft EIR Publication Date:	AUGUST 7, 2019
Draft EIR Public Hearing Date:	SEPTEMBER 12, 2019
Draft EIR Public Comment Period:	AUGUST 8, 2019 – SEPTEMBER 23, 2019
Responses to Comments Publication Date:	APRIL 29, 2020
Final EIR Certification Hearing Date:	MAY 28, 2020

NOTE: Because of the COVID-19 shelter-in-place order, the planning commission may have to hold the certification hearing remotely. Members of the public are encouraged to participate. Additional information may be found on the department's website at www.sfplanning.org and on the planning commission agenda.

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Attachment 1

Planning Commission Hearing Transcript

In the Matter of:	
Regular Meeting	

ITEM 12: BALBOA RESERVOIR PROJECT

DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

2018-007883ENV

PUBLIC COMMENT

BOARD OF SUPERVISORS CHAMBERS, ROOM 250
CITY HALL, 1 DR. CARLTON B. GOODLETT PLACE
SAN FRANCISCO, CALIFORNIA

THURSDAY, SEPTEMBER 12, 2019
4:21 P.M.

Reported by:

Bridgette Rast

APPEARANCES

SAN FRANCISCO PLANNING COMMISSION

Joel Koppel, Vice President

Frank Fung, Commissioner

Rich Hillis, Commissioner

Milicent Johnson, Commissioner

Kathrin Moore, Commissioner

Jonas P. Ionin, Secretary

SAN FRANCISCO PLANNING DEPARTMENT

Jeanie Poling, Senior Environmental Planner

PUBLIC COMMENT

Lisa Anderson, Resident, Monterey Heights

Alvin Ja, Resident

Steve Zeltzer, United Public Workers for Action

Andrew Currier, PhD, Archbishop Riordan High School

Christopher Pederson, Resident, Ingleside

Benjamin Schneider, Resident, Ingleside

Sam Moss, Executive Director, Mission Housing Development

Laura Foote, YIMBY Action

Brad, CCSF Student

Jess Nguyen, CCSF Student

Michael Adams, CCSF Student

Vicky, CCSF Student

Sophie Sapphire, CCSF Student

Wynd Kaufmyn, CCSF Faculty

Monica Collins, Resident, Sunnyside

PUBLIC COMMENT

Theodore Randolph, Resident, Excelsior

Jean Barish, former CCSF Faculty Member

Amy O'Hare, Sunnyside Representative, Balboa Reservoir Community Advisory Committee, Board Member, Sunnyside Neighborhood Association

Gary Barringer, Resident

Jennifer Heggie, Resident Sunnyside, Balboa Reservoir Community Advisory Committee Representative

Christine Hanson, Resident

Marcie Rhine, Resident

Hedda Tima, Resident

Michael Ahrens, President, Westwood Park Homeowners Association

Ken Kowalski, Member, Westwood Park Homeowners Association

Laura Fry, Resident, Westwood Park

Anita Theoharis, Board Member, Westwood Park Association

Harry Bernstein, CCSF Faculty Member

Nicholas Nagle, San Francisco Housing Action Coalition

Jon Winston, Chair, Balboa Reservoir Community Advisory Committee

Rita Evans, Sunnyside Neighborhood Association

1	PROCEEDINGS
2	4:21 P.M.
3	SAN FRANCISCO, CALIFORNIA,
4	THURSDAY, SEPTEMBER 12, 2019
5	SECRETARY IONIN: Okay, the court
6	reporter is ready.
7	Commissioners, we left off on Item 12,
8	for Case No. 2018-007883ENV, for the Balboa
9	Reservoir Project. This is the draft
10	Environmental Impact Report.
11	Please note that written comments will be
12	accepted at the Planning Department until 5:00
13	p.m., on September 23, 2019.
14	And I would like to just stress and
15	remind members of the public your testimony
16	should be on the accuracy and adequacy of the
17	final Environmental Impact Report, not your
18	opinion of the project itself.
19	MS. POLING: Good afternoon Vice
20	President Koppel and members of the Commission.
21	I'm Jeanie Poling, Planning Department staff and
22	Environmental Coordinator for the Balboa
23	Reservoir Project.

Can I have the screen? Thank you. The

24

- 1 item before you is the review and comment on the
- 2 Balboa Reservoir Project draft Subsequent
- 3 Environmental Impact Report, or EIR. The purpose
- 4 of today's hearing is to take public comments on
- 5 the adequacy, accuracy and completeness of the
- $6\,$ draft Subsequent EIR pursuant to the California
- 7 Environmental Quality Act, or CEQA, and San
- 8 Francisco's local procedures for implementing
- 9 CEQA. No approval action on this document is
- 10 requested at this time.
- 11 The public review period for the
- 12 project's draft Subsequent EIR began on August 8
- 13 and will continue until 5:00 p.m., on September
- 14 23.
- 15 I'll briefly explain why we're preparing
- 16 a Subsequent EIR and then summarize the project
- 17 description and analysis before opening up the
- 18 meeting to public comment.
- 19 The 17-acre project site is the western
- 20 portion of the Balboa Reservoir, which is within
- 21 the Balboa Park Station Plan Area. The
- 22 programmatic EIR for the area plan was certified
- 23 in 2008 and it assumed 500 dwelling units would
- 24 be developed at the reservoir project site.
- 25 A Subsequent EIR is a whole new EIR that

- 1 focuses on the conditions that need new analysis.
- 2 The current project proposes more density than
- 3 was assumed in the Area Plan EIR, so it's a
- 4 revision to the project and it identifies new,
- 5 significant environmental impacts, and
- 6 substantially more severe impacts than those
- 7 identified in the 2008 Area Plan EIR.
- 8 Thus, the CEQA document we are preparing
- 9 is a Subsequent EIR and it uses as a base the
- 10 analysis that was done for the 2008 Area Plan
- 11 EIR.
- 12 The draft Subsequent EIR analyzes two
- 13 different sets of options for the site's
- 14 residential density to capture a range of
- 15 possible development on the project site. The
- 16 developer's proposed option is proposed by
- 17 Reservoir Community Partners and the additional
- 18 housing option has been developed by the City to
- 19 maximize affordable housing.
- 20 Development under each of the two options
- 21 would entail the same land uses, street
- 22 configurations, and site plans. The additional
- 23 housing option adds one story to each of the
- 24 buildings and includes smaller units to increase
- 25 the number or residences.

- 1 The developer's proposed option includes
- 2 1,100 dwelling units and a public parking garage.
- 3 The additional housing option includes 1,550
- 4 units and no public parking garage.
- 5 The draft Subsequent EIR also analyzes
- 6 four project variants. These variants are
- 7 located at the same project site and they all
- 8 relate to the parking garage location and
- 9 transportation access.
- 10 Before I discuss the findings, I'd like
- 11 to point out that in February 2019 the Planning
- 12 Department updated its Transportation Impact
- 13 Analysis guidelines. These guidelines provide
- 14 methodologies and criteria for undertaking
- 15 transportation review in San Francisco. They
- 16 include updated travel demand rates that account
- 17 for vehicles operating as Transportation Network
- 18 Companies, or TNCs.
- 19 The Balboa Reservoir Project's
- 20 transportation analysis is based on these rates
- 21 and, therefore, analyzes the impacts of TNCs.
- 22 I'll now summarize the draft Subsequent
- 23 EIR's significant and unavoidable impact
- 24 findings. The draft Subsequent EIR identifies
- 25 three significant and unavoidable impacts during

- 1 project construction. These involve construction
- 2 noise, regional air quality during the three-year
- 3 construction schedule, and localized air quality
- 4 during the three-year construction schedule.
- 5 All three of these impacts would be
- 6 significant under both project options and all
- 7 project areas.
- 8 The draft Subsequent EIR identifies two
- 9 transportation-related impacts during project
- 10 operation. One involves potential conflicts
- 11 related to loading along the Lee Avenue
- 12 extension, which is currently a dead end, but
- 13 would become a through street when the project
- 14 becomes operational.
- The other impact involves transit delay
- 16 under cumulative conditions due to growth at the
- 17 project site combined with growth at City
- 18 College.
- 19 Both of these impacts would be
- 20 significant under both project options and all
- 21 project variants.
- 22 The draft Subsequent EIR identifies four
- 23 project alternatives. A no project alternative,
- 24 which is required by CEQA law, a reduced density
- 25 alternative, an alternative that allows passenger

- 1 vehicle access from Westwood Park via San Ramon
- 2 Way, and a six-year construction alternative.
- 3 The only build alternative that would
- 4 reduce significant and unavoidable impacts is the
- 5 six-year construction schedule, which would
- 6 reduce the two significant construction air
- 7 quality impacts to less than significant with
- 8 mitigation.
- 9 Significant transportation impacts during
- 10 project operation would occur under both options
- 11 and all variants.
- 12 While the San Ramon Way vehicle access
- 13 alternative and the reduced density alternative
- 14 would reduce transportation-related impacts, they
- 15 wouldn't reduce them to less-than-significant
- 16 levels.
- 17 Today, the Planning Department is seeking
- 18 comments on the adequacy and accuracy of the
- 19 information contained in the draft Subsequent
- 20 EIR. For members of the public who wish to
- 21 speak, please fill out a speaker card and state
- 22 your name for the record. Please speak slowly
- 23 and clearly so that the court reporter can make
- 24 an accurate transcript of today's proceedings.
- 25 Staff is not here to respond to comments

- 1 today. Instead, we will transcribe all verbal
- 2 and written comments received today, and during
- 3 the public comment period, and we will respond to
- 4 these comments that raise significant
- 5 environmental issues in a responses to comment
- 6 document.
- 7 SECRETARY IONIN: I'm sorry, there are no
- 8 speaker cards.
- 9 MS. POLING: Sorry. Okay, no speaker
- 10 cards, but you can line up. Correct? Okay,
- 11 sorry about that.
- 12 So, we will respond to written and oral
- 13 comments in a responses to comments document,
- 14 which we anticipate publishing in the spring of
- 15 2020.
- 16 Those who are interested in submitting
- 17 written comments on the draft Subsequent EIR may
- 18 do so by email or by hardcopy. All comments must
- 19 be received by 5:00 p.m., on Monday, September
- 20 23.
- 21 Unless the Commissioners have procedural
- 22 questions, I respectfully suggest that the public
- 23 hearing on this item be opened. Thank you.
- 24 SECRETARY IONIN: Okay, members of the
- 25 public, please line up on our left, your right

- 1 side of the room, and come on up.
- MS. ANDERSON: Hello, my name is Lisa

I-Anderson-1

- 3 Anderson. I'm here on behalf of myself, my
- 4 husband, and my son. We live in Monterey Heights
- 5 and we're supporters of this project. Looking at
- 6 the Environmental Impact Report, we don't see any
- 7 reason that this project should not go through.
- 8 Housing is such an issue in San Francisco
- 9 and this project has already been reduced in
- 10 scope, so we would urge you to support this.
- 11 As a former high school administrator, it
- 12 broke my heart to see all of the students who
- 13 could not afford to live here. And I've just had
- 14 to say goodbye to my son's best friend, who grew
- 15 up on Wildwood, just blocks from this project.
- So, please, approve this project.
- 17 SECRETARY IONIN: Thank you. Next
- 18 speaker please.
- 19 MR. JA: My name's Alvin Ja. I've
- 20 already submitted quite a number of written
- 21 comments to you. Hopefully, you've been able to
- 22 read some of them. And I have pointed out a
- 23 whole lot of inadequacies in the SEIR.
- I'm wearing this shirt that says "No War
- 25 on Iraq". That's because I don't have a shirt

I-JA1-1

that says no invasion of luxury housing onto the I-JA1-1 (cont.)

- 2 Balboa Reservoir. And I am in favor of
- 3 affordable housing, but not luxury housing.
- 4 Yeah, I'll just talk about two
- 5 inadequacies out of all the things that I've
- 6 written so far, and there will be more written
- 7 comments forthcoming. But I'll talk about two.
- 8 This is a weapon of mass destruction in
- 9 terms of what the Balboa Reservoir project is
- 10 doing. You know, similar to the Iraq war where
- 11 they were looking for weapons of mass
- 12 destruction, we have one right here with the
- 13 reservoir project.
- 14 And how do I mean? During the Iraq war,
- 15 the British Intelligence Agency, M16, wrote what
- 16 was called the Downing Street Memo. And what the
- 17 Downing Street memo said that the facts -- excuse
- 18 me. The evidence and the facts or the
- 19 intelligence and the facts were fixed around the
- 20 policy.

1

- 21 And that's what we have right here. You
- 22 have the Planning Department that has set this
- 23 whole -- which is sponsoring the reservoir
- 24 project. And the policy and the SEIR is being
- 25 fixed around that policy.

- Okay, so I'll go to two specifics. One
- I-JA1-2
- 2 is the environmental setting. Okay, that's
- 3 critical for CEQA, setting up the environmental
- 4 baseline setting. The description that's given
- 5 in the SEIR basically just talks about the plot
- 6 itself. But CEQA, in terms of the Code of
- 7 California Regulations, says you have to talk
- 8 about the vicinity, not just the plot, itself.
- 9 So, that, already, right there is in violation of
- 10 CCR 15125. You can look it up, okay.
- 11 The second one is regarding transit
- 13 SEIR with a threshold of significance. And it's

Okay, transit delay is defined in this

- 14 an invented threshold of significance. And what
- 15 does the SEIR say: The threshold of significance
- 16 is four minutes. What does that mean in terms of
- 17 the reservoir? It means that, oh, the reservoir
- 18 project can contribute four minutes of delay on
- 19 MUNI without it being considered to be
- 20 significant. So, it's BS. Okay, read it
- 21 carefully before you certify it.
- 22 SECRETARY IONIN: Thank you, sir. Next
- 23 speaker please.

12

- MR. ZELTZER: Steve Zeltzer, United
- 25 Public Workers for Action. I think we see today,

I-JA1-3

I-Zeltzer-1

I-Zeltzer-1 (cont.)

- 1 already, the results of your disastrous Planning
- 2 Commission decisions. Warrior Stadium is a good
- 3 example of that. You approved that without
- 4 proper transit. A violation of your rules, but
- 5 you did it because you're basically a kept
- 6 commission, which represents the developers.
- 7 That's why all today you've been going along with
- 8 whatever the developers want. You're saying to
- 9 hell with the people of San Francisco, it's okay
- 10 to have more gridlock.
- Now, this project, at Ocean, the Balboa
- 12 Reservoir, is a project that will destroy City
- 13 College of San Francisco. That's not in your
- 14 plans, although that will be the result. To have
- 15 construction, massive construction and 1,500
- 16 condos next to the college prevents the college
- 17 from developing. It will create chaos. But you
- 18 don't really give a damn about City College or
- 19 the people of San Francisco because you represent
- 20 the developers.
- 21 That's what I think more and more people
- 22 understand who come here; they see you as shills
- 23 for the developers. The fact of the matter is
- 24 this is a corrupt operation and the City of San
- 25 Francisco has spent millions of dollars for

- 1 Avalon for these meetings, staged meetings to
- I-Zeltzer-1 (cont.)
- 2 really grease the way for this development.
- 3 These homes, these condos are not for the people
- 4 of San Francisco, working people, students,
- 5 professors; they're for people who have a lot of
- 6 money, who can afford million-dollar condos.
- 7 That's not the kind of construction we need. We
- 8 need working class construction.
- 9 Now, the San Francisco Labor Council has
- 10 said, along with the Union, AFP 21, the PUC
- 11 should transfer that property to City College for
- 12 development. That's what we support. It
- 13 shouldn't be privatized, as you're supporting
- 14 these developers to do.
- 15 Avalon and the developers are interested
- 16 in one thing, profit, profiteering off the land
- 17 of San Francisco. We need working class housing
- 18 in San Francisco, not more million-dollar condos.
- 19 But that's, apparently, what you are driven to do
- 20 by the developers who appointed you and who you
- 21 represent.
- 22 The students at San Francisco City
- 23 College need that parking. There's no plans for
- 24 parking for them. These are working class
- 25 students who work at jobs. Where are they going

I-Zeltzer-2

I-Zeltzer-3

I-Zeltzer-4

\ I-Zetzer-4 (cont.)

- 1 to go? They're going to be driven out of City
- 2 College because they won't have parking. They
- 3 have to go to their jobs. They won't be able to.
- 4 They'll go to other colleges. That's part of the
- 5 privatization and the destruction of City
- 6 College, which is being pushed, really, by the
- 7 developers and the mayor of San Francisco. And
- 8 if the supervisors approve that, they're part of
- 9 this actual development process.
- 10 So, we say to the public of San
- 11 Francisco, stop this corrupt, rotten development,
- 12 the more gridlock on Ocean Avenue. There's no
- 13 way of getting mass transportation out there.
- 14 The MTA has said they can't provide the extension
- 15 of the Ocean Avenue, which means there will be
- 16 gridlock. There is gridlock now, and you want to
- 17 encourage more gridlock for the people of San
- 18 Francisco.
- 19 You have to be held accountable for the
- 20 terrible situation of the Warriors, with two
- 21 stadiums, now. A hospital, two hospitals, or a
- 22 hospital and Kaiser, and people can't go to their
- 23 own facilities.
- VICE PRESIDENT KOPPEL: Thank you, sir.
- 25 Next speaker please.

I-Zeltzer-5

- 1 SECRETARY IONIN: I will remind members
- 2 of the public that the purpose of today's hearing
- 3 is to accept testimony on the accuracy, adequacy,
- 4 and completeness of the Environmental Impact
- 5 Report.
- 6 DR. CURRIER: Good afternoon. That's a
- 7 tough one to follow, but I've got a few concerns.
- 8 My name's Dr. Andrew Currier. I'm representing
- 9 Archbishop Riordan High School, as its President.
- 10 There's a multitude of concerns. But as
- 11 it relates to this report, we serve 680 boys, 9
- 12 to 12, and a quarter of them, 170 of them, have
- 13 diagnosed learning needs. And if you see, if I
- 14 could pull this up, this circle RSP; that
- 15 represents the learning area. It's a specialized
- 16 designed learning area for students with
- 17 diagnosed learning needs that they can't -- we
- 18 can't move them elsewhere in the building.
- 19 So, we're worried that there's not enough
- 20 information about the noise, the dust, the
- 21 disruption to their learning growth, their
- 22 academic growth. Again, we don't have any option
- 23 to move them elsewhere in the building, so we
- 24 really want more detail on that. We want some
- 25 sensitivity to that. These are young men that

O-ARHS-1

- 1 cannot be served by San Francisco public schools.
- O-ARHS-1 (cont.)

- 2 These are specialized programs.
- 3 We also have 50 students in residence at
- 4 Archbishop Riordan High School who, also, some of
- 5 them have significant learning needs. They can't
- 6 go elsewhere to receive this help.
- 7 So, we need more information about the
- 8 noise impact. How is this all -- how is the
- 9 hammering, the excavation, the drilling, all of
- 10 that noise, all of that disruption, the trucks
- 11 when they're beeping to back up, the backhoes,
- 12 all that noise, how is that going to impact -- is
- 13 that going to be two years lost on 170 students'
- 14 education, who are trying despite learning needs
- 15 and differences, to prepare themselves for
- 16 college.
- 17 They're paying, in some cases, \$60,000 a
- 18 year to attend Riordan for this specialized care.
- 19 That's all going to be disrupted for two plus
- 20 years? That's unacceptable to us. So, we need
- 21 more detail on this.
- The other thing is we're worried that
- 23 fire trucks aren't going to be able to get to our
- 24 school in case of a fire. There's not been
- 25 enough detail or clarity about transportation.

O-ARHS-2

O-ARHS-3

1 They've delayed that meeting. That was supposed

O-ARHS-3 (cont.)

- 2 to take place this week. That has not occurred.
- 3 It's been delayed until September 30th. I need
- 4 more clarity on the impact of transportation on
- 5 our school.
- 6 The other thing is there's not nearly
- 7 enough detail about the blockage of light into
- 8 our building. It was designed to have natural
- 9 light coming in to warm the building, to enhance
- 10 the culture of learning for our students in the
- 11 classrooms. That's all going to be blocked.
- 12 So, thank you for listening.
- VICE PRESIDENT KOPPEL: Thank you. Next
- 14 speaker please.
- MR. PEDERSON: Thank you very much. My
- 16 name is Christopher Pederson, a resident of the
- 17 Ingleside. I strongly support the additional
- 18 housing option version of this project. It is
- 19 environmentally superior to options and
- 20 alternatives that provide less transit-oriented
- 21 affordable housing and/or more public parking.
- To reduce the amount of housing would
- 23 increase pressure on housing in areas that are
- 24 more automobile dependent and have more extreme
- 25 climate. To provide more public parking would

O-ARHS-4

I-Pederson1-1

I-Pederson1-2

I-Pederson1-2 (cont.)

- 1 undercut efforts to address climate change by
- 2 reducing automobile use.
- 3 That said, this draft fails to evaluate
- 4 how the developer's proposed public parking
- 5 garage would undercut City College's efforts to
- 6 reduce automobile use. The College's 2019
- 7 Transportation Demand Management and Parking Plan
- 8 concludes that TDM measures would be sufficient
- 9 to address the loss of parking spaces caused by
- 10 this project. The only exception will be during
- 11 a few hours of the first week of each semester.
- 12 Even then, the shortfall would be less than one-
- 13 third of the 750 spaces proposed in the public
- 14 parking garage.
- There is, therefore, no need for such a
- 16 large public parking garage. It would undercut
- 17 the City's and the College's efforts to respond
- 18 to the climate crisis by reducing automobile use.
- 19 Finally, the transit improvement
- 20 mitigation measures identified in the draft
- 21 should not be deferred until after the project is
- 22 shown to have an adverse impact on transit
- 23 service. Congestion when City College is in
- 24 session and congestion associated with the Whole
- 25 Foods Grocery Store are already impeding transit

I-Pederson1-3

- 1 service. So, the project proponents should be
- 2 working with MUNI, now, to implement transit
- 3 improvement measures up front without waiting for
- 4 proof of additional adverse impacts in the
- 5 future. Thank you very much.
- 6 VICE PRESIDENT KOPPEL: Thank you. Next
- 7 speaker please.
- 8 MR. SCHNEIDER: Hi there. My name is
- 9 Benjamin Schneider. I'm a resident of District 7,
- 10 in Ingleside Terraces, and I'm speaking on behalf
- 11 of myself and my parents, with whom I live as a
- 12 24-year-old college grad, largely because of the
- 13 dearth of the affordable housing options in San
- 14 Francisco. And, specifically, the dearth of
- 15 affordable, reasonably-sized housing options in
- 16 my own neighborhood, in the OMI, off Ocean
- 17 Avenue.
- 18 So, I'm thrilled to see that this project
- 19 is making its way through the process with all of
- 20 these more reasonably sized units, that are still
- 21 transit accessible, and in this great location.
- 22 And it appears to me, with my untrained
- 23 eye, that the Environmental Impact Report is in
- 24 order and it should proceed to the next rounds of
- 25 approval.

I-Pederson1-3 (cont.)

I-Schneider2-1

- And I'd also like to say that the kind of I-Schneider2-2
 thing that isn't included in the Environmental
- 3 Impact Report is the number of people who will
- 4 live in these places in the future, without cars,
- 5 and who will be taking public transit in San
- 6 Francisco, rather than that same number of people
- 7 living out in Modesto and driving into San
- 8 Francisco every day, for an hour and a half. So,
- 9 I think those are really important environmental
- 10 considerations to make as well.
- I want to also reiterate what the
- 12 previous speaker said. That I hope that the
- 13 Commission approves the more housing-rich option
- 14 and thinks very seriously about these parking
- 15 garages, and increasing transit service sooner,
- 16 rather than later. Thank you.
- 17 VICE PRESIDENT KOPPEL: Thank you. Next
- 18 speaker please.
- MR. MOSS: Good evening Commissioners.
- 20 Thanks for having this lovely meeting. Really
- 21 appreciate your time.
- 22 My name is Sam Moss. I'm the Executive
- 23 Director of Mission Housing Development
- 24 Corporation. We're a 48-year-old nonprofit,
- 25 affordable housing developer that is one of three

I-Schneider2-3

O-MHDC-1

O-MHDC-1 (cont.)

- 1 affordable housing developers on this team.
- 2 Really want to reiterate that, that when
- 3 developers are being disparaged, it is
- 4 disparaging three nonprofits who have provided
- 5 over a century, and thousands upon thousands of
- 6 one hundred percent low-income affordable housing
- 7 to San Francisco.
- 8 And to be frank, Avalon is an incredible
- 9 market rate developer that knows and understands
- 10 the community. This project has taken everything
- 11 into account and then some. And, you know,
- 12 Mission Housing has over a thousand children that
- 13 live in our buildings. We take their health and
- 14 safety very seriously. We do occupied rehab
- 15 projects in their buildings all the time.
- So, not to say that those concerns aren't
- 17 valid, but I am personally saying that as one of
- 18 the co-developers of this project that the
- 19 community and its safety are top of our list.
- 20 But I do hope that you see fit to keep
- 21 this going forward today and thank you for your
- 22 time.
- VICE PRESIDENT KOPPEL: Thank you. Next
- 24 speaker, please.
- MS. FOOTE: Hi, Laura Foote, YIMBY

O-YIMBY-1 (cont.)

- 1 Action. I have been speaking in favor of Balboa
- 2 Reservoir for a couple years, now. And if we
- 3 can't have an Environmental Impact Report tell us
- 4 that it's better to have dense, vibrant, walkable
- 5 housing instead of a giant parking lot, then I
- 6 don't know what to say about the future of San
- 7 Francisco's ability to deal with climate change.
- 8 It's obvious that we should be turning
- 9 parking into housing. It is obvious that it will
- 10 be for the benefit of literally thousands of
- 11 people who will have the ability to live in this
- 12 50-percent affordable housing project.
- 13 Another great thing, planners have worked
- 14 really hard to do these cross-subsidized projects
- 15 in a world where we don't have enough funding for
- 16 subsidized affordable housing. We're working on
- 17 things like the bond. We're working on other
- 18 sources of stable funding. These 50-percent
- 19 affordable projects, where we get to cross-
- 20 subsidize with market rate housing in order to
- 21 get more low-income housing, we need to be
- 22 celebrating those projects.
- 23 This is exactly the kind of thing that
- 24 allows the city to get a lot more units of
- 25 subsidized affordable housing.

1 It's tragic to be speaking for this

O-YIMBY-1 (cont.)

- 2 project over and over again. It's been since
- 3 2008 and this is the fourth time they have tried
- 4 to build housing here. And if San Francisco
- 5 cannot get its act together and turn a 17-acre
- 6 parking lot into walkable housing, then we are
- 7 not going to solve any of our other problems.
- 8 Thank you.
- 9 VICE PRESIDENT KOPPEL: Thank you. Next
- 10 speaker, please.
- 11 BRAD: Hi. My name's Brad. I've lived

I-Brad-1

- 12 here. I grew up here. I was born here. But you
- 13 have to really think about this location. It's
- 14 City College. It's the main campus. So, you
- 15 really have to think about what this use is for
- 16 and the impact.
- 17 I'm all for, you know, affordable
- 18 housing. I believe in, you know, biking. But
- 19 you really have to think about all the people
- 20 that can't bike here to that location. You know,
- 21 it's very valuable to be able to have a parking
- 22 lot and so that it opens it to everybody that
- 23 wants to be able to park there. And it's
- 24 frustrating and I'm sure you guys are frustrated,
- 25 too, that it's dragged on so long. But there's a

- 1 reason why it's dragged on so long because people
- I-Brad-1 (cont.)
- 2 really, you know, that believe in this. I'm glad
- 3 that we're really taking time to make sure that
- 4 this is. And also, so I'm also disabled, and so,
- 5 you have to think about the mobility of the, you
- 6 know, people that need to be able to get to
- 7 campus and to get to class on time.
- 8 Obviously, you know, parking's very
- 9 limited. So, thanks for your time.
- 10 VICE PRESIDENT KOPPEL: Thank you. Next
- 11 speaker, please.
- MS. NGUYEN: Hi. Sorry, I'm a little
- 13 nervous. This is my first time at any of these
- 14 meetings and watching other people speak, it's
- 15 incredibly inspiring -- sorry. My name is Jess
- 16 Nguyen and I have been a student since January
- 17 2018 and a proud recipient of free City. I'm
- 18 incredibly grateful for the opportunity to change
- 19 my life and my career. And now, you help protect
- 20 the access for future students.
- I would like to echo the student
- 22 disability advocate, Brad, for his statements on
- 23 the already lack of available parking for
- 24 disabled students. The parking lot is not just
- 25 parking it's a representation of students,

I-Nguyen-1

I-Nguyen-1 (cont.)

- 1 students carpool. They work two or three jobs
- 2 just to go to school. Free city is their only
- 3 option to go and actually get to the next level.
- 4 They can't afford to even live -- I would -- I've
- 5 heard the pictures shown in the developer's plan,
- 6 of the land in question, showing the CCSF parking
- 7 lot as being under-utilized. The photo was said
- 8 to be taken on a Sunday. I don't know about you,
- 9 but we don't offer many Sunday classes at our
- 10 school or on Ocean campus. The library isn't
- 11 even open. I don't think it's a fair
- 12 representation of the current service this public
- 13 land provides.
- 14 Nearby, Riordan uses the parking lot
- 15 during the school year for band practice. The
- 16 upper CCSF lot is filled by 10:00 a.m. and the
- 17 Balboa Reserved Public Land has been essential
- 18 for students.
- 19 Students have been posting videos on
- 20 Twitter of the Balboa Reservoir being occupied by
- 21 students, at ccsfstudentsays/#ccsfbottomlaw and
- 22 ccsfsaid.
- 23 Students are going to experience the pain
- 24 and it's going to affect the success of the
- 25 community. Neighborhoods are flooded with cars.

1 And if students are rushing to find parking in

I-Nguyen-1 (cont.)

- 2 residential, surrounding areas, then you're going
- 3 to increase the risk of pedestrian fatalities.
- 4 SF is known as a premier city. During
- 5 the transit week, associate students surveyed
- 6 students on their MUNI commute to school. One
- 7 tweeted result showed that a large number of
- 8 students take over an hour to get to school on
- 9 MUNI. Students commute over an hour just to come
- 10 here to learn. And it's not a surprise that
- 11 veteran students come in droves to San Francisco.
- 12 The education and higher rate of reimbursement
- 13 encourages them to come all the way from
- 14 Hollister, Joshua Tree, Stockton and Sacramento
- 15 just to go. Where will students go?
- 16 Pushing the responsibilities -- pushing
- 17 the burden on neighbors seems irresponsible.
- 18 Is this the absolute best use of the
- 19 land? The school isn't perfect. It had seven to
- 20 eight chancellors in the last decade. I question
- 21 its management of money and how the CCSF
- 22 Transportation Report represented students.
- I've sat on the land. I've organized.
- 24 I've advocated and I've talked to students for
- 25 hours at a time. Seventy percent of the CCSF

- 1 teaching staff are now part-timers. Their
- I-Nguyen-1 (cont.)
- 2 salaries won't even cover affordable housing that
- 3 Avalon claims to build.
- 4 VICE PRESIDENT KOPPEL: Thank you. Next
- 5 speaker, please.
- 6 MR. ADAMS: Hello. My name is Michael
- 7 Adams. I come to you as a student of City
- 8 College, a former City Planner, a former
- 9 Administrator of a major university in this City,
- 10 and a person who lives in a walkable
- 11 neighborhood.
- 12 The access from my walkable neighborhood
- 13 to City College is accomplished by rapid transit.
- 14 Rapid transit in San Francisco is getting in a
- 15 car, driving twice as far in half the time as you
- 16 can get on MUNI or BART, and getting to your
- 17 destination and doing your business, and then
- 18 departing on your next rapid transit journey.
- 19 That parking lot is more than a piece of
- 20 asphalt. It's kind of like folks would call the
- 21 runways at San Francisco Airport a parking lot.
- 22 Without any context in terms of the cultural and
- 23 social and economic value of that property. It's
- 24 not a parking lot. It's a transit stop for
- 25 people's shopping and experiencing the

I-Adams-1

I-Adams-1 (cont.)

- 1 educational opportunity that City College
- 2 provides.
- 3 We've heard remarks about zoning. This
- 4 project's going to require a zoning change. Spot
- 5 zoning is the substance of federal lawsuits.
- 6 When a neighborhood is zoned a certain way and
- 7 people, developers, come in and capture a spot,
- 8 and create a spot zone exception to the normal
- 9 asset value of a consistently zoned neighborhood,
- 10 that's lawsuit material.
- 11 This group, who are opposing this
- 12 project, I'd like you to look at the diversity of
- 13 the group and then compare that with the
- 14 diversity of this panel, and then compare that
- 15 with the diversity of the project sponsors, who
- 16 can't find a person who looks like me to support
- 17 the project.
- 18 There's something about San Francisco
- 19 that gets preserved when diverse populations join
- 20 together to try to make their point and presence
- 21 known.
- 22 Justin Herman, who I studied under as a
- 23 City Planner, destroyed the Western Addition.
- 24 And that legacy has continued, unfortunately, in
- 25 major decisions by this City, through this

I-Adams-2

I-Adams-3

- Planning Department, through this City Board of I-Adams-3 (cont.)
 - i-Adams-3 (cont.,
- 2 Supervisors. And it would be helpful, since
- 3 you're going through a transition of
- 4 administrators, to look carefully, and not
- 5 repeating the ghost of Justin Herman.
- 6 Carlton Goodlett is a better ghost. And
- 7 he was a friend and neighbor of ours in Omaha,
- 8 Nebraska. Think about it.
- 9 VICE PRESIDENT KOPPEL: Thank you. Next
- 10 speaker, please.

1

- 11 VICKY: Hi. My name is Vicky. I am a
- 12 student at City College. And I'm here because --
- 13 I'm here to represent a lot of those who couldn't
- 14 come with me. If you can imagine the 20,000
- 15 students who will be impacted by this, who are
- 16 currently enrolled at City College. Twenty
- 17 thousand students, yeah.
- 18 We already, as is, are a commuter school.
- 19 We know that when we did a survey in 2016, it
- 20 showed that over 45 percent of the students have
- 21 to commute to the college. Right. And so, we
- 22 already -- we're serving a population where more
- 23 than 80 percent are either employed or looking
- 24 for paid jobs. So, they're part-time students.
- 25 Or, really, they're actually maybe taking a full

I-Vicky-1

I-Vicky-1 (cont.)

- 1 course load and just working part-time.
- 2 And we know of that, there's 26 percent
- 3 who work 26 plus hours. That's a survey we did
- 4 in 2019.
- 5 So, if we're thinking about the
- 6 population that we serve at City College, how
- 7 they live in the intersections of being
- 8 marginalized, having disabilities, being of
- 9 color, being trans, they're probably the ones who
- 10 are working these jobs.
- 11 So, if you're taking away access,
- 12 physical access to education, where they have to
- 13 transport themselves to the college, we're
- 14 probably not going to have the same level of
- 15 enrollment. These students won't have access to
- 16 educations. Is that something we're ready to
- 17 take away from people? From a population that's
- 18 already marginalized?
- 19 And I would say, I am all for affordable
- 20 housing. I grew up living in Section 8s. And to
- 21 me this plan is not aggressive enough. I'm
- 22 sorry, it's public land. A hundred percent of it
- 23 should go to affordable housing.
- 24 We know that the cost of land in San
- 25 Francisco is incredibly high. Why would we take

I-Vicky-2

I-Vicky-2 (cont.)

- 1 public land and privatize it? We should be
- 2 asking for a more aggressive plan. If anything,
- 3 to expand access to education, to provide
- 4 affordable housing to students, to faculty.
- I mean, unless we're addressing their
- 6 ability to access education, then I'm sorry, this
- 7 plan is just not good enough. Thank you.
- 8 VICE PRESIDENT KOPPEL: Thank you. Next
- 9 speaker, please.
- 10 MS. SAPPHIRE: Hi. My name's Sophie
- 11 Sapphire. I was born and raised in San Francisco
- 12 and I've been a City College of San Francisco
- 13 student since 2012.
- I recently moved near campus, so I can
- 15 walk to school. But for seven years I had to
- 16 drive, and that was living in the City. I lived
- 17 in the outer Richmond. And to take a bus from
- 18 there to City College takes an hour and a half.
- 19 That's the time it takes for me to walk out of my
- 20 house until I'm in my classroom. And that was
- 21 what it was like for me.
- 22 So, like Vicky said, over 40 percent of
- 23 students who go to City College commute.
- 24 And for those seven years that I drove to
- 25 school, I always had to drive straight down to

I-Sapphire-1

- the lower lot, the language -- or, excuse me, the 'l'I-Sapphire-1 (cont.) 1
- 2 location that is in question, because the upper
- 3 lot is always full. And as the years have
- 4 progressed, this has only continued to get more
- 5 and more severe. There is no access to parking
- 6 on campus and, frankly, it's a necessity for many
- 7 of these students who do work part and fulltime
- 8 jobs, like myself, to be able to attend school.
- 9 Furthermore, there are not going to be
- 10 enough units in this building for students to be
- 11 able to access them. It's public land and it
- should be only 100 percent affordable. And if 12
- 13 that can't be, then the situation that we have
- 14 currently, with the available parking, is the
- 15 best situation for the students. That's all,
- 16 thank you.
- 17 VICE PRESIDENT KOPPEL: Thank you.
- 18 speaker, please.
- 19 Hi. I'm Wynd Kaufmyn and MS. KAUFMYN:
- 20 I've been a teacher at City College for 36 years.
- 21 You know, San Francisco has always prided itself
- 22 on its commitment to social justice and equity.
- 23 To that end, the City's undertaking an effort to
- train its decision makers to be more sensitive 24
- 25 and aware of social justice.

I-Sapphire-2

I-Kaufmvn-1

1 In fact, I know that on September 26th

I-Kaufmyn-1 (cont.)

- $2\,$ you, the Planning Commission, are scheduled to
- 3 participate in a racial and social equity
- 4 training.
- In light of this, and in light of the
- 6 fact that the draft Environmental Impact Report
- 7 states the need to develop the reservoir in a
- 8 manner that will best benefit the neighborhood,
- 9 the City, and the region as a whole.
- In light of these things, I ask you to
- 11 consider the social justice aspects of the
- 12 proposed Balboa Reservoir Project with respect to
- 13 housing, education, and labor.
- 14 Housing. This project is not addressing
- 15 the real crisis in San Francisco. It's not
- 16 addressing the affordability crisis of housing.
- 17 Public land should be kept in public hands for
- 18 public good, and it should only be used for 100
- 19 percent deeply affordable housing on the Balboa
- 20 Reservoir. It certainly should not be given over
- 21 to a private developer, whose CEO makes \$7
- 22 million a year.
- With regards to education, this project
- 24 will limit student access to higher education by
- 25 allowing the developer to remove their

I-Kaufmyn-2

I-Kaufmyn-3

- 1 transportation options before another viable one
- 2 -- viable ones are put into place.
- I want to put this picture here because
- 4 you see so many pictures of this parking lot that
- 5 are completely empty. We need to have a
- 6 counterbalance. Now, of course, it's not always
- 7 this full, but it's more toward this end of the
- 8 spectrum than the empty lots that you see in the
- 9 developer's promotional materials.
- 10 Lastly, the social justice aspect with
- 11 regard to labor. In the January 9th, 2018 San
- 12 Francisco County Transit Authority meeting, where
- 13 the TDM was passed, Malia Cohen says this: I
- 14 believe that Avalon Bay will create a lot of
- 15 problems for us.
- VICE PRESIDENT KOPPEL: Thank you, ma'am,
- 17 your time -- oh, I apologize, go ahead.
- 18 MS. KAUFMYN: Yeah. Those of us that
- 19 have relationships in labor, many times they have
- 20 come here, our labor partners have come here
- 21 raising concerns that they haven't hired union
- 22 labor to do the job. Any project built in San
- 23 Francisco, and especially one on public land,
- 24 should be mandated to use local union labor.
- 25 Thank you.

I-Kaufmyn-3 (cont.)

I-Kaufmyn-4

- 1 VICE PRESIDENT KOPPEL: Thank you. Next
- 2 speaker, please.
- 3 MS. COLLINS: Hello, Monica Collins,

I-Collins1-1

- 4 Sunnyside. This is prepared.
- 5 The SEIR states that transit delay
- 6 induced by the Balboa Reservoir Project will be
- 7 insignificant. But this conclusion is based on a
- 8 completely arbitrary, unauthorized definition of
- 9 delay on the part of the consultants.
- 10 The meaning on time performance standards
- 11 allows for a four-minute delay for an entire
- 12 route. But the 43 Masonic travels from Balboa
- 13 Reservoir, along Frida Kahlo Way, to Balboa Park
- 14 in seven minutes. Using the consultant's
- 15 redefinition of transit delay, additional delays
- 16 of up to four minutes in just three segments,
- 17 resulting in a travel time of 19 minutes, 171
- 18 percent increase. From any perspective, whether
- 19 legal, ethical, or engineering, this is wrong.
- The SEIR is in error in using this
- 21 faulty, invalid method of determining transit
- 22 delay.
- So, as for me, I am an electrician,
- 24 construction electrician. We build things. And
- 25 I'm not against development. I'm totally in the

I-Collins1-2

- bag for City College, and for diversity, and for I-Collins1-2 (cont.)
- 2 truly, deeply affordable housing.
- 3 Also, I'm a small-time landlord. But
- 4 this is luxury housing. Can we stop pretending
- 5 that this is L.A.? We can't cram an infinite
- 6 number of people into a 7-by-7 square mile city,
- 7 you know, at the expense of a quiet residential
- 8 neighborhood, and a college that's serving
- 9 working class and poor people, and many people.
- 10 And can we stop pretending that gentrification on
- 11 steroids is helping anyone.
- 12 As my friend Michael hinted, what
- 13 happened in the Fillmore District with a
- 14 bulldozer is being done, now, with
- 15 gentrification. Some call it ethnic cleansing.
- 16 Some call it bleaching. Can we stop pretending
- 17 that the Orwellian terms we're using are
- 18 accurate? That up to 50 percent affordable
- 19 housing is 50 percent. Macy's is having a sale
- 20 up to 50 percent off. Good luck finding anything
- 21 that's 50 percent off. Up to means less than,
- 22 okay.

1

- Now, \$140,000 a year is affordable for a
- 24 single person for housing? Oh, please. \$4,000 a
- 25 month for an Avalon Bay one-bedroom apartment is

- 1 affordable? Oh, please. Transit rich is just a
- I-Collins1-2 (cont.)
- 2 substitute for we're not going to plan, budget,
- 3 or spend for MUNI.
- I talked to Carmen Chu. Developer money
- 5 is rolling in and you can afford to subsidize
- 6 housing. Thank you.
- 7 VICE PRESIDENT KOPPEL: Thank you. Next
- 8 speaker, please.
- 9 MR. RANDOLPH: Hello. I'm Theodore
- 10 Randolph, resident of the Excelsior. And I think
- 11 if there's inadequacy in the EIR it's that it
- 12 plans for the impacts of too few people. So, the
- 13 previous attempts to build housing at the Balboa
- 14 Reservoir were planning for like 100, or 500
- 15 units of housing and now the developer's option
- 16 is 1,100. I think that's too small.
- 17 When we started this process that was
- 18 five years ago. It looks like it's going to take
- 19 up to another ten years, if this goes ahead, to
- 20 finish all those new buildings. And in the
- 21 subsequent years, our needs could increase even
- 22 more. So, we should be open to -- Malia Cohen
- 23 mentioned a number, like 5,000 units in the
- 24 reservoir.
- 25 So, just because you say what would be

I-T.Randolph-1

- 1 the impact of so many people doesn't mean you are 1.
 - I-T.Randolph-1 (cont.)
- 2 going to build up to that amount. So, we should
- 3 preserve the option of having more units.
- 4 And we should also use the site as a --
- 5 you know, goes to reduce car travel. If people
- 6 -- when I went to City College, I biked to school
- 7 every day. And if the students are having to
- 8 drive there that means our region is not
- 9 investing enough in public transit. We need to
- 10 be building more bus lanes. But that's not -- we
- 11 should have an express bus from the outer
- 12 Richmond to City College. But that's not part of
- 13 the EIR for this project. All right, thank you.
- 14 VICE PRESIDENT KOPPEL: Thank you. Next
- 15 speaker, please.
- MS. BARISH: Good afternoon. My name is
- 17 Jean Barish. Thank you very much for giving me
- 18 the opportunity to speak this afternoon.
- 19 I'm a former CCSF faculty member and have
- 20 also practiced law for over 20 years, including
- 21 working on a number of cases involving CEQA. I'm
- 22 here to state my opposition to the project in
- 23 general and to highlight some of the many flaws
- 24 in the draft EIR.
- 25 I'd like to show you a rendering of what

I-T.Randolph-2

I-Barrish1-1

I-Barrish1-2

I-Barrish1-2 (cont.)

- 1 the project will look like if it has 1,550 units.
- 2 As you can see, this is an oversized project. It
- 3 would squeeze up to 1,550 units of housing,
- 4 mostly market rate, onto a parking lot adjoining
- 5 CCSF, and a quiet neighborhood of single-family
- 6 homes.
- 7 While it may be a developer's field of
- 8 dreams, this project is an environmental
- 9 nightmare to the surrounding neighborhoods and to
- 10 City College. It will create traffic congestion,
- 11 transit issues, environmental problems galore,
- 12 convert public land into private property for
- 13 profiteering developers, and it will not meet the
- 14 growing need in San Francisco for affordable
- 15 housing.
- 16 There are numerous flaws in the draft
- 17 SEIR. I'd like to highlight a few that are just
- 18 representative of the problem in this document.
- 19 In the initial study, Appendix B, of the
- 20 draft SEIR, these are just three examples of many
- 21 problems with the SEIR.
- The study concluded that the project
- 23 would not create adverse shadow effects, despite
- 24 the fact that there would be new shadow on Unity
- 25 Plaza for over 25 percent of the year and there

I-Barrish1-3

- 1 would be significant shadow on Riordan High
- 2 School. No significant effect.
- 3 The initial study says there would be a
- 4 population increase of over 100 percent in the
- 5 plan area, but then concludes there would be no
- 6 significant cumulative population impacts because
- 7 this is just a tiny increase compared to the
- 8 total population of the City as a whole.
- 9 This is a flawed apples and oranges
- 10 comparison and should not be accepted.
- 11 Finally, another example, the initial
- 12 study, Appendix B, concludes the project would
- 13 not result in cumulative impacts on public
- 14 services, yet it did not analyze the impacts of
- 15 the project on City College. Again, the draft
- 16 SEIR review of this impact is inadequate.
- 17 In these and in many other areas the
- 18 draft SEIR offers no objective criteria to serve
- 19 as a basis for determining that the impacts
- 20 aren't less than significant.
- 21 Accordingly, it is a flawed document that
- 22 must be revised before it is submitted for final
- 23 review. Thank you for your consideration.
- VICE PRESIDENT KOPPEL: Thank you. Next
- 25 speaker, please.

I-Barrish1-3 (cont.)

I-Barrish1-4

I-Barrish1-5

I-Barrish1-6

O-SNA1-1

1	MS.	0'	HARE:	Good	afternoon
---	-----	----	-------	------	-----------

- 2 Commissioners. My name is Amy O'Hare. I'm the
- 3 Sunnyside representative on the Balboa Reservoir
- 4 Community Advisory Committee. I'm also on the
- 5 Board of Sunnyside Neighborhood Association, and
- 6 I'm speaking for the Board today.
- 7 I want to address a particular aspect of
- 8 the environmental report and that is Alternative
- 9 C. That's opening San Ramon Way to vehicular
- 10 traffic.
- I want to urge the Planning Department to
- 12 support this alternative. As currently planned,
- 13 there are only two openings for vehicular traffic
- 14 in and out of the reservoir sites. By opening
- 15 San Ramon Way, a third access point would be
- 16 provided, mitigating some of the locked in nature
- 17 of the site.
- 18 When AECOM did the initial transportation
- 19 analysis, in 2015, they conclude: Extending San
- 20 Ramon Way would reduce local traffic bottleneck
- 21 into the neighborhood. The extension would
- 22 attract a portion of the Reservoir site traffic
- 23 and it can be accommodated without resulting in
- 24 substantial negative impacts on the existing
- 25 neighborhood.

O-SNA1-1 (cont.)

- 1 The draft SEIR states that opening San
- 2 Ramon Way to vehicles would redistribute traffic
- 3 from Ocean Avenue and Frida Kahlo Way, where it
- 4 would otherwise contribute to the transit delay.
- 5 Opening San Ramon Way would provide emergency
- 6 vehicles better access.
- 7 Further, it would reduce project-
- 8 generated traffic volume at Lee Avenue, which is
- 9 identified in the draft report as a troublesome
- 10 intersection with a lot of projected congestion.
- In 1917, Westwood Park laid out several
- 12 stub-ended streets. It was laid out with several
- 13 stub-end streets, including San Ramon.
- In 1986, Westwood Park Association
- 15 successfully blocked the opening of the one of
- 16 the east -- the west side of Westwood Park and so
- 17 that's just a solid wall. And on the other side
- 18 of that is the El Dorado development, which
- 19 happened in the 80s.
- The original planners fully envisioned
- 21 that these stubs would be connecting up with new
- 22 streets as future residential development
- 23 happened in the surrounding neighborhoods.
- 24 Connecting San Ramon Way to the Balboa
- 25 Reservoir Project would seem like an obvious part

- 1 of effectively developing this site. But
- 2 apparently, the barrier to do so lies far in the
- 3 past.
- I have a conveyance real estate, which
- 5 was just provided to me by the assessor today,
- 6 which shows that in 1955 Westwood Park acquired a
- 7 very tiny slice of San Ramon Way, as a lot.
- 8 Which a lot was just made up out of public
- 9 streets. And this is a barrier that's right at
- 10 the edge of the Balboa Reservoir Project. And I
- 11 urge the Commission to override this ownership
- 12 that costs them \$1.36.
- VICE PRESIDENT KOPPEL: Thank you, ma'am,
- 14 your time is up.
- MS. O'HARE: Yeah, thank you.
- VICE PRESIDENT KOPPEL: The next speaker,
- 17 please.
- 18 MR. BIERINGER: Good afternoon. Garry
- 19 Bieringer. I live within three blocks of this
- 20 proposed project area and have lived there for 40
- 21 years. I first found out about this project and
- 22 this meeting today when I was taking my dog for a
- 23 walk right where the project is to be built. And
- 24 I saw on these lamp posts, this kind of public
- 25 notice wrapped around. So, I tried to read it

O-SNA1-1 (cont.)

I-Bieringer1-1

- 1 and looked a little bit goofy walking around and
- 2 around, because it really wasn't readable to the
- 3 public. Finally, I was able to sense it's from
- 4 the Planning Commission. I got a name and an
- 5 email. And I wrote Ms. Poling. I told her my
- 6 problem with this and asked, well, can I get more
- 7 information?
- 8 So, she directed me to the website. She
- 9 was very helpful. And I went down to the
- 10 Planning Commission and I picked up this book, or
- 11 this tome, as I call it. And as I read through
- 12 it, I started calling this the Balboa Housing
- 13 Boondoggle Project.
- 14 And I cannot separate the actual project
- 15 from this SEIR. It's like they borrowed some
- 16 frumies -- some Sharpies from Donald Trump, drew
- 17 the lines to make their own reality, and ignored
- 18 the reality that the neighbors of this project
- 19 and the students of City College are going to be
- 20 facing.
- One example. The draft SEIR fails to
- 22 include the City College multi-use building as a
- 23 sensitive receptor, which I think is a euphemism
- 24 for young kids, okay.
- The multi-use building is 150 feet from

I-Bieringer1-1 (cont.)

I-Bieringer1-2

I-Bieringer1-3

- 1 the construction site and is used for childcare
- 2 classes, for children and classes on the site.
- 3 The short term measurement location
- 4 information in the SEIR, which is on page 3,
- 5 section C.9, notes that, and I quote from the
- 6 DEIR: The college campuses are generally not
- 7 considered a noise-sensitive receptor.
- 8 The MUB has been used for childcare
- 9 classes, for children on site for years and will
- 10 continue to be used that way. Therefore, it
- 11 qualifies as a noise-sensitive receptor. And the
- 12 DEIR completely ignores that, as they ignore the
- 13 impact to City College, and the impact on Riordan
- 14 College.
- This is public land. It should be used
- 16 for the public. I strongly urge you accept
- 17 alternative A, which is to do nothing and start
- 18 back at the drawing board to build affordable
- 19 housing for teachers and students.
- VICE PRESIDENT KOPPEL: Thank you, sir.
- MR. BIERINGER: Thank you.
- VICE PRESIDENT KOPPEL: Next speaker,
- 23 please.
- MS. HEGGIE: Hello. My name's Jennifer
- 25 Heggie. I'm from Sunnyside and representing the

I-Bieringer1-3 (cont.)

I-Bieringer1-4

I-Heggie1-1

1 Balboa Reservoir Committee for the SNA.

I-Heggie1-1 (cont.)

I-Heggie1-2

- 2 First, I want to thank the Planning
- 3 Department for this SEIR. It identifies many of
- 4 our concerns that are issues that cannot be
- 5 mitigated, including noise, transportation, and
- $6\,$ air quality. My focus today is going to be on
- 7 noise.
- 8 Noise effects on residents and childcare
- 9 centers in adjacent Sunnyside have been ignored,
- 10 although they are located within the 900-foot
- 11 zone of the project noise considerations. Two
- 12 childcare centers and preschools were identified
- 13 in the EIR, in this east side of the project.
- 14 The sensitive receptors are closer to
- 15 parts of the development than the studied 24-hour
- 16 LT.3 location in Westwood Park. And Sunnyside
- 17 sites lie in an area that is typically downwind
- 18 of the construction site.
- 19 Like many childcare or nursery schools in
- 20 the area, the Staples and Frida Kahlo Way -- I've
- 21 forgotten the name of the mini location. It's
- 22 for children. Serves as a residence, as well as
- 23 childcare center and preschool center. It needs
- 24 a 24-hour noise study.
- 25 Additionally, we suggest noise testing at

at TI-Heggie1-3

- 1 the corner of Judson and Frida Kahlo Way,
- 2 formerly Phelan Avenue, where a replacement City
- 3 College daycare center is planned for the future.
- 4 The first mitigation measure for noise
- 5 recommends selecting truck haul routes that,
- 6 quote: Avoid the north access road and adjacent
- 7 Riordan High School and residential uses along
- 8 Lee Avenue.
- 9 But there is only one alternative route,
- 10 Lee Avenue to Ocean Avenue, which is also
- 11 adjacent to a sensitive receptor, the Harmony
- 12 Family Childcare. A high school, nursery schools
- 13 and daycare centers are located at or near all of
- 14 the identified possible entrances and exit site
- 15 points.
- 16 The Lee Avenue alternative is already
- 17 identified in the Cumulative Transportation Items
- 18 4 and 6.B, as a route that poses significant and
- 19 unavoidable adverse impacts to transportation and
- 20 circulation, even after mitigation.
- 21 Mitigation measure for Noise Number 1
- 22 would only exacerbate another unmitigatable
- 23 project issue. The first mitigation of the
- 24 report also recommends undertaking the noisiest
- 25 activities during times of least disturbance to

I-Heggie1-4

I-Heggie 1-3 (cont.)

- 1 surrounding residents and occupants, which are
- I-Heggie1-4 (cont.)

I-Hanson1-1

- 2 identified as 9:00 a.m. to 4:00 p.m. This
- 3 coincides with the period when daycare centers
- 4 and nursery schools are in session. Riordan High
- 5 School holds classes and afterschool activities.
- 6 And the majority of City College classes,
- 7 including child development classes in the multi-
- 8 use building, are in session.
- 9 The times of least disturbance need to be
- 10 redefined.
- 11 SECRETARY IONIN: Thank you, ma'am. Your
- 12 time is up.
- MS. HEGGIE: Thank you.
- 14 VICE PRESIDENT KOPPEL: Next speaker,
- 15 please.
- MS. HANSON: Thank you for your time. My
- 17 name's Christine Hanson. And I don't know if you
- 18 can see this, but the cars in this lot -- I don't
- 19 think you're showing the picture. I'll just do
- 20 my comment, then.
- 21 The administrative record and the draft
- 22 SEIR has little information about the pressure
- 23 that City agencies have exerted upon the creation
- 24 of City College's Facilities Master Plan. The
- 25 meetings, ongoing today, began during the time of

I-Hanson1-1 (cont.)

- 1 the state takeover of the school. City agencies
- $2\,$ began meeting then with the state-imposed
- 3 administration. The administrative record in the
- 4 draft SEIR makes a very slim mention of those
- 5 meetings.
- 6 A public records search in 2017 showed
- 7 that by then at least 17 of these private
- $8\,$ meetings had occurred, mostly at SF Planning. It
- 9 was news to the board of trustees, and news to
- 10 Trustee Davila, who sits on the Balboa Reservoir
- 11 CAC, representing City College.
- 12 Kitchell, City College's facility
- 13 planners, whose work is included in this SEIR,
- 14 answers to the question: What is the appropriate
- 15 place for city agencies to address the Facilities
- 16 Master Plan was; in public comment.
- 17 If you take the administrative record
- 18 presented in the draft SEIR at face value, you
- 19 would get the impression that this, indeed, has
- 20 been the behavior of city agencies. But this is
- 21 not what the collection of emails, agendas,
- 22 meetings, and notes surrounding these meetings
- 23 show. The agendas for those meetings are mostly
- 24 similar, with the top item being the City College
- 25 Facilities Master Plan.

Your planner, Jeremy Shaw, even attended I-Hanson1-1 (cont.)

- 2 one of the consultant job interviews on June 8th,
- 3 2015, with the blessing of a former state-
- 4 appointed facilities head at City College. The
- 5 Facilities Master Plan has been upgraded twice
- 6 and rebooted once. The intrusion of city
- 7 agencies into a plan that should have been
- 8 focused on the school's Education Master Plan and
- 9 focused on the needs of students has, instead,
- 10 been formed around a private development that has
- 11 literally cost the taxpayers millions in bond
- 12 money.

1

- 13 The collection will be forwarded to you
- 14 as written public comment. Thank you.
- VICE PRESIDENT KOPPEL: Thank you. The
- 16 next speaker, please.
- 17 MS. RHINE: Hello. My name is Marcie
- 18 Rhine. And I just wanted to say a couple quick
- 19 things. I wasn't going to talk, but I was so
- 20 moved by what the City College students had to
- 21 offer that I wanted to just underscore that I
- 22 think there is a very critical flaw in this draft
- 23 EIR that it does not address City College either
- 24 as a part of the overall setting, or as a vital
- 25 public service.

I-Rhine-1

1 This is a school that has been a part of

I-Rhine-2

- 2 the life of the City for generations. It's
- 3 trained people for essential jobs and public
- 4 services, provided enrichment to countless people
- 5 through lifelong learning. And to not consider
- 6 it, consider the impact seems to me a serious
- 7 flaw that should be reexamined.
- 8 The second thing I wanted to address is
- 9 there's a lot of talk about affordable housing.
- 10 So, I just wanted to put out a couple of figures
- 11 for your consideration. If you look at the
- 12 development plan, the request is for 18 percent
- 13 affordable housing for people who are making 80
- 14 percent of the area median income, and that would
- 15 be \$66,500 a year.
- 16 Then, an additional 17 percent for
- 17 moderate income. That's 120 percent over the
- 18 AMI. We're talking \$99,500 a year. And then,
- 19 you get to 50 percent with an additional,
- 20 optional moderate income housing and that
- 21 additional housing is -- there's no
- 22 responsibility for the developer to build it and
- 23 there's currently no funding in the plan.
- So, I know this is about the EIR and not
- 25 the project itself, but I just wanted you to have $\sqrt{}$

I-Rhine-3

- 1 those figures that the actual affordable housing
- I-Rhine-3 (cont.)
- 2 that will be gotten from giving away this public
- 3 land to a private developer is less than one-
- 4 fifth. So, and of course, the biggest cost in
- 5 building housing is the land. If the public land
- 6 were not given away, it could all be affordable.
- 7 So, just to think about that. Thank you very
- 8 much.
- 9 VICE PRESIDENT KOPPEL: Thank you. Next
- 10 speaker.
- 11 MS. TIMA: Thank you for your invitation.
- I-Tima-
- 12 My name is Etta Tima. I'm a resident for 48
- 13 years and at times old age helps to understand
- 14 something. I live on Plymouth Avenue. I view
- 15 the parking lot every morning. It is full. And
- 16 it is necessary. And it should remain because
- 17 during Ed Lee's time, he said he wanted to put
- 18 another 100,000 people into the County of San
- 19 Francisco.
- Now, I'm asking you, where should they
- 21 find education? If you reduce the parking space,
- 22 this at this moment presents 4 percent of the
- 23 student body. That is not very much.
- In regards to the history of this lot, I
- 25 was really disenchanted that your SEIR was

I-Tima-2

54

I-Tima-2 (cont.)

- 1 showing such a lousy picture to mislead
- 2 everybody. That's a sales pitch. Can you
- 3 imagine if you have 1,200 units right at the
- 4 entrance of freeway 280, and that will not solve
- 5 apartments for San Francisco. They will all go
- 6 down to Silicon Valley.
- 7 I asked the developer, could he put
- 8 restrictions on it and he denied my request. He
- 9 said that would not be possible.
- 10 If you are building 1,200 units on an
- 11 earthquake fault, and I'm sure you know because I
- 12 have expressed this before, the earthquake fault
- 13 runs right through City College, and Riordan High
- 14 School, and Wildwood.
- Then, you need emergency water in case we
- 16 have an earthquake to kill the fires. There is
- 17 no emergency water supply for the west and south
- 18 area of San Francisco. Would you please get busy
- 19 before you start building and get that done?
- I'm against building any 1,200 units.
- 21 And in regards to building, the shaking of the
- 22 construction element way above the viability
- 23 demands of construction. And my house is old and
- 24 I do not want to have cracks in my stucco. Thank
- 25 you.

I-Tima-3

I- I ıma-4

I-Tima-5

I-Tima-6

- 1 VICE PRESIDENT KOPPEL: Thank you. Next
- 2 speaker, please.
- 3 MR. AHRENS: Good afternoon. My name is
- 4 Michael Ahrens. I am President of the Westwood
- 5 Park Association, Homeowners Association. I am
- 6 also a member of the Balboa Citizens Advisory
- 7 Committee, sometimes called the CAC. And thank
- 8 you for hearing our comments.
- 9 On behalf of the Board of Directors of
- 10 the Westwood Park Association, the neighborhood
- 11 that is most affected by this whole development,
- 12 I'm glad to tell you I will be brief. We will
- 13 put our comments on the DSEIR in writing.
- But I will say this that the DSEIR is
- 15 severely flawed and we will tell you why in
- 16 writing.
- 17 I will outline, now, only a series of
- 18 some of the flaws, and you've heard some of the
- 19 hints of these things from other speakers
- 20 tonight. First, we will discuss the failure of
- 21 the DSEIR to accurately address the cumulative
- 22 secondary parking impacts caused by the loss of
- 23 existing parking, including the impacts on
- 24 transit, Lyft and Uber drivers.
- 25 Second, we will discuss the failure to

O-WPA1-1

O-WPA1-2

- 1 properly take into consideration the cumulative
- 2 transportation impacts of the projected increase
- 3 in City College enrollment. There's an increase,
- 4 as the DSEIR correctly notes, by I think 26 to 56
- 5 percent over the next few years, and it fails to
- 6 take that into consideration.
- 7 Next, the DSEIR fails to mention that
- 8 City College has an agreement and will undertake
- 9 to have 500 units of student housing developed on
- 10 what's called the East Basin. That is not taken
- 11 into consideration.
- 12 In addition, the consideration of the
- 13 building of the PAEC, and the STEAM building, is
- 14 going to go on simultaneously and the DSEIR does
- 15 not take into consideration the tremendous
- 16 environmental problems caused by a simultaneous
- 17 construction on the East Basin and the West
- 18 Basin, which will result in virtually no parking
- 19 remaining.
- Next, there is an extreme error in the
- 21 DSEIR in discussing Reduced Density Alternative B
- 22 in stating that no financial analysis has been
- 23 conducted. That's false and we will show why.
- Next, there is the improper inclusion of
- 25 Alternative C on San Ramon Way, on Passenger

O-WPA1-2 (cont.)

O-WPA1-3

O-WPA1-4

O-WPA1-5

- 1 Vehicle Alternative. That should be rejected and
- O-WPA1-5 (cont.)
- 2 we will say why. That has to do with Plymouth
- 3 Avenue and others.
- 4 And last, the rejection by the Planning
- 5 Department of the use of the site for City
- 6 College as an alternative was not appropriate.
- 7 Public land should not be used for anything but
- 8 public good.
- 9 Parties in the scoping process requested
- 10 that this alternative of using project land for
- 11 City College should be an alternative. The
- 12 Planning Department rejected that and that was
- 13 inappropriate under the law.
- I only had two minutes. I tried to be
- 15 brief. Thank you very much. We will put the
- 16 rest of our comments in writing. Or, no, we will
- 17 put those comments in writing.
- 18 VICE PRESIDENT KOPPEL: Thank you. Next
- 19 speaker, please.
- MR. KOWALSKI: Thank you. Kevin
- 21 Kowalski, a Westwood Park Association resident.
- 22 I live along Plymouth Avenue with my wife 18
- 23 years, between San Ramon and Ocean. I can attest
- 24 to the situation of the violence level due to the
- 25 parking and driving situation.

O-WPA1-6

I-Kowalski-1

- 1 Westwood Park was built for Model T's and
 - I-Kowalski-1 (cont.)
- 2 Model A's. Cars have to pull over all the time.
- 3 The violence level goes on all the time, day and
- 4 night.
- I leave for work at 4:00 o'clock in the
- 6 morning. People are going at 40 miles per hour
- 7 on that street and they're bypassing the stop
- $8\,$ signs at San Ramon Way. They're also running the
- 9 red light at Ocean Avenue and Plymouth Avenue.
- 10 I do not believe that the EIR takes into
- 11 account the death that will happen to City
- 12 College. City College needs different types of
- 13 things. Some of them may be buildings. Some of
- 14 them may be parking. Some of them may be an on
- 15 ramp to the freeway. It needs a lot of different
- 16 things. To not leads to the college animus.
- 17 And, thirdly, the environmental impact to
- 18 the neighborhood will be overwhelming. When they
- 19 rebuilt Ocean Avenue, they used right behind our
- 20 house, which abuts to the reservoir, as a dumping
- 21 ground for the concrete and asphalt. There were
- 22 over 70 filed complaints, with payoffs for
- 23 damages to homes, sewer lines, et cetera, et
- 24 cetera, et cetera.
- 25 Please reject this EIR. If you want one

I-Kowalski-4

I-Kowalski-2

I-Kowalski-3

- 1 in reality and not the stylized façade this one
- 2 is, then have all the stakeholders participate in
- 3 creating one to see the truth of what's going on
- 4 in this neighborhood. Thank you for your time.
- 5 VICE PRESIDENT KOPPEL: Thank you. Next
- 6 speaker, please.
- 7 MS. FREY: My name is Laura Frey,
- 8 Westwood Park. Thanks for your patience with all
- 9 these people.
- 10 Three main concerns. My first concern,
- 11 like a lot of people, is City College. I don't
- 12 think the impact on City College has been really
- 13 addressed in this. And I want to remind the
- 14 Planning Department that the timing of the
- 15 development, the process began at the same time
- 16 that the accreditation crisis began. So, City
- 17 College, like Chris alluded to, was out of the
- 18 loop and never really caught up.
- 19 My second issue is density. This is a
- 20 downtown style project, without the downtown
- 21 style streets. And has Hedda mentioned, the
- 22 firefighting infrastructure, water pipes that
- 23 accommodate the dense housing in the other parts
- 24 of the City that have dense housing, their water
- 25 structure is totally different than what we have

I-Frey-1

I-Kowalski-4 (cont.)

I-Frey-2

- 1 in this area. And that lack of firefighting
- I-Frey-2 (cont.)
- 2 infrastructure would be a hazard to the residents
- 3 of the development itself, but it would also be a
- 4 hazard to all of the surrounding neighborhoods.
- 5 I've gone to all the BRCAC meetings and
- 6 the Planning Department kept assuring us that the
- 7 parameters of the BRCAC would have a strong
- 8 bearing on the final plan. The density of this
- 9 project far exceeds the density that would have
- 10 been built if the parameters had been followed.
- In the urban design parameters it stated
- 12 that the height would be 28 feet on the west and
- 13 then gradually go to 65 on the east. Now, it
- 14 starts out, I think, at 30, 35, something like
- 15 that, and then it jumps real quick, and then it
- 16 goes real high to 78 or 88 feet.
- 17 And then, my third concern is opening San
- 18 Ramon Way. In the DEIR it downplayed and, in
- 19 fact, it even said it was a positive that on
- 20 Plymouth, it's basically one lane. The 1200
- 21 block of Plymouth, where I live, there's always
- 22 parking cars on both streets, so it's single
- 23 lane. So, you have to go into the driveways and
- 24 let people pass. And this happens all day. And
- 25 the driveways are small and if the car is big, or

I-Frey-3

I-Frey-4

- 1 the driver isn't such a good driver, it can take
- I-Frey-4 (cont.)
- 2 a long time for people just to move down the
- 3 street. And sometimes people get upset.
- 4 Sometimes they get really nasty. Sometimes they
- 5 scream. Sometimes they just sit.
- 6 And the EIR just sort of really
- 7 downplayed this, that this would slow traffic.
- 8 Well, as a previous speaker said, that sometimes
- 9 people still go very fast on Plymouth and people
- 10 on Plymouth regard this situation as a negative,
- 11 not as a positive.
- 12 And then, just, I think the predictions
- 13 of the traffic through San Ramon is inaccurately
- 14 low because the EIR does not address that if that
- 15 San Ramon Way was opened you'd get other traffic
- 16 than just the project. Thank you.
- 17 VICE PRESIDENT KOPPEL: Thank you. Next
- 18 speaker, please.
- MS. THEOHARIS: Good afternoon
- 20 Commissioners. Anita Theoharis, Westwood Park
- 21 Association Board Member on behalf of Westwood
- 22 Park.
- I know that comments should be narrowly
- 24 focused on technical issues, but I do have one
- 25 nontechnical observation that does have relevance

O-WPA2-1

O-WPA2-1 (cont.)

- 1 to one of our -- to one of the technical
- 2 objections to the sufficiency of the draft.
- 3 Our goal is to support a housing project
- 4 on the reservoir that includes affordable housing
- 5 for people of modest means. A project that
- 6 creates a new neighborhood with sufficient open
- 7 space and a welcoming environment for everyone.
- 8 A project with a number of units that can be
- 9 supported by the existing and planned
- 10 infrastructure. And one that does not damage a
- 11 crown jewel of the City, City College, or the
- 12 students who attend in the hopes of a better life
- 13 for themselves and their families.
- It doesn't accomplish these goals.
- 15 However, there was a proposal, submitted by
- 16 Related of California, a developer, during the
- 17 RFP process, a process that Westwood Park was
- 18 frozen out of by the Balboa Citizens Advisory
- 19 Committee. A project that could be one we could
- 20 support.
- It brings me to the relevant objection.
- 22 The draft concludes that the financial
- 23 feasibility of a reduced option of 800 units
- 24 referred to as Plan B is unknown. That is
- 25 factually incorrect.

O-WPA2-2

O-WPA2-2 (cont.)

- 1 Related proposed a 680-unit project, with
- 2 parking to accommodate City College. And in
- 3 discussions with Related, they said they could
- 4 reduce the number of units even further and still
- 5 make a profit.
- 6 Yet, this document ignores that real
- 7 world fact and concludes that the financial
- 8 feasibility option of 800 units is unknown, even
- 9 though a well-known and respected developer
- 10 concluded it could make a profit with far fewer
- 11 units.
- 12 The EIR must conclude that a reduced
- 13 density option is financially feasible and study
- 14 the impacts of that option.
- We will submit in writing as well. And
- 16 thank you very much for your time.
- 17 VICE PRESIDENT KOPPEL: Thank you. Next
- 18 speaker, please.
- MR. BERNSTEIN: My name is Harry
- 20 Bernstein. I'm a faculty member at City College.
- 21 So, I would like to provide some context to the
- 22 impacts indicated in the Subsequent EIR for the
- 23 Balboa Reservoir Project.
- Noise, air quality and transportation
- 25 from the project will cause significant and

I-Bernstein1-1

64

I-Bernstein1-1 (cont.)

- 1 unavoidable adverse impact. You hear those
- 2 words? Significant and unavoidable adverse
- 3 impact. Impacts on the college students, faculty
- 4 and staff, students at the adjacent Riordan High
- 5 School, and students in the childcare program at
- 6 the adjacent multi-use building.
- 7 So, these topics, noise, air quality, and
- 8 transportation came up before the Planning
- 9 Commission at their meeting in August. And this
- 10 was the context I want to mention. The mayor has
- 11 sought to streamline development, housing
- 12 development in San Francisco. And so, she is
- 13 trying to get a -- have several factors that are
- 14 considered in CEQA to reduce the required
- 15 mitigation. So, these, besides secondary ones
- 16 like cultural and paleontological, they include
- 17 noise, air quality, and transportation.
- 18 So, out of this 500-page report, the
- 19 serious issues are the one that the City is
- 20 trying to -- I don't know if it's put under the
- 21 rug, but not have to consider. They've already
- 22 done that with parking.
- Okay, so that's the way we're going, just
- 24 to save some months, save some dollars, but to
- 25 give the public and the public health less

I-Bernstein1-1 (cont.)

- 1 opportunity, less consideration.
- 2 A separate topic. The description of the

I-Bernstein1-2

- 3 project setting baseline existing condition is
- 4 inadequate. The primary use of the lower
- 5 reservoir, since 1946, has been parking. Today,
- 6 it's spillover student parking. Except for the
- 7 years 1946 to 1954 and that was the time that the
- 8 college, itself, occupied the entire Balboa
- 9 Reservoir site. So, the college really has not
- 10 -- the impacts on the college, the secondary
- 11 impacts from parking, not the parking itself
- 12 because that's an issue that's being considered
- 13 in other ways, but the impacts on the college,
- 14 and the access to education, which should have
- 15 some priority. Thank you.
- VICE PRESIDENT KOPPEL: Thank you. Next
- 17 speaker, please.
- 18 MR. NAGLE: Good afternoon Commission.
- 19 My name's Nicholas Nagle. I'm representing the
- 20 San Francisco Housing Action Coalition. We've
- 21 been going to these meetings for years, so I'll
- 22 keep it short. I assume you know our position on
- 23 it.
- We've been advocating for this project
- 25 because of our City's housing shortage. And

I-Bernstein1-3

O-SFHAC-1

PC Transcript

- 1 while no one project can solve the housing
- 2 shortage, this is a bit step towards it.
- In terms of the EIR, we do find it to be
- 4 adequate and complete. And that's all from me,
- 5 today. Thank you.
- 6 VICE PRESIDENT KOPPEL: Thank you. Next
- 7 speaker, please.
- 8 MR. WINSTON: Good evening Commissioners.
- 9 My name's Jon Winston. I have the at large seat
- $10\,$ on the Balboa Reservoir CAC and I'm also the
- 11 Chair.
- 12 I'm here this afternoon -- this evening,
- 13 I should say, to talk about transportation and
- 14 circulation. The impacts I believe will be
- 15 significant, but I disagree with the report that
- 16 they will be unmitigable.
- 17 Developer mitigation, including the
- 18 Transportation Demand Management Plan, including
- 19 measures like giving out a Fast Pass with rental
- 20 packages to encourage non-car use will play a
- 21 part. They will pay impact fees, which I believe
- 22 should be applied at the point of impact in the
- 23 neighborhood where the impacts actually occur.
- 24 That's where they're needed the most.
- 25 But also, the City can and must do more.

O-BRCAC-1

O-SFHAC-1 (cont.)

PC Transcript

O-BRCAC-1 (cont.)

- 1 Recent San Francisco history is full of projects,
- 2 like the Metreon Center, the San Francisco
- 3 Center, the ballpark, the Chase Center, all built
- 4 without parking and they were all predicted to
- 5 lead to traffic apocalypse.
- 6 But with moonshot level planning, by
- 7 multiple city agencies, we got great civic and
- 8 cultural amenities that, despite the naysayers,
- 9 worked.
- 10 This, too, is a project that needs to
- 11 have proactive planning on the neighborhood and
- 12 City level to accommodate the influx of new
- 13 residents in the reservoir and the projected
- 14 increase in CCSF students.
- New housing and businesses, like Whole
- 16 Foods on Ocean Avenue, also add new car, foot and
- 17 bike traffic.
- 18 SFMTA and other agencies need to begin,
- 19 now, to be ready with increased transit frequency
- 20 and have more of the share of the roadway to
- 21 avoid even worse gridlock and in keeping with the
- 22 City's transit first policy. That's the first
- 23 time we've heard the words "transit first"
- 24 tonight.
- In addition to my role on this CAC, I

O-BRCAC-1 (cont.)

- 1 also serve as the Pedestrian Safety Advisor
- 2 Committee for the SFUSD. From that perch, I can
- 3 see Ocean, Geneva, San Jose Avenue as vision zero
- 4 high injury corridors. That means there have
- 5 been enough deaths and injuries, serious
- 6 injuries, due to the design of these streets that
- 7 they're due and fundable for complete redesign.
- 8 In short, true transit first reimagining
- 9 of transportation and circulation for the
- 10 neighborhood is needed and it has to be
- 11 implemented.
- 12 At our September 30th CAC meeting, the
- 13 CAC will present their plans for their SFMTA
- 14 Ocean Avenue Safety Project. I hope to hear
- 15 about a safe, beautiful, and dignified walk to
- 16 BART, and better pedestrian bicycle access to
- 17 CCSF, the reservoir and the Ocean Avenue shopping
- 18 district.
- But in future meetings, I really hope to
- 20 hear more about a comprehensive, proactive plan.
- 21 The Balboa Reservoir is really a great
- 22 opportunity to deal with the problems that have
- 23 accumulated over many, many years and now, we
- 24 have a chance to make the needed change to get a
- 25 livable, sustainable community for future

PC Transcript O-BRCAC-1 (cont.)

I-Bernstein1-4

- 1 generations. Thank you for your time.
- 2 VICE PRESIDENT KOPPEL: Thank you. Any
- 3 more speakers for public comment.
- 4 MR. BERNSTEIN: I'm sorry there was an
- 5 oversight for my comments. You have an empty lot
- 6 on the cover of this SEIR. I'd like to give
- 7 this, copies of this for the record and for the
- 8 members. If there a possibility to do that?
- 9 SECRETARY IONIN: Thank you. You can
- 10 just leave it right there.
- 11 MR. BERNSTEIN: Okay. And one of the
- 12 record, please.
- 13 SECRETARY IONIN: Anyone else for public
- 14 comment come on up.
- 15 UNIDENTIFIED FEMALE SPEAKER: Rita Evans
- 16 dropped this off. She had to leave.
- 17 SECRETARY IONIN: Thank you. Anyone
- 18 else? Going once, public comment. Seeing none,
- 19 public comment is closed.
- VICE PRESIDENT KOPPEL: We're adjourned.
- 21 (The meeting concluded at 5:46 p.m.)
- 22
- 23
- 24

REPORTER'S CERTIFICATE

I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were reported by me, a notary public and certified electronic court reporter and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

IN WITNESS WHEREOF,

I have hereunto set my hand this 2nd day of October, 2019.

Budgetti

Bridgette Rast Electronic Reporter

TRANSCRIBER'S CERTIFICATE

I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were transcribed by me, a certified transcriber.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

IN WITNESS WHEREOF, I have hereunto set my hand this 26th day of September, 2019.

Barbara Little Certified Transcriber AAERT No. CET**D-520



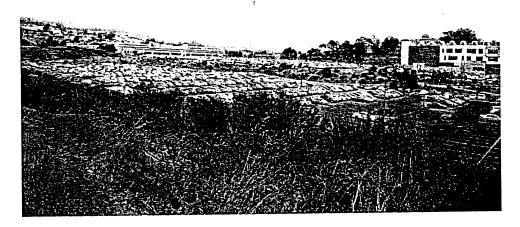
Balboa Reservoir Project

SAN FRANCISCO PLANNING DEPARTMENT CASE NO. 2018-007883ENV STATE CLEARINGHOUSE NO. 2018102028



Draft EIR Publication Date:	AUGUST 7, 2019	
Draft EIR Public Hearing Date:	SEPTEMBER 12, 2019	
Draft EIR Public Comment Period:	AUGUST 8, 2019 – SEPTEMBER 23, 2019	

Written comments should be sent to:
San Francisco Planning Department
Attention: Jeanie Poling, Senior Planner
1650 Mission Street, Suite 400 | San Francisco, CA 94103
or by email to: CPC.BalboaReservoir@sfgov.org

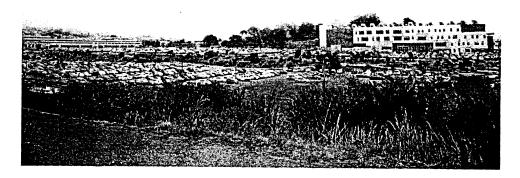


View of far end of Balboa Reservoir parking area at 9:30- out of frame portion is full. Taken Aug 28 2017 by Otto Pippenger.

Reprinted with permission from City College's newspaper, The Guardsman: http://theguardsman.com/parking-crisis/)

moves forward over the next several years."

For more information, visit the <u>Balboa Reservoir Community Advisory Committee website</u>. (http://sf-planning.org/balboareservoir-cac-meeting-schedule)



View of far end of Balboa Reservoir parking area at 9:30- out of frame portion is full. Taken Aug 28 2017 by Otto Pippenger.

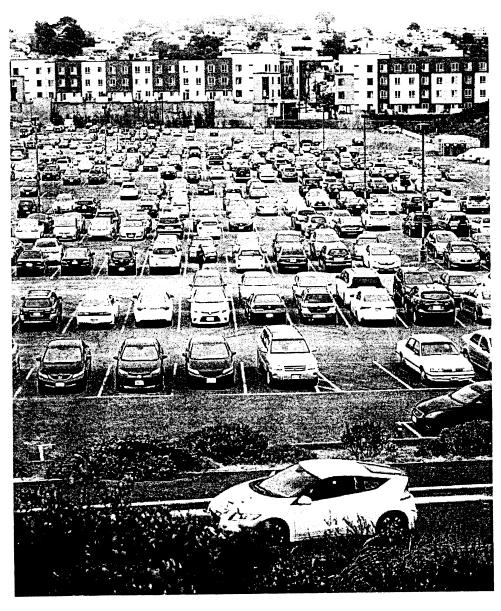
In an email, sent in late August to the Board of Trustees' President Thea Selby, Baum asked Selby to explain "how the housing project, that might be built on the Public Utilities Commission (PUC) section of the reservoir, could possibly serve the needs of CCSF's students?" Additionally, because many students must commute by car and use the controversial section of the reservoir for parking, Baum asked if Selby could "please explain how...any student [would] even be able to afford to live in the housing being contemplated?"



A sign looms over cars in the lower parking lot requiring permits to be purchased. Photo taken Aug 28 2017 by Otto Pippenger.

With inquiries stretching as far as potentially using the land for the voter approved Performing Educational Arts Center, Baum gave voice to what many people from Ocean Campus have already been talking about.

In response, Selby issued an email to the community on Aug. 24, 2017, which said, "City College is a vital partner to this project as it



Lower parking lot (Balboa Reservoir) at 11:30. Taken Aug 28 2017 by Otto Pippenger.

The Guardsman's observation took place over the course of several weeks, and the research provided legitimacy to Professor Rick Baum's fears that the project could "interfere with efforts to increase student enrollment."



Balboa Reservoir parking at 12:30 as classes get out. Taken Aug 28 2017 by Otto Pippenger.

September 13, 2017 The Guardsman By Bethaney Lee

The Guardsman photographed the usage of the parking lot in contention with the Balboa Reservoir Project (BRP) every hour on Aug. 28, and concluded it was used consistently throughout the day. It was highly impacted at peak class hours and the surrounding neighborhoods and streets cannot support the amount of vehicles displaced by the removal of the lower parking lot.

Tensions first arose after the BRP reported its goal was to repurpose the lot into mixed-income level housing.

In October 2016, Nelson Nygaard released the Balboa Area Transportation Demand Management (TDM) Plan which was used to identify transportation needs for the Balboa Park area. The report identified limited roadway space, transit infrastructure and financial resources as three primary problems.

"Yet despite the obvious fact that the elimination of student parking and the addition of new Reservoir residents will increase demand placed on limited transportation resources, the Balboa Reservoir Project Team proposes no amelioration for adverse impacts other than TDM," Professor William McGuire said in an email sent in early January 2017.

Sunnyside Neighborhood Association

Building our community every day.

CCSF Guardsman: 'Parking crisis raises Balboa Reservoir Project concerns'

ON <u>SEPTEMBER 26, 2017SEPTEMBER 27, 2017</u> / SUNNYSIDE NEIGHBORHOOD ASSOCIATION / IN BALBOA RESERVOIR PROJECT, CCSF, CITY COLLEGE OF SAN FRANCISCO, PARKING, SF PLANNING DEPT, SFMTA, **UNCATEGORIZED**

Reprinted with permission from City College's newspaper, The Guardsman: http://theguardsman.com/parking-crisis/ (http://theguardsman.com/parking-crisis/)

Parking crisis raises Balboa Reservoir Project concerns

the cover image of the Balboa Reservoir site does not fairly represent the adral usage of the lower Reservoir Site when City College's in sendon. Consider the Following newspaper story from August 28, 2017

This was also submitted via Email and addressed in response to Comment I-EVANS2

C1 Travel Demand Memorandum

This section refers repeatedly to two sources for trip generation data. One is the institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th edition and the other is the *San Francisco Planning Trip Generation Workbook* (SF Workbook). While the ITE *Trip Generation Manual* is indeed a standard source, it also is recognized as a very flawed source of information due to its reliance on datasets with very little input, generally from suburban, not urban, sources. We can't even find the *SF Workbook* and so are unable to determine whether it addresses any of those flaws or simply compounds them. Can the Planning Department provide us with a copy of this workbook?

C2 Transit Assessment Memorandum TRANSIT ASSESSMENT

Transit reentry delay analysis

Delay calculated based on empirical data from 2010 *Highway Capacity Manual*.

Data at least 15 years old was used instead of using 6th edition of *HCM* published in 2016—why?

"The *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis (HCM)*provides methods for quantifying highway capacity. In its current form, it serves as a fundamental reference on concepts, performance measures, and analysis techniques for evaluating the **multimodal** operation of streets, highways, freeways, and off-street pathways. The Sixth Edition incorporates the latest research on highway capacity, quality of service, and travel time reliability... "

Given the use of an outdated HCM and its related data, we challenge the Kittleson conclusion that, "Based on the findings from this corridor delay analysis, the project would not result in a substantial delay to public transit along Frida Kahlo Way, Ocean Avenue, or Geneva Avenue."

Passenger boarding delay analysis

What source was used to assume "two seconds per passenger boarding"? Is it again outdated data? Does it include students and instructors carrying books, supplies, and other material? Does it include students traveling with children? Residents carrying shopping bags or using a wheeled cart? Disabled users?

City College Loop analysis

The consultant concludes that despite increases in traffic volume, no additional delay will be generated. Consultant makes repeated reference to "existing signal timing coordination and optimization." As anyone who travels these corridors knows, having actuated signals and having those signals actually work are two different things. Broken and mis-timed signals have plagued traffic on Phelan/Frida Kahlo for years and the city has either ignored the problems or addressed them only after years of complaints. What assurance do we have that any of this will change after the development has been built?

Received at CPC Hearing 9 12

This was also submitted via Email and addressed in response to Comment I-EVANS2

2018-007883ENV
BALBOA RESERVOIR PROJECT – (Assessor's Block 3180, Lot 190)
Public Hearing on the Draft Environmental Impact Report

Received at CPC Hearing 9/2/19

TRANSIT DELAY

The SEIR states that transit delay induced by the Balboa Reservoir project will be insignificant but this conclusion is based on a completely arbitrary, unauthorized definition of delay on the part of the consultants.

The MUNI on-time performance standard allows for a 4-minute delay for an entire route. The SEIR instead allows for a 4-minute delay on any segment of a route (i.e., between two stops), a completely invalid assumption, meaning almost no amount of delay would be considered significant.

EXAMPLE: The 43-Masonic travels from the Balboa Reservoir project site on Frida Kahlo Way to the Balboa Park Station in *7 minutes*. Using the consultants' re-definition of transit delay, additional delays of up to four minutes in just three segments, resulting in a travel time of *19 minutes*, a **171% increase**, is somehow deemed "insignificant." No one riding that 43 would find the delay to be insignificant. And this utterly faulty reasoning is allowed to be presented in the SEIR as justification for a finding of "insignificant delay," meaning no mitigation is required.

From any perspective, whether legal, ethical or engineering, this is wrong. The SEIR is in error in using this faulty, invalid method of determining transit delay. The transit delays as a result of this project will be significant and appropriate mitigation must be identified before the SEIR is approved.

Attachment 2

Comment Letters and Emails on the Draft SEIR

 From:
 Areana Flores

 To:
 CPC.BalboaReservoir

 Cc:
 Henry Hilken

Subject: Balboa Reservoir Project Comment Letter Date: Monday, September 23, 2019 3:40:35 PM

Attachments: <u>image014.png</u>

image016.pnq image017.pnq image018.pnq image019.pnq image020.pnq

2019-09-23 Balboa Reservoir DSEIR Comment Letter.pdf

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

Good afternoon Ms. Poling,

Attached is a comment letter for the DSEIR for the Balboa Reservoir Project at Balboa Park Station. For any questions regarding this letter, please contact Areana Flores, Environmental Planner, at (415)749-4616 or by email at aflores@baaqmd.gov

Thank you,



AREANA FLORES

ENVIRONMENTAL PLANNER

Bay Area Air Quality Management District 375 Beale St. Suite 600 | San Francisco, CA 94105

\$\sqrt{415-749-4616} | **\$\sqrt{20}\$** aflores@baaqmd.gov



BAY AREA

AIR QUALITY

MANAGEMENT

DISTRICT

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Pauline Russo Cutter
Scott Haggerty
Nate Miley

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Jack P. Broadbent EXECUTIVE OFFICER/APCO

Connect with the Bay Area Air District:







September 23, 2019

Jeanie Poling Senior Planner San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103

Subject: Balboa Reservoir Draft Subsequent Environmental Impact Report

Dear Ms. Poling,

Bay Area Air Quality Management District (Air District) staff has reviewed the City and County of San Francisco's (City) Draft Subsequent Environmental Impact Report (DSEIR) prepared for the Balboa Reservoir (Project). The Project applicant proposes to develop 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. There are two potential buildout schedules for the Project: (1) the anticipated estimated 6-year (2021-2027) schedule and (2) the compressed estimated 3-year (2021-2023) schedule.

Air District staff greatly appreciates the opportunity to work with the City to address the potentially significant air quality impacts estimated for this Project. Project design features and the mitigation measures identified in the DSEIR will substantially lessen the local and regional air quality impacts from construction and operation of the Project.

However, even with these Project design features and on-site mitigation measures, the DSEIR finds that air quality impacts from the Project still exceed the City's thresholds of significance for the compressed schedule. Therefore, Mitigation Measure M-AQ-2d: Offset Construction Emissions for the Compressed Schedule (M-AQ-2d) proposes that the Project applicant provide funds to achieve additional emission reductions to reduce air emissions below the thresholds of significance. To this end, M-AQ-2d states that the Project applicant would provide funding to the Air District to fund emissions reduction projects in the region in order to offset the remaining criteria pollutant emissions generated by construction during the compressed schedule.

Please be aware that the Air District does not currently have a fee program for offsetting emissions. These are occasionally conducted on a case-by-case basis based on available projects. We recommend that M-AQ-2d replace "Air District" with "governmental entity". This will allow the project applicant to seek additional options if the Air District has no available projects at the time.

Air District staff is available to assist the City to address these comments. If you have any questions, please contact Areana Flores, Environmental Planner, at (415) 749-4616 or aflores@baaqmd.gov.

Sincerely,

Greg Nudd

Deputy Air Pollution Control Officer

cc:

BAAQMD Director Gordon Mar

BAAQMD Director Shamann Walton

BAAQMD Director Tyrone Jue

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
TTY 711
www.dot.ca.gov

A-Caltrans

Making Conservation a California Way of Life.

September 10, 2019

SCH #2018102028 GTS # 04-SF-2018-00287 GTS ID: 12934 SF-280-PM 1.75

Jeanie Poling, Senior Planner San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103

Balboa Reservoir Project – Draft Subsequent Environmental Impact Report (DSEIR)

Dear Jeanie Poling:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Balboa Reservoir Project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals our continuing approach to evaluate and mitigate impacts to the State's multimodal transportation network. Caltrans' Strategic Management Plan 2015-2020 aims, in part, to reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas emissions (GHG) in alignment with state goals and policies. Our comments are based on the August 7, 2019 Draft Subsequent Environmental Impact Report (DSEIR).

Project Understanding

The proposed project would develop 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. This DSEIR will analyze two different sets of options for the site's residential density to capture a range of possible development on the project site: The first is the Developer's Proposed Option (1,100 dwelling units), proposed by Reservoir Community Partners LLC. The second is the Additional Housing Option (1,550 dwelling units), developed by the City of San Francisco to fulfill the objectives of the San Francisco General Plan to maximize affordable housing and housing in transit-rich neighborhoods.

Development under each of the two options would entail the same land uses and street configurations, and similar site plans. Overall, the proposed project would construct up to approximately 1.8 million gross square feet (gsf) of uses,

Jeanie Poling, Senior Planner September 10, 2019 Page 2

including between approximately 1.3 and 1.5 million gsf of residential space (1,100 to 1,550 dwelling units plus residential amenities), approximately 10,000 gsf of community space (childcare and a community room for public use), approximately 7,500 gsf of retail, up to 550 residential parking spaces and 750 public parking spaces in the Developer's Proposed Option, and up to 650 residential parking spaces (with no public parking spaces) in the Additional Housing Option. The buildings would range in height from 25 to 78 feet in the Developer's Proposed Option and from 25 to 88 feet in the Additional Housing Option.

Approximately 4 acres would be devoted to publicly accessible open space under each option. Also, under each option, the San Francisco Public Utilities Commission would retain ownership of an 80-foot-wide strip of land located along the southern edge of the site where an underground water transmission pipeline is located. Regional access is provided from the Interstate (I-) 280 and Ocean Avenue interchange approximately 0.35 miles east of the project site.

Bicycle Considerations

The Caltrans District 4 Bike Plan identifies a "Top Tier" project at the I-280 and Ocean Avenue/Geneva Avenue interchange that would reconstruct the interchange ramps and stripe Class II buffered bike lanes. Given the anticipated increase in vehicle and bicycle traffic at this location due to the project, the project should evaluate measures to enhance bicycle safety at freeway on-and off-ramps at this location.

Construction-Related Impacts

Potential impacts to the I-280 from project-related temporary access points should be analyzed. Project work that requires movement of oversized or excessive load vehicles on state roadways requires a transportation permit that is issued by Caltrans. To apply, visit: https://dot.ca.gov/programs/traffic-operations/transportation-permits.

Coordination

As the project progress, please keep Caltrans informed of any updates with the project, including but not limited to alternative selection and scope changes.

Lead Agency

As the Lead Agency, the City of San Francisco is responsible for all project mitigation, including any needed improvements to the State Transportation Network. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

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Jeanie Poling, Senior Planner September 10, 2019 Page 3

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Andrew Chan at 510-622-543 or andrew.chan@dot.ca.gov.

Sincerely,

Malude Wahida Rashid

Acting District Branch Chief

Local Development - Intergovernmental Review

c: State Clearinghouse

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
BOX 23660
OAKLAND, CA 94623-0660

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San Francisco Planning Department

Jeanie Poling

1650 Mission Street, Suite 400 San Francisco, CA 94103 

STATE OF CALIFORNIA Governor's Office of Planning and Research

State Clearinghouse and Planning Unit



Governor

September 23, 2019

Jeanie Poling San Francisco, City and County of 1650 Mission Street, Suite 400 San Francisco, CA 94103-2749

Subject: Balboa Reservoir Project

SCH#: 2018102028

Dear Jeanie Poling:

The State Clearinghouse submitted the above named SBE to selected state agencies for review. The review period closed on 9/20/2019, and the comments from the responding agency (ies) is (are) available on the CEQA database for your retrieval and use. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

Check the CEQA database for submitted comments for use in preparing your final environmental document: https://ceqanet.opr.ca.gov/2018102028/2. Should you need more information or clarification of the comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely.

Scott Morgan

Director, State Clearinghouse

cc: Resources Agency

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH SACRAMENTO, CALIFORNIA 95812-3044 STATE CLEARINGHOUSE State of California P.O. BOX 3044

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MNOO OBTRACTAN

Sept. 13, 2019

To Whom It May Concern. He have property owned and resided in hear property at 1238 Plymouth Cannow your dealing with Tremendance Conjection on a daily trains. Our street Cannot telerate the additional trypic that cannot be created by the plan perspeced. Purking is impossible of a existing residents now. Please do not allow the perspeced opening of Sen Ramon! Help the height limit and density is 2 reginally perposed.

Sencerely, Sencerely, Denis Been

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From: Amna Ali

To: CPC.BalboaReservoir; Haneystaff (BOS)

Subject: Comment on SEIR for Balboa Reservoir Project

Date: Wednesday, September 18, 2019 6:13:31 PM

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

Dear Planning Department and Supervisor Matt Haney (whose district I reside in), I am a librarian at City College of San Francisco and am deeply opposed to the use being proposed for the Balboa Reservoir land owned by SFPUC but leased to City College for many years. City College will be negatively impacted by this development, the brunt being borne by students from whom parking would be taken away and disruption caused due to construction activities. San Francisco is already suffering at the hands of construction of luxury housing masquerading as affordable housing, disrupting our lives and taking away resources utilized by needy San Franciscans. Please do not add to skyrocketing costs of living in the city and the fact that so called affordable housing is completely out of the reach of so many families and students in particular. Why are private developers given so much room to decide what belongs in our city?

I would request that the PUC place the needs of City College above those of a private developer. It should either continue to lease the land to City College or transfer it for once and all to City College to make use of according to principles of equity and relevance for the college community.

I would be extremely grateful for your kind attention to this matter.

Sincerely

Amna Ali

Librarian - City College of San Francisco

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I-Anderson2

From: <u>Lisa Anderson</u>
To: <u>CPC.BalboaReservoir</u>

Subject: Please support the balboa project

Date: Thursday, September 12, 2019 10:55:48 AM

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

We need housing. There should be 5000 units on this lot. -Lisa Anderson 46 San Jacinto way Sf ca 94127

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Received at CPC Hearing

To:

San Francisco Planning Commission

From:

Jean Barish

Date:

September 12, 2019

Subject:

Case No. 2018-007883ENV Balboa Reservoir Project

Draft Subsequent Environmental Impact Report

Following are Public Comments regarding the referenced Project:

Good afternoon President Melgar and Commissioners.

My name is Jean Barish. I'm a former CCSF Faculty Member, teaching Anatomy, Physiology, and Health Education. I have also practiced law for over 20 years.

I am here to state my opposition to the Project, and to highlight some of the flaws in the Draft Subsequent EIR. (Att 1)

This oversized project could squeeze up to 1,550 units of housing, mostly market rate, onto a parking lot adjoining CCSF and a quiet neighborhood of single-family homes. (Att 1)

While it may be a developer's Field of Dreams, the project is a nightmare to the surrounding neighborhoods and to City College.

It will create congestion, transit problems, lack of access to CCSF, and many other environmental problems. It will also convert public land, currently owned by the SF PUC and used by CCSF for decades, into private property for profiteering developers. And it will not meet the growing need in San Francisco for affordable housing.

Coalition of San Francisco Neighborhoods, Westwood Park Neighborhood Association, and other groups have signed Resolutions opposing this project. Hundreds of people have signed petitions and letters. I hope you will pay attention to their concerns.

I urge the Commission to consider reducing the project to one that is about 400 units, such as illustrated in this drawing. (Att 2)

And now for a few specific flaws in the DSEIR.

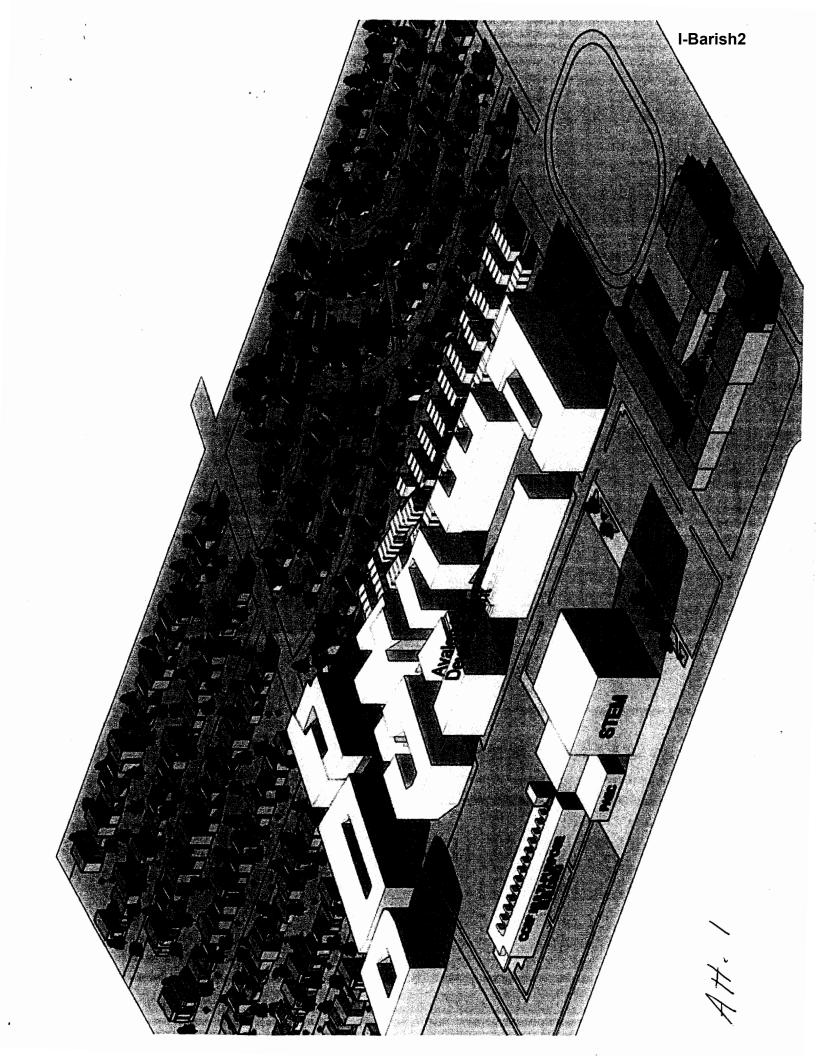
- 1) The DSEIR Initial Study eliminated many environmental impacts for review by concluding they were not potentially significant. But these conclusions are flawed. The Study concluded that the project would not create adverse shadow effects, despite the fact that there would be new shadow on Unity Plaza for over 25% of the year, and there would be significant shadow on Riordan High School.
- 2) The Initial Study says there would be a population increase of over 100% in the plan area. but concludes there would be no significant cumulative population impact because this is a tiny increase compared to the population of the City as a whole. This is a flawed apples and oranges comparison, and should not be accepted.

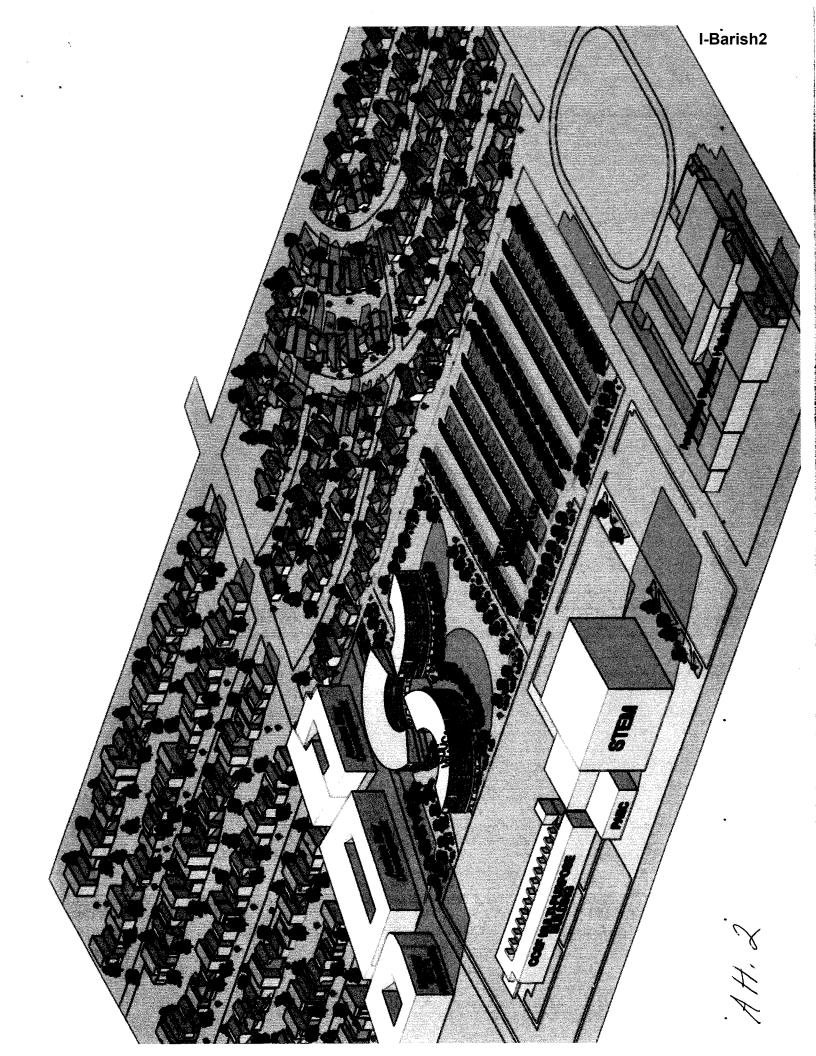
3) Finally, the Initial Study concludes the project would not result in cumulative impacts on public services. Yet it did not analyze the impacts of the project on City College. Again, the DSEIR review of this impact is inadequate.

In these and many other areas, the DSEIR offers no objective criteria to serve as a basis for determining that the impacts are not significant. Accordingly, the it is a flawed document that must be revised before it is submitted for final review.

In conclusion, I hope you agree this Field of Dreams should be replaced with a scaled-down, environmentally sound, 100% affordable project with no significant environmental impacts.

Thank you.





COALITION FOR SAN FRANCISCO NEIGHBORHOODS RESOLUTION REGARDING BALBOA RESERVOIR

Whereas, the SF Public Utilities Commission, in close cooperation with various San Francisco agencies, is proceeding with plans to build a private housing development on public land currently owned by the SF Public Utilities Commission (the "Development"); and;

Whereas, this Development is located on the section of the Balboa Reservoir that City College of San Francisco ("CCSF") has improved and leased from the PUC for decades and;

Whereas, public land should remain in public hands for the public good and;

Whereas, this Development would provide mainly market rate, not affordable, housing and;

Whereas, this Development would eliminate parking with no corresponding improvement of transit alternatives, thereby limiting access for students who do not have other viable options; and;

Whereas, construction of this Development could delay or prevent completion of the CCSF Performing Arts and Education Center (the "PAEC") approved by voters in 2001 and 2005 bond measures and;

Whereas, San Francisco public agencies must abide with State Surplus Land Statute 54222, which requires that any local agency disposing of surplus land shall send, prior to disposing of that property, a written offer to sell or lease the property... to any school district in whose jurisdiction the land is located and;

Whereas, this Development would have significant environmental impacts in the surrounding area and;

Be it resolved, the Coalition for San Francisco Neighborhoods (CSFN) asks the SF PUC to transfer this public property to City College of San Francisco and furthermore,

Be it resolved, the CSFN urges the CCSF Board of Trustees to exercise their right as a public institution to ask the SF PUC to transfer this public property to CCSF so as to keep it forever in public hands for the public good and furthermore;

Be it resolved, the CSFN urges the CCSF Board of Trustees to remain vigilant to ensure that the PAEC be built before any development on the Balboa Reservoir goes forward and furthermore;

Be it resolved, in the event that the transfer of title to the property to CCSF does not take place, and the Development is pursued, the CSFN urges the CCSF Board of Trustees to remain vigilant to ensure that any loss of parking be mitigated before any development on the Balboa Reservoir goes forward so as not to limit the educational access of any student.

George Wooding, President, CSFN

of Wooden

14.3

From: <u>Jean Barish</u>
To: <u>CPC.BalboaReservoir</u>

Subject: Case No. 2018-007883ENV Balboa Reservoir Project Draft Subsequent Environmental Impact Report

Date: Monday, September 23, 2019 6:50:37 AM

Attachments: JB DSEIR Comment Letter.docx

Alternative Architect Drawing [1].pdf

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Attached is a comment letter for the Draft Subsequent Environmental Impact Report for the Balboa Reservoir Project, Case No. 2018-007883ENV. Also attached is a drawing of a feasible alternative project that the Final SEIR should consider. Please file both of these documents with the record of this case.

Please confirm receipt of these documents by return email.

Thank you for your consideration of these comments.

Jean

Jean B Barish, Esq., MS jeanbbarish@hotmail.com 415-752-0185

JEAN B BARISH 5758 Geary Boulevard, Suite 341 San Francisco, CA 94121 jeanbbarish@hotmail.com 415-752-0185

September 20, 2019

Via Electronic Mail

San Francisco Planning Department Attn: Jeanie Poling, Senior Planner 1650 Mission Street, Suite 400 San Francisco, CA 94103 CPC.BalboaReservoir@sfqov.Org

Re: Case No. 2018-007883ENV
Balboa Reservoir Project
Draft Subsequent Environmental Impact Report

Dear Ms. Poling:

I am writing in response to the Draft Subsequent Environmental Impact Report ("DSEIR") for the Balboa Reservoir Project (the "Project") referenced above.

After reviewing the DSEIR it is clear there will be many significant environmental impacts to that cannot be mitigated if this project is approved. Additionally, the DSEIR is flawed because it fails to consider numerous environmental impacts that should have been considered.

Following are my questions and comments regarding this DSEIR.

Definitions

"Substantial Evidence," as used in this letter, shall mean: "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached." (14 Cal Code Regs Sec. 15384(a)) "Substantial evidence includes facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts." (14 Cal Code Regs Sec. 15384 (b)) "Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence." (14 Cal Code Regs. Sec 15064(f)(5))

"Feasible Alternatives", as used in this letter, shall mean: "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Public Resources Code section 21061.1; 14 CCR section 15364)

BALBOA PARK AREA PLAN

This DSEIR is a project-level EIR that is tiered from a previously certified program-level EIR ("PEIR")

The Project is a portion or sub-set of the Balboa Park Station Area Plan (the "Plan"). To better understand some of the defects with the DSEIR, it is important to refer to the Plan and several of its Objectives and Policies.

(http://generalplan.sfplanning.org/Balboa Park Station.htm#BPS HSG)

Policy 1.4.2 states: If the PUC should decide that the west basin is not needed for water storage, it should consider facilitating the development of a mixed-use residential neighborhood on part of the site to address the city-wide demand for housing. The development on the site should recognize the opportunity to knit the surrounding neighborhoods together through the creation of a community open space and pedestrian connections.

Policy 1.4.2, therefore, states that at best, only <u>part</u> of the west basin would be used for housing. The development of a project with up to 1,550 units goes far beyond partial development of the reservoir. It should be scaled back to be compliant.

Policy 4.4.1 states: "If the PUC should decide that the west basin is not needed for water storage, it should consider development of a mixed-use residential neighborhood on part of the site to address the city-wide demand for housing. Affordable housing should be considered a high priority per Policy 4.5.1."

and

Policy 4.5.1 states: "...Where publicly-owned parcels are being developed, . . . city policy directs that surplus public property be considered for development of affordable housing. Thus, when offering their land for development, first consideration should be given by these agencies to the development of housing affordable to individuals or families making less than 120 percent of the area median income.

Since the Project only requires the developer to provide less than 1/3 affordable units, it is not compliant with the Plan policies. This must be considered when the Final SEIR ("FSEIR") is prepared.

Policy 6.4.1 states: Regardless of scale, new development should add to the district's character, create a human scale public realm, and fit within the city's traditional fabric; regardless of architectural style. Larger-scale development efforts must take great care to not overwhelm the scale of the area and to positively establish a pedestrian-scale pattern. Urban design guidelines have been developed for the plan area and compliance with the guidelines is mandatory.

The Project is massive and out of scale with the surrounding neighborhoods. It will have buildings up to 8 stories high, casting shadows on public open space and Archbishop Riordan High School. It will dwarf the single family homes surrounding it, and it will remove open space that is used by City College of San Francisco ("City College") for both parking and recreational purposes. A Feasible Alternative must be considered.

In view of the foregoing, the Project is not in accord with the Plan and needs to be revised accordingly.



3

INITIAL STUDY - APPENDIX B

Introduction

Balboa Park Station Area Plan (p. B-3)

The area plan's land use map designates the site's land use as P (Public), and the height map indicates a 40-foot height limit (Maps 3 and 6). However, the Project will include buildings up to 78 feet in the Developer's Proposed Option and up to 88 feet in the Additional Housing Option. (B-4) The FSEIR must provide substantial evidence explaining why this increase in height limit will not have an unanticipated and significant environmental impact.

The Accountable Planning Initiative (p. B-5)

Under Proposition M, planning policies must include conservation and protection of existing housing and neighborhood character (B-5). The DSEIR fails to discuss how the will impact neighborhood character. In accordance with Proposition M, the FSEIR must provide substantial evidence explaining this analysis.

Effects Found Not to be Potentially Significant (p. B-10)

In some cases, the Initial Study identified mitigation measures in CEQA topic areas that would reduce potentially significant impacts to a less-than-significant level, supporting the conclusion that these topic areas do not need CEQA review under this SEIR.

The Initial Study found that the only effects found to be potentially significant in the Project were Transportation and Circulation; Noise; and Air Quality. All other potential individual and cumulative environmental effects considered in the PEIR were found to be either less than significant or would be reduced to a less-than-significant level through recommended mitigation measures in the DSEIR. These impacts that are not studied in this DSEIR are: Land use and land use planning; Population and housing; Cultural resources; Tribal cultural; resources; Greenhouse gas emissions; Wind; Shadow; Utilities and service systems; Public services; Biological resources; Geology and soils; Hydrology and water quality; Hazards and hazardous materials; Mineral resources; Energy; Agricultural and forestry resources; Wildfire.

However, for the reasons set forth below, the basis for these determinations are flawed. The effects below should, in fact, be analyzed in this DSEIR.

Land Use Impacts

Impact LU-2: No conflict with applicable land use plans (p. B-14)

According to this section, the proposed project would require rezoning to permit structures up to 88 feet tall. It would appear, therefore, that any significant land use conflict can simply be

5

mitigated by rezoning the land. This appears to be an abuse of legislative discretion. The FEIR must consider the appropriateness of this rezoning option.

Impact C-LU-1: The proposed project, in combination with reasonably foreseeable future projects, would not result in significant cumulative impacts to land use. (Less than Significant) (p. B-15)

There is no objective data to support this conclusion. Rather, the DSEIR simply states that in combination with reasonably foreseeable future projects, the Project would have less-thansignificant cumulative land use impacts. But absent a quantitative analysis of all the CEQA environmental impacts, it is improper to reach such a conclusion. The FSEIR must provide substantial evidence to support its conclusion. Absent an analysis of the substantial evidence, the FSEIR will be insufficient.

Population and Housing Impacts

Impact C-PH-1 The proposed project, in combination with reasonably foreseeable future projects, would not result in significant cumulative population and housing impacts. (Less than Significant) (p. B-21)

8

The Developer's Proposed Option and Additional Housing Option would increase the onsite residential populations by 2,530 and 3,565 respectively. Compared to the increase in population analyzed in the PEIR or 1,150 residents (Table 1, p. B-19) this is an increase of over 100% in the plan area. Yet, despite this significant increase in population compared to the PEIR, the DSEIR concludes it is not significant. It justifies this decision by saying it would not be substantial for the City as a whole. While that may be true, it improperly fails to consider the impact on the immediate neighborhood. The FEIR must thoroughly analyze this population increase within the Area Plan, not within the entire City.

Shadow Impacts

9

Impact SH-1 The proposed project would not create shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces (Less than Significant) (p. B-46)

The DSEIR states that there would be new shadow between May 1 and August 15 (B-47-50). Fig. 3 illustrates this new shadow. These are the warmer, drier summer months, when people are more likely to be outside closer to sunrise and sunset. Yet, despite any objective measure of significance and any substantial evidence, the DSEIR states that any new shadow would not be significant. The FSEIR must provide substantial evidence that such an increase in shadow is not significant.

Impact C-SH-I The proposed project . . . would not result in cumulatively considerable impacts related to shadow. (Less than Significant) (p. B-50)

10 (cont.)

The DSEIR discloses that the project would cast new shadow on the athletic field at Archbishop Riordan High School Athletic Field. (p. 51) But it appears this shadow is not subject to CEQA analysis since it is not a publicly accessible open space. That, however, is a technicality which should not justify disregarding this significant shadow impact on a high school adjacent to the project. The FSEIR should evaluate and determine if the shadow on Archbishop Riordan High School's Athletic Field is a significant environmental impact.

Utilities and Service Systems Impacts

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Impact UT-1 Sufficient water supplies are available to serve the proposed project ... unless the Bay Delta Plan Amendment is implemented...Impacts related to new or expanded water supply facilities cannot be identified at this time or implemented in the near term . . . (Less than Significant) (p. B-59)

According to the DSEIR, page B-57, SFPUC Resolution 02-0084 determined that there was sufficient water supply to serve expected development projects in San Francisco through the year 2020, and the implementation of the Area Plan was not expected to have any substantial impact on water supply. Since the Project will not be completed until approximately 2027, it appears this projection is obsolete. Please explain.

Further, in the Conclusion on page B-73, the DSEIR states that there is too much uncertainty related to the possible implementation of the Bay-Delta Plan Amendment to identify environmental effects, and such effects are, therefore, speculative at this time. Please explain how an informed decision regarding the availability of an adequate water supply for the Project can be determined in view of these uncertainties, and why, in view of these uncertainties, the DSEIR states the environmental impact is less than significant.

Further, according to a September 22, 2019 article in the *San Francisco Examiner*, a recent civil grand jury report, "Act Now Before It Is Too Late: Aggressively Expand and Enhance Our High-Pressure Emergency Firefighting Water System," raised the alarm about the lack of coverage for western San Francisco neighborhoods. According to the report, The City's high-pressure emergency water supply system "does not cover large parts of Supervisorial Districts 1, 4, 7 and 11, roughly one-third of the City's developed area," the report said. "As a result, these districts are not adequately protected from fires after a major earthquake."

(https://www.sfexaminer.com/news/report-large-parts-of-sf-not-adequately-protected-from-fires-after-major-

<u>earthquake/?fbclid=lwAR145KV4GH_CNfBJvCogj0bPF_iAYdlgyWcrmV5PyZkhjN995GTKpG6_AOc)</u>

The Project is in D 7. In view of the grand jury's report, the DSEIR is inadequate for not reviewing the environmental impact of building a massive development on a reservoir that could serve the area in case of an emergency. The DSEIR must provide substantial evidence that covering the Balboa Reservoir will not significantly impact Utilities and Service Systems.

<u>Public Services Impacts – Failure to Consider Impact on City College of San Francisco ("City College")</u>

Impact C-PS-1: The proposed project, in combination with reasonably foreseeable future projects, would not result in cumulative impacts on public services. (Less than Significant)

By way of the Initial Study, the DSEIR offhandedly dismisses impacts on City College. The Initial Study fails entirely to address the impact on student attendance and enrollment and on part-time Instructors who have to travel between multiple community college sites.

12 (cont.)

The Initial Study cites City College's TDM/Sustainability Plan's goal to reduce car travel as justification for the less-than-significant conclusion of the Project's impact on City College. The Initial Study states: The City College sustainability plan has a performance objective to reduce automobile trips, with which the removal of parking at the project site would not conflict.

13

. . .

Thus, the proposed project would not – in order to maintain acceptable service ratios, response times, or other performance objectives – be expected to increase demand for public services to the extent that would require new or physically altered public facilities, the construction of which could result in significant environmental impacts, and the proposed project would not result in new or substantially more-severe impacts than those identified in the PEIR.

This is incorrect. Removing parking would clearly increase demand for public services in the form of, among others, demand for increased public transit, demand for more TNC's, and demand for alternative parking in other areas of the City College campus. For the reasons set forth in the review below of the Kittelson TDM, DSEIR Appendix C, there are no effective mitigations proposed for the loss of parking due to this Project.

City College is the central educational, economic, and cultural focus of the neighborhood. Its interests cannot be allowed to be made secondary to the Project.

14

City College's educational mission makes it a target destination for students, staff, faculty. This simple fact needs to be recognized as being desirable, even if CCSF students need to drive to school and need parking.

The Project must take responsibility for mitigation of its own significant cumulative impacts on City College, traffic and parking. The burden of mitigation should not be shifted onto City College and neighborhoods.

Current Reservoir student parking is an existing physical condition. This physical reality cannot be ignored. Removal of student parking will have significant impact on student enrollment and attendance.

15 T16

The proposed "solutions" to circulation, parking, and congestion problems be simply based on wishful thinking and "creative solutions". Conjecture and hope is not a solution for student access to education.

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17

The substantial impact on City College's educational mission must be comprehensively and objectively examined in the DSEIR. The omission of this examination renders the DSEIR and Initial Study inadequate.

DSEIR

The following flaws in the DSEIR must be considered.

Figures in DSEIR

Figures 2-1 through 2-8; Figures 2-9 through 2-12; Figure 2-16; Figures 2-18 through 2-21; Figure 3.B-4; Figures 5-1 through 5-4; Figure 6-1; and Figure 6-2 are inadequate and incorrect. They do not show the alterations to the Upper Lot, where the CCSF Multi Use Building is located, that are included in the Facilities Master Plan, approved by the CCSF Board of Trustees in March, 2018, and the subsequent Plan that was presented to the Board of Trustees for consideration of a San Francisco Bond Measure. Table 3.A-2 describes the New Facilities planned for this area. (P. 3,A-13). Accordingly, these Figures are all misleading and do not accurately represent buildings on the land adjoining the proposed project. The FSEIR must use accurate, updated Figures.

Chapter 2, Project Description

Size of the Balboa Park Reservoir Project

According to 2.D.1, the area plan PEIR estimated the area plan would result in a net increase of 1.780 residential units, and that as of Sept., 2018, 273 units have been built and excluding the Balboa Reservoir project, an addition 209 units are planned. (P. 2-6) Therefore, of the 1,780 total number of units, 482 are already accounted for, leaving 1,295 units as the maximum number that could be built at the Balboa Reservoir and still comply with the PEIR. Yet the DSEIR considers one option that would have 1,550 units, 255 more than allowed in the PEIR. A Balboa Reservoir project with more than 1,298 units, therefore, would be inconsistent with the PEIR, and should not be permitted.

Project Overview, 2.A

The DSEIR does not conform to California Code of Regulations, Title 14, 15125 (a) and (c).

According to the DSEIR, p. 2-1: The proposed Balboa Reservoir Project is located on a 17.6-acre site in the West of Twin Peaks area of south central San Francisco (see Figure 2-1, Location Map). The site is north of the Ocean Avenue commercial district, west of the City College of San Francisco Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School. The project site is owned by the City and County of San Francisco (City) under the jurisdiction of the San Francisco Public Utilities Commission (SFPUC).

This Project Overview is inadequate, and does not conform to California Code of Regulations, Title 14, 15125 (a) which states: An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. . . . The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

City College, Archbishop Riordan High School, and Lick Wilmerding High School are all large institutions in the vicinity of the Project. But the DSEIR does not always consider impacts of the Project on these institutions. Accordingly, the DSEIR is inadequate and must be revised to comprehensively review all the environmental impacts on these locations.

20

19

Further, *Antioch v. Pittsburg* (1986) 187 Cal. App. 3d 1325 (http://resources.ca.gov/ceqa/cases/1986/antioch 121686.html)

22

Stands for the proposition that an EIR must consider cumulative impacts on future projects. CCSF is planning to do additional construction on the upper parking lot adjacent to the Project, namely a Performing Arts Education Center and a STEAM building. But the DSEIR failed to consider the impact of the Project on this future construction. The FSEIR must review and evaluate this impact.

Further, California Code of Regulations, Title 14, 15125 (c) states: *Knowledge of the regional* setting is critical to the assessment of environmental impacts. Special emphasis should be placed on environmental resources that are rare or unique to that region and would be affected by the project. The EIR must demonstrate that the significant environmental impacts of the proposed project were adequately investigated and discussed and it must permit the significant effects of the project to be considered in the full environmental context.

City College is a unique educational institution that provides services for tens of thousands of students daily, and employment for many more thousands. It is the only Community College in San Francisco, with a long and storied history of serving the entire City of San Francisco. There is no question that the Project will impact City College. The DSEIR is inadequate since it fails to comprehensively consider the environmental impacts of the Project on City College. The FSEIR must rigorously review all the substantial environmental impacts on City College in accordance with CEQA. Failure to do so would result in a flawed and inadequate FSEIR.

Approach to Cumulative Impact Analysis (p. 3.A-8)

23

The DSEIR states: At the time of this DSEIR preparation, the project description detail for the facilities master plan projects for the Ocean Campus is limited, City College may change those projects or their details depending on funding availability, and City College has not conducted CEQA analysis for those projects. Therefore, the cumulative analysis for this SEIR will qualitatively assess the impacts of these Ocean Campus projects identified in Table 3.A-2 collectively as the "City College Facilities Master Plan" using best available information at the time of this SEIR preparation. (P. 3.A-14)

An analysis based on "best available information" is inadequate. CEQA reviews should not be based on speculation, but on quantifiable, objective data. The fact that the City College FMP is ambiguous and uncertain at this time raises serious questions about the validity of any conclusions about Cumulative Impact Analyses.

3.B Transportation and Circulation

Transportation Demand Management (TDM) Plan (-p. 3B-38)

24

The Project will significantly impact transportation and traffic in the neighborhood. The EIR must include a comprehensive traffic study of trip generation and parking supply, and evaluate the indirect and cumulative impact of the Project on transportation and traffic impacts on the people living in and traveling to both the Project as well as City College of San Francisco. The DSEIR

must also consider these substantial impacts on lower income students who likely reside further away and must use automobiles. This study must also include the impact of increased traffic on congestion and parking in the neighborhoods impacted by the Project, and propose feasible alternative to these impacts.

24 (cont.)

The Notice of Preparation states that: "The proposed project would include a transportation demand management (TDM) program that would implement measures to reduce vehicle trips and encourage sustainable modes of transportation. TDM measures may include both physical (e.g., bicycle and carshare parking) and programmatic (e.g., incentives)." (Oct. 10, 2018 NOP, p. 20)

25

In a December 31, 2017, memo to the Commissioners of the SF County Transportation Authority, Supervisor Norman Yee stated: "The TDM Framework is a first step in planning TDM efforts for the Balboa Area. As the Reservoir developer and City College begin to draft implementable plans, community input will continue to play a significant role. Transportation and TDM will be discussed in ongoing public meetings for the City College Facilities Master Plan, Balboa Reservoir and other Community Advisory Committees. Only after further public engagement and exploration of TDM programs will the Reservoir developer and City College draft more detailed, implementable TDM plans."

Accordingly, the FSEIR must include a completed TDM. A Final SEIR should not be circulated until this completed TDM has been incorporated into the FSEIR.

Project travel demand refers to the number, type, and common destinations of new trips that people would take to and from the project. The memorandum containing the detailed methodology and results for the project travel demand is included in DSEIR Appendix C1, Travel Demand Memorandum.

The TDM Plan that was submitted by Kittelson in Appendix C1 is incomplete. It is a survey of trip generation and parking, but there is no analysis of alternative sources of travel or transit use. This omission is unacceptable. A complete and competent TDM Plan must be included in the FSEIR. Failure to do so would result in an inadequate EIR which should not be certified. Additionally, for the reasons set forth herewith, the Kittleson report is flawed, and does not provide a competent basis for transportation mitigation:

- The Kittelson TDM does not engage with important current transportation characteristics in the project area which would likely be impacted and transformed by the scale and intensity of the proposed development alternatives.
- The report indicates that the trip generation manual being employed is somewhat out of date but the most recent available.
- Recent academic studies in the last year have observed that there has been a very substantial increase in trips and congestion over the past two Years. They estimate that 40% of this increased congestion may be estimated to be attributed to Lyft and Uber car service trips. In the mode choice allocations the report models car service trips are treated as a small segment, less than 10%?

Even if one estimates that car service trips are both a mode choice switch and a cause of changing traffic through increased trip generation... there are no level of service discussions LOS for morning and afternoon peaks and for off peak mid day... for the main streets serving the project. What is traffic like and what might be the impacts of increased trips on the level of service in the project area and on adjacent arteriales serving the project area. And how might one assess the cumulative transportation impacts of this project and planned development adjacent to the project area?

. 25 (cont.)

- The expected distribution of trips for residents seems very light for peak period travel. Is there any current transportation trip generation and travel diary data that might be employed to validate the time of day assumptions for residents of the new development?
- The current assumptions for residents are quite variant from the conceptual estimate of student trips that might be estimated from the parking lot driveway analysis... where we see a high density of trips around the morning and afternoon peaks. If the apartment dwellers trip characteristics more clearly follow the patterning of student car trips there may be serious congestion and LOS impacts. How might you assess this possible outcome? Particularly where you don't provide LOS data for main circulation routes.
- There is an aerial analysis of parking lot volumes by time of day. But there is no assessment of the current on-street parking supply. It is known from other campuses and from parking lots serving rail transit like Bart and Cal Train or from light rail in other cities that campuses and large developments put pressure on parking supply, particularly when TOD seeks to provide less parking to support alternative mode choice and to lower development costs. The scoping section has no assessments of the interactive impacts of the college, new apartments and regional parking supply/demand on neighborhood parking conditions post-Development.

26

Public Transit Delay (p. 3.B – 51 et seq)

There are significant and unavoidable cumulative transit impacts identified by the DSEIR.

Impact C-TR-4: The proposed project, in combination with reasonably foreseeable future projects, may result in a potentially significant cumulative impact related to public transit delay and the project could contribute considerably. (Significant and Unavoidable with Mitigation)

Impact C-TR-6b: Operation of the proposed project, including proposed street network changes, in combination with reasonably foreseeable future projects, would impact existing passenger and freight loading zones along Lee Avenue between Ocean Avenue and the project site, and may create potentially hazardous conditions for people bicycling and may substantially delay public transit. (Significant and Unavoidable)

The DSEIR also states:

<u>Impact TR-4</u>: Operation of the proposed project would not substantially delay public transit. (Less than Significant)

However, the DSEIR's determination of less-than-significant impact on transit delay (TR-4) is not based on the standard of substantial evidence.

The City Charter/SFMTA late criterion is a <u>4 minute delay</u> relative to the MUNI schedule.

In comparison, the Reservoir late standard as applied for the segment from Monterey/Gennessee to Balboa Park Station allows for a <u>12 minute delay</u> relative to MUNI schedule.

The DSEIR appropriates a 4-minute delay standard for the each of the 43's segments (Judson-Ocean and Ocean-Geneva/San Jose) in the BPS Area, thus the DSEIR reinterprets the MUNI 4-minute lateness standard to allow the Project itself to independently contribute an additional 4 minutes of transit delay before the Project's impact "might" be considered significant. This is an invalid, flawed analysis of acceptable transit delays. The FSEIR must recalculate transit delays validly.

Allowance of a 4-minute Reservoir-related Transit Delay threshold of significance would also violate the City's Transit First Policy.

NOVEMBER 12, 2018 SCOPING LETTER

Included in this letter as <u>Attachment 1</u> is the November 12, 2018 Scoping Letter submitted for this Project. Many of these issues were not addressed in the DSEIR. These comments should all be addressed during the preparation of the FSEIR.

ADDITIONAL COMMENTS

The following additional comments regarding the DSEIR are submitted for your consideration.

The DSEIR must consider the option of using this public land to build 100% affordable housing

The DSEIR states the need to "Develop the reservoir in a manner that will best benefit the neighborhood, the city, and the region as a whole.

San Francisco is woefully behind in creation of affordable housing, and yet, this DSEIR does not study or offer the option of dedicating this publicly owned property to affordable housing only. It does not even consider the recommended option of its own PEIR of 500 housing units for the lower Balboa Reservoir dedicated to those earning less than 120 percent of median area income.

Instead it accepts the premise of creating market rate housing in order to obtain affordable housing without exploring possible funding for a greater number of affordable units, without the market rate housing—which would be have a smaller environmental impact to the areas already identified: noise, air quality and transportation.

One of the greatest obstacles to building affordable housing is the price of land. In San Francisco this obstacle is even more formidable than in other areas of the country. The City of San Francisco already owns this parcel, so why is the City of San Francisco planning to sell

27 (cont.)

public land that it already owns to a private developer that will build mostly market rate housing in a neighborhood where affordable housing makes more sense?

. 29 (cont.)

Policy 4.5.1 in the Balbo Park Station Area Plan says that when offering public land for development, first consideration should be given by these agencies to the development of housing affordable to individuals or families making less than 120 percent of the area median income.

The DSEIR is inadequate because it fails to consider the impacts on the public service of City College of San Francisco.

30

The Reservoir Project will have an adverse impact on higher public educational services offered by City College. According to a City College Ocean Campus Survey of City College students and workers conducted in May 2016, 45.7% commuted by car. Inside Higher Ed reported on a survey that detailed Community College students' challenges. The researcher said, "The biggest surprise we had was parking [rated at #5]. This is a big issue for them because of personal schedules or work schedules."

Hence, the elimination of over 1,000 student parking spaces by the Reservoir development without first putting viable alternatives into place will limit students' access to higher education services offered by City College.

The impact on gig-working part-time Instructors who have to travel between multiple community college sites must also be considered.

The DSEIR says: "... it would be speculative to conclude that the loss of parking would lead to substantial adverse impacts..." and concludes that loss of parking for City College would be "less than significant, and no mitigation measures are necessary." Yet the DSEIR itself relies on the speculation that "likely, the shortfall in parking supply would cause some drivers to shift to another mode of travel, others to rearrange their schedule to travel at other times of day..." It avoids assessing the possibility that students might not be able to continue attending City College.

31

The DSEIR notes that the City College TDM/Sustainability Plan has a performance objective to reduce automobile trips, with which the removal of parking at the project site would not conflict. This is a moot point. Just because the DSEIR does not conflict with the TDM/Sustainability Plan does not mean the project has no impact on the public service of City College. There is no evidence that TDM would resolve the effects of lost student parking on student access to higher education.

32

Although New Public Resources Code Section 21099 exempts parking adequacy as a CEQA impact, it does not exempt the secondary impact on City College's ability to provide public higher educational services. It is erroneous to extend 21099's parking exemption onto the elimination of the public benefit of providing access to higher education.

The Reservoir Project's elimination of the baseline environmental setting of the 1,000-space student parking lot without first ensuring viable alternatives will have the undesirable effect of limiting students' access to higher education services offered by City College.

The DSEIR must consider the impact of increasing the number of units from the original recommendation in the PEIR

The Reservoir Project's two options are for 1,100 units and for 1,550 units. The Balboa Park Station PEIR's Housing option for the Reservoir referred to 425-500 units. From the 425-500 units indicated in the PEIR to the 1,100-1,550 units indicated in the Draft SEIR constitutes an increase of 109.9% to 264.7% over and above the Balboa Park Station PEIR.

33 (cont.)

The increased number of units between the BPS Program EIR to the Reservoir Subsequent EIR constitutes "substantial unplanned growth."

The DSEIR must consider the impact of market-rate units in working-class neighborhoods

34

The Draft SEIR also does not consider or compare the potential for gentrification impacts to the residents of the Ingleside, the neighborhood located across Ocean Avenue from the proposed development. A development solely devoted to affordable housing would better blend with the residents of this working class neighborhood. The proposed development of mostly market rate units leaves these residents vulnerable to displacement due to gentrification. The adjacent neighborhood, Excelsior, is also a working class neighborhood vulnerable to displacement due to gentrification.

The DSEIR must consider the possibility of using this public land to build dedicated educator housing

35

Since approval of the PEIR the City of San Francisco has also identified a great need for housing dedicated to educators. The lower Balboa Reservoir is surrounded by schools whose teachers would be able to walk to work if they lived there.

The DSEIR must consider the impact of the change of zoning

36

The proposed zoning change from P (Public) to Reservoir Special Use District constitutes a qualitative change of land use from PUBLIC to PRIVATE. This is being done under the aegis of "affordable housing" when, in reality, most of the units will be market-rate housing.

The DSEIR must consider the option of leaving open space

37

The Balboa Reservoir is currently open space that allows for vistas of the Pacific Ocean to the Farralones from the CCSF Science Building. The BPS Area Plan contains a Streets and Open Space Element. Why is this consideration left out?

The DSEIR must consider the impact of reduced parking without first putting viable transportation options in place

38

According to a CCSF Ocean Campus Survey of CCSF students and workers conducted in May 2016, 45.7% commuted by car. City College is a commuter school.

The goal of increasing ridership levels on the nearby public transportation services is laudable but not realistic. Both MUNI and BART have problems with capacity. They have more riders than they can handle. Regular riders of the 43 and 29 will be able to recount stories of crowded conditions and being passed up by buses. New Reservoir residents will only aggravate unreliable service on public transit.

38 (cont.)

Although reducing car usage in general is a commendable goal, the Reservoir Project's elimination of the baseline environmental setting of the 1,000-space student parking lot will have the undesirable effect of discouraging enrollment at City College.

The DSEIR must consider the impact of costs incurred to CCSF

39

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

The project has already cost the college. The original PAEC (Performing Arts Education Center) is going through a major re-design to accommodate the loss of parking.

The DSEIR must consider the option of leaving open space

40

The BPSAP contains a Streets and Open Space Element. Why is this left out?

The DSEIR must consider the impact of creating a nuisance

11

The Land Use Framework adopted by the Public Utilities Commission in 2012 (PUC Resolution 12-0044) states that Land may be sold or transferred when....

Use of the land sold is not to result in activities creating a nuisance.

Given the limited street parking in the surrounding neighborhoods, and the fact that the main ingress/egress to the Reservoir Housing project will be Kahlo Way, the 1100-1550 unit Balboa Reservoir Project will result in creating a substantial traffic and parking nuisance.

Conclusion

42

The Balboa Reservoir Project will significantly impact City College of San Francisco and the surrounding neighborhoods. Your preparation of the Final Environmental Impact Report should assure that any project on this land will both benefit the community as well as not harm the environment or community.

Thank you for considering the foregoing issues. Please continue to keep me informed by email of all documents and notices regarding this project.

Sincerely,

Jean B Barish, Esq., MS jeanbbarish@hotmail.com 415-752-0185

cc: San Francisco Board of Supervisors

City College of San Francisco Board of Trustees

San Francisco MTA Board of Directors San Francisco Planning Commission

San Francisco Public Utilities Commission

San Francisco Office of Workforce and Economic Development

ATTACHMENT 1

JEAN B BARISH, Esq., MS
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San Francisco, CA 94121 <u>jeanbbarish@hotmail.com</u>

Via Electronic Mail

November 12, 2018

Jeanie Poling San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103

Re: Balboa Reservoir Project

EIR Case No. 2018-007883ENV

Scoping Requests

Dear Ms. Poling:

Thank you for the opportunity to submit comments regarding the environmental review for the referenced project. Following are requests for your consideration during the Environmental Impact Report process.

<u>Introduction</u>

The proposed Balboa Reservoir Project (the "Project") would be a large housing development built on approximately 17 acres of land adjoining City College of San Francisco, Riordan High School, the Westwood Park neighborhood, and Ocean Avenue. According to the Planning Department's October 10, 2010 Notice of Preparation, this project could have up to 1,550 dwelling units. It will also include community space, retail space, and no more than 750 public parking spaces, almost half as many parking spaces now available. Buildings could be up to 88 feet tall.

Following are the Project impacts that should be studied in the Environmental Impact Report:

Transportation/Traffic Impacts

The Project will significantly impact transportation and traffic in the neighborhood. The EIR should include a comprehensive traffic study of trip generation and parking supply, and evaluate the indirect and cumulative impact of the Project on transportation and traffic impacts on the people living in and traveling to both the Project as well as City College of San Francisco. The EIR should consider these impacts on lower income students who likely reside further away and must use automobiles. This study should also include the impact of increased traffic on congestion and parking in the neighborhoods impacted by the Project.

Jeanie Poling November 12, 2018 Page 2 Transportation Demand Management - The Notice of Preparation states that: "The proposed project would include a transportation demand management (TDM) program that would implement measures to reduce vehicle trips and encourage sustainable modes of transportation. TDM measures may include both physical (e.g., bicycle and carshare parking) and programmatic (e.g., incentives)." (Oct. 10, 2018 NOP, p. 20)

In a December 31, 2017, memo to the Commissioners of the SF County Transportation Authority Supervisor Norman Yee stated: "The TDM Framework is a first step in planning TDM efforts for the Balboa Area. As the Reservoir developer and City College begin to draft implementable plans, community input will continue to play a significant role. Transportation and TDM will be discussed in ongoing public meetings for the City College Facilities Master Plan, Balboa Reservoir and other Community Advisory Committees. Only after further public engagement and exploration of TDM programs will the Reservoir developer and City College draft more detailed, implementable TDM plans."

Accordingly, the EIR must include a completed TDM, and a Draft EIR should not be circulated until this completed TDM has been incorporated into the EIR.

MTA and BART Impacts - The Project will significantly alter the demand for public transit in the area. This is especially true since up to 1,500 student parking spaces may be lost. The EIR should study the following impacts on public transit:

- The impact of road changes on the reliability and frequency in the neighborhood of all bus and streetcar lines servicing the neighborhood
- The impact of increased demand on BART
- The impact of changes proposed in the City College Facilities Master Plan on transit reliability and frequency

Additional Impacts - The EIR should also study the following transportation and traffic impacts:

- The impact of the City College of San Francisco Facilities Master Plan on traffic and transportation in areas adjoining the Project
- The impact of the Project on increased traffic from ride sharing companies such as Uber and Lyft
- The impact of the Project on access of emergency vehicles, such as fire trucks and ambulances, in the neighborhood
- The impact of the Project on pedestrian, bicycle, and other alternative modes of transportation
- The impact of the Project on traffic congestion in the neighborhood

Jeanie Poling November 12, 2018 Page 3

Community Resources

Impact of Reduced Parking on CCSF - The Project will significantly reduce parking for City College of San Francisco students, faculty, and staff. Additionally, it is expected that parking fees in a replacement parking structure will be more expensive. The EIR should study the impacts of this reduced parking and increased cost on:

- student enrollment at City College of San Francisco, especially the impact on lower income students
- faculty employment at City College of San Francisco
- staff employment at City College of San Francisco

Project Impact on the Performing Arts Education Center - City College of San Francisco is planning to construct a Performing Arts Education Center (PAEC) on property adjoining the Project. The EIR should study the impact of the Project on:

- The commencement of the construction of the PAEC
- The completion of the construction of the PAEC
- The location of the PAEC
- The availability of parking for the PAEC

Additional impacts – The EIR should study the following additional impacts on community resources

- The impact of the Project on the City College of San Francisco Facilities Master Plan
- The impact of increased retail on the Project site on retail businesses in the surrounding neighborhoods
- The impact of Project construction activities on the surrounding neighborhoods
- The impact of significantly increasing market-rate housing on the cost of housing in the adjoining neighborhoods, especially housing for minorities, low-income, elderly, disabled, transit-dependent and other interest groups
- The impact of a large, market-rate housing project on the character and stability of the surrounding neighborhoods

<u>Hydrology and Water Quality</u> – The EIR should study the following impacts on hydrology and water quality:

- The impact on the availability of potable water, especially during emergencies and natural disasters
- The impact on the availability of emergency water for fighting fires during natural disasters such as earthquakes
- The impact of increased demand for water on the groundwater supply
- The impact of increased demand of stormwater runoff

Jeanie Poling November 18, 2018 Page 4

Cultural Resources

In 1995, Westwood Park became San Francisco's only Residential Character District, providing the neighborhood with protection for its architectural integrity. The Project does not conform to the density or height of the neighborhood. The EIR should study how the Project will impact the character of the neighborhood, especially the Residential Character of Westwood Park and any other neighborhoods or homes that have an historical designation.

Public Services - The EIR should study the following impacts on public services:

- The impact of the Project on the supply of water during an emergency such as an earthquake or fire
- The impact of the Project on enrollment at City College of San Francisco
- The impact of the Project on the availability of adequate access to K-12 education in the neighborhood
- The impact of the Project on the availability of adequate access to police, fire protection, public libraries, post offices, and other public services in the neighborhood

Air Quality – The EIR should study the following impacts on air quality:

- The impact of increased automobile traffic on air quality in the neighborhood
- The impact of construction on air quality in the neighborhood

Alternative Projects

Additional Housing Option - The Notice of Preparation identifies two options for the site's residential density. One would have 1,100 units and the other would have 1,550 units. The 1,550 unit project, defined as the Additional Housing Option, was never considered by the Balboa Reservoir Project CAC, which met for approximately two years. Nor was it ever presented to the general public. It is unclear why a larger project was never publicly considered. In view of this lack of transparency and due process, the EIR should defer the review of this project until it has been fully reviewed by the CAC and other members of the public.

The EIR should also study several alternative projects.

No Build Alternative - The EIR should study a No Build Alternative. The EIR should review keeping the land under public or non-profit control rather than allowing a private development company to purchase it from the SF Public Utilities Commission for their personal gain. A No Build Alternative would allow the land to continue to be used for any number of public uses, including the expansion of City College of San Francisco, which has used the land for decades and which voters have consistently determined should be zoned Public.

Jeanie Poling November 12, 2018 Page 5 Additionally, the impact of the No Build Alternative should be considered in light of the commitment of CCSF and the citizens of San Francisco to building a Performing Arts Education Center on land adjoining the Project site.

Smaller Project – In view of the significant environmental impacts the Project will have, the EIR should also study reducing the number of units in the Project to no more than 400 and no more than 3 floors. A smaller project will be compatible with the surrounding neighborhoods, and will mitigate many environmental impacts, including but not limited to traffic congestion, infrastructure problems, and loss of enrollment at City College of San Francisco due to loss of parking and inadequate public transit.

Attached is an architect's rendering of a proposed smaller project that the EIR should consider.

100% Affordable Housing – The need for affordable housing in San Francisco is undeniable. While there has been an increase in the construction of units in San Francisco, most of them are market rate units which are too expensive for the majority of the people living and working in San Francisco.

The public land on which the Project will be built should be used to build a development that is 100% affordable. The October 10, 2018 Notice of Preparation addresses the importance of affordable housing, stating that the Balboa Park Station Area Plan should "prioritize affordable housing." (NOP, p. 4)

The EIR should study building 100% affordable housing on the Project land.

Conclusion

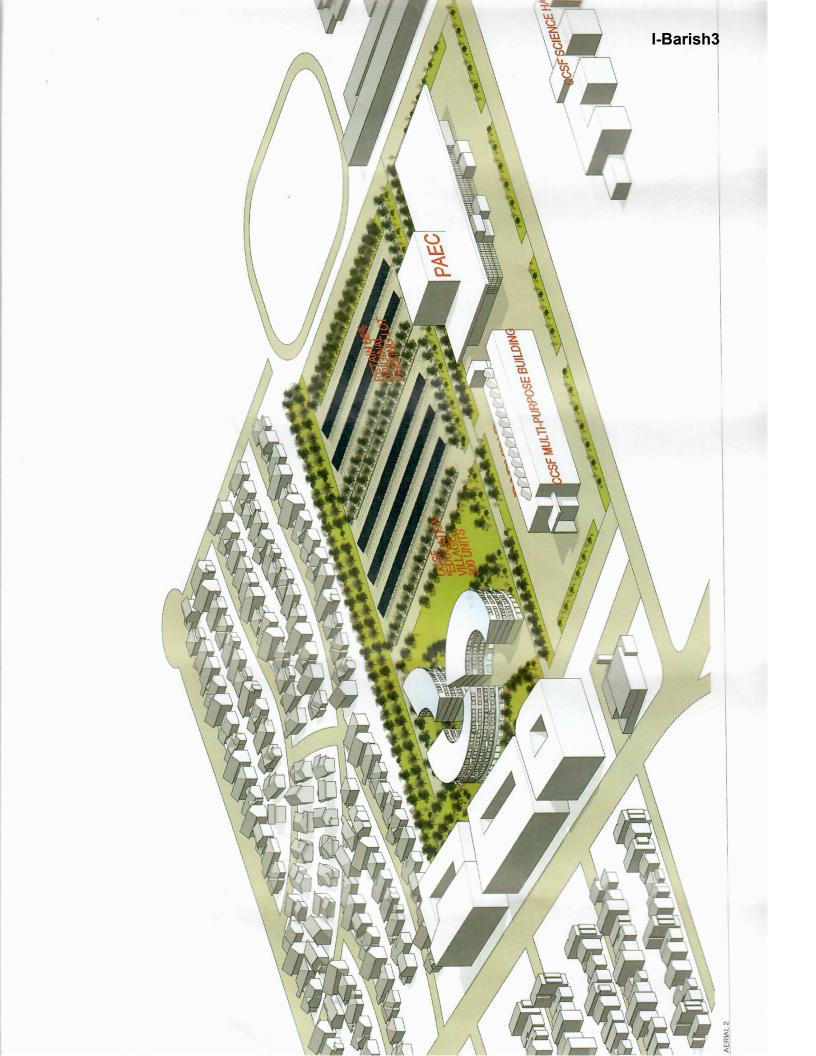
The Balboa Reservoir Project will significantly impact City College of San Francisco and the surrounding neighborhoods. Your preparation of the Environmental Impact Report should assure that any project on this land will both benefit the community as well as not harm the environment or community.

Thank you for considering the foregoing issues. Please continue to keep me informed by email of all documents and notices regarding this project.

Sincerely,

Jean B Barish, Esq., MS

Att



From: <u>Julie Barnard</u>

To: Fung, Frank (CPC); richhillissf@gmail.com; Melgar, Myrna (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC);

Moore, Kathrin (CPC); Richards, Dennis (CPC); CPC.BalboaReservoir

Subject: Balboa Reservoir Housing Development

Date: Wednesday, September 11, 2019 6:32:17 PM

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

Dear Planning Commissioners

I work in housing in local government (specifically housing) for the City of South San Francisco. I understand the complexities and concerns relating to the loss of control by City Planning Departments due to the passing of legislation such as SB50 and NIMBYism, I also dont need to explain the details of California (specifically SF's) housing crises.

I urge you to build SF's fair share of market rate housing and specifically affordable housing. Even providing allowing market rate housing will alleviate pressure on displacement, evictions and rent escalations for those who cant afford to live in SF. Further, this is an opportunity to increase the number of BMR units (either as inclusionary housing or as stand alone buildings).

San Francisco does a great job of providing space for new job creation and should really be approving and providing equal numbers of new units!

I would also like to remind you that for all those residents who are vocal about opposing new housing there are many more that are indifferent or supportive of initiatives such as these.

Thanks, Julie

From: Sara Barz

To: Fung, Frank (CPC); richhillissf@gmail.com; Melgar, Myrna (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC);

Moore, Kathrin (CPC); Richards, Dennis (CPC); CPC.BalboaReservoir

Cc: <u>laura@yimbyaction.org</u>; <u>Safai, Ahsha (BOS)</u>
Subject: Yes to housing at Balboa Reservoir

Date: Wednesday, September 11, 2019 8:40:58 PM

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Hi,

I am a District 11 resident and neighbor of Balboa Reservoir, and I strongly support adding 1,100 units of housing in place of the parking lot at Balboa Reservoir.

This is absolutely the right choice for our city to make. New residents will help support our local retail and hopefully bring much needed foot traffic to Ocean Ave and Mission. We absolutely need to build more housing to address the housing crisis, and that housing should ideally be built within walking distance from transit stations like Balboa Park BART and corridors with good Muni access like Ocean Ave. Finally the 50/50 affordability split is an incredible opportunity to bring in affordable homes for people at risk of displacement in Ingleside and the Excelsior.

We absolutely need this parking lot to turn into housing. Please support this project.

Thank you, Sara Barz

__

Sara K. Barz <u>skbarz@gmail.com</u> +1 (415) 935-0738 <u>LinkedIn | Twitter</u>

From: Charles Belbin
To: CPC.BalboaReservoir
Subject: Parking, parking, parking

Date: Sunday, September 22, 2019 9:09:20 PM

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

Students work—this is obviously not a residential school, no dorms—and need to get to jobs all over the Bay Area on time. Schools come with parking lots, it's part of our car culture and the reality is we're still in a car culture.

Probably the most absurd moment in this fiasco of ignoring student (and faulty who often work several jobs) need is the survey done at midnight which found little use of the parking lot, duh!

The community has adjusted to the parking situation of the school for decades but this project will take away parking and add cars. Does anyone in their right mind imagine that people will buy expensive housing, work in Silicon Valley and own half a car? That dumps the parking problem on the neighborhood and, as a practical matter, deprives students of an education.

Please consider the following points from another concerned citizen...

"An EIR is supposed to give a description of the existing vicinity. Yet the Reservoir EIR Project SEIR's (Subsequent EIR) description limits it to the Reservoir lot/site itself.

This failure to place CCSF in the description will undermine CCSF's future.

Once the Reservoir Project gets built, the City and developers will establish the Project to be the "baseline existing condition." And at that point any future CCSF FMP projects will have to answer for CCSF's adverse impacts on the Reservoir Project.

BOT and Administration need to change its stance of being antagonistic to students, while being servile to the Reservoir Project. BOT and Administration need step up to defend CCSF interests, instead.

During the accreditation crisis many of us fought diligently to restore the BOT to power. Please don't continue to disappoint us.

To address the deliberate exclusion of CCSF from the description of the "Existing Setting", I have submitted the attached written comment. Here are excerpts:

INADEQUACY OF DESCRIPTION OF BASELINE EXISTING SETTING

I had raised the issue of the inadequacy of the Initial Study/SEIR's description of the Reservoir Project's baseline existing condition at the 9/12/2019 Planning Commission meeting. Here, I wish to expand on my allegation.

In an earlier written comment, I had already stated the following:

The Initial Study's B. PROJECT SETTING states: The project setting and existing site land use characteristics are provided in SEIR Chapter 2, Project Description.

Going to the referred Ch.2 Project Description produces this:

1 (cont.)

The Initial Study's B. PROJECT SETTING states: The project setting and existing site land use characteristics are provided in SEIR Chapter 2, Project Description.

Going to the referred Ch.2 Project Description produces this:

Project Description

2.A Project Overview

The proposed Balboa Reservoir Project is located on a 17.6-acre site in the West of Twin Peaks area of south central San Francisco (see Figure 2-1, Location Map). The site is north of the Ocean Avenue commercial district, west of the City College of San Francisco Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School. The project site is owned by the City and County of San Francisco (City) under the jurisdiction of the San Francisco Public Utilities Commission (SFPUC).

This constitutes the entire description of the Project Setting's baseline existing condition for the Initial Study/SEIR.

California Code of Regulations Title 14 Section 15125

California Code of Regulations Title 14 Section 15125 contains the requirements for a description of the existing Environmental Setting in an EIR:

§ 15125 (a) An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

In order for the public and decision-makers to acquire the "most accurate and understandable picture possible of the project's impacts", we are left with the SEIR's 2.A Project Overview contained in Chapter 2, Project Description. Contrary to § 15125's requirement for a description of the existing condition "in the vicinity of the project", SEIR 2.A only provides a description of the project site:

The proposed Balboa Reservoir Project is located on a 17.6-acre site in the West of Twin Peaks area of south central San Francisco (see Figure 2-1, Location Map). The site is north of the Ocean Avenue commercial district, west of the City College of San Francisco Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School. The project site is owned by the City and County of San Francisco (City) under the jurisdiction of the San Francisco Public Utilities Commission (SFPUC).

THIS FAILS § 15125's REQUIREMENT FOR A DESCRIPTION OF THE AFFECTED VICINITY. requirement

14 CCR 15125 also has another relevant requirement. It has a requirement that an EIR adequately investigate environmental resources that are unique and would be affected:

§ 15125 (c) Knowledge of the regional setting is critical to the assessment of environmental impacts. Special emphasis should be placed on environmental resources that are rare or unique to that region and would be affected by the project. The EIR must demonstrate that the significant environmental impacts of the proposed project were adequately investigated and discussed and it must permit the significant effects of the project to be considered in the full environmental context.

City College is a universally recognized and unique treasure of the San Francisco Bay Area. It is an Appendix G CEQA Environmental Checklist Environmental Factor in the category of Public Services. And although having been repeatedly brought up by the public throughout the "public engagement process", the SEIR fails to adequately address impacts on CCSF and other schools in the "full environmental context."

I have attached a 2015 submission by the Save CCSF Coalition to the City Team (OEWD/Planning) and Reservoir CAC. Excerpt

Subject: Input for planning – CCSF must be considered

Comments:

CCSF is the central educational, economic, cultural focus of the neighborhood. Any planning and development at the PUC's west reservoir site cannot be allowed to impact CCSF negatively, whether it's in relation to the need for parking for students, faculty and staff; or the needs of PAEC.

Current Balboa Reservoir planning is focused on discouraging private auto use by making parking difficult and more expensive. This goal has the side effect of discouraging enrollment and attendance. Such a policy would only result in shifting car usage to other schools where parking is easier, or causing students to drop out!

Planning documents presented to date make inadequate evaluation of cumulative impacts and fail to account for past, present and reasonably foreseeable projects by completely ignoring the PAEC!

THE DSEIR FAILS TO ADEQUATELY EXAMINE IMPACTS ON CITY COLLEGE AND OTHER SCHOOLS, IN VIOLATION OF § 15125 (c)."

Charles Belbin Retired CCSF Faculty Neighborhood resident From: **Harry Bernstein** Poling, Jeanie (CPC) To: Subject: Re: Balboa Reservoir EIR

Date: Sunday, August 11, 2019 11:25:43 AM

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

Thank you.

My mailing address is 235 Byxbee Street San Francisco, CA 94132

Can you tell me, is this report going to be an original EIR or will it be based on some other EIR that's been done elsewhere in the immediate area?

Thanks again,

Harry Bernstein

On Tuesday, June 11, 2019, 12:45:10 PM PDT, Poling, Jeanie (CPC) < jeanie.poling@sfgov.org>

Hello Mr. Bernstein,

I understand you requested that we send you a hard copy of the draft EIR when it's published. Please send me your mailing address.

Thank you.

Jeanie Poling

Senior Environmental Planner

San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103 Direct: 415.575.9072 | www.sfplanning.org

San Francisco Property Information Map

I will be out of the office Wednesday, June 12th through Monday, June 17th and will not be checking email.

From: <u>Harry Bernstein</u>
To: <u>CPC.BalboaReservoir</u>

Subject: Fw: photo selected for cover of draft SEIR is misleading

Date: Monday, September 23, 2019 2:14:10 AM

Attachments: photo selected for cover of draft SEIR is misleading.pdf

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to Jeanie Poling, Senior Planner

I restate here the initial text of the comment submitted as an attachment.

The cover image for the Draft SEIR of the Balboa Reservoir Project,

case no. 12018-007883ENV, shows a large and nearly empty lot and thus does not fairly represent the actual usage of the Lower Reservoir site when City College is in session.

To support this contention, I append the following newspaper story from the Guardsman newspaper (CCSF) from September 13, 2017 titled "Parking crisis raises Balboa Reservoir Project concerns."

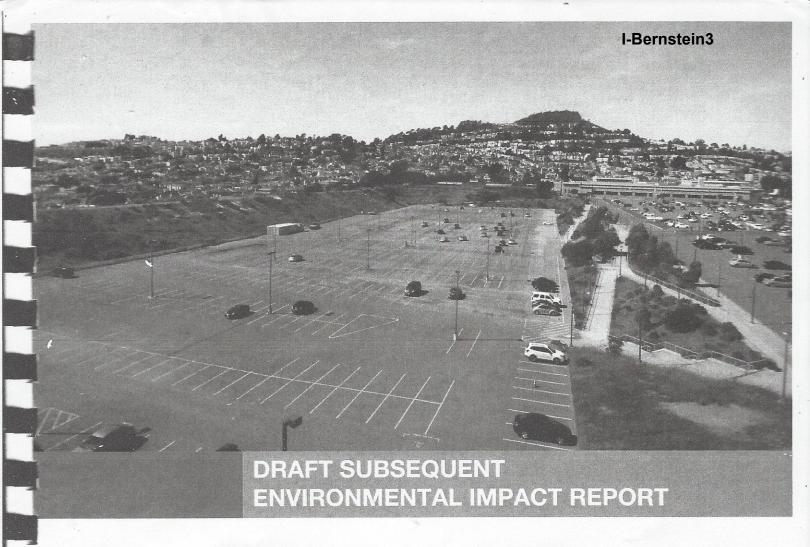
The story was written by Bethaney Lee; photo credits for Otto Pippenger.

Submitted by Harry Bernstein riquerique@yahoo.com

The cover image for the Draft SEIR of the Balboa Reservoir Project, case no. 12018-007883ENV, does not fairly represent the actual usage of the Lower Reservoir site when City College is in session.

To support this contention, I append the following newspaper story from the Guardsman newspaper (CCSF) from September 13, 2017 titled "Parking crisis raises Balboa Reservoir Project concerns." The story was written by Bethaney Lee; photo credits for Otto Pippenger.

Submitted by Harry Bernstein riquerique@yahoo.com



Balboa Reservoir Project

SAN FRANCISCO PLANNING DEPARTMENT CASE NO. 2018-007883ENV STATE CLEARINGHOUSE NO. 2018102028



Draft EIR Publication Date:	AUGUST 7, 2019
Draft EIR Public Hearing Date:	SEPTEMBER 12, 2019
Draft EIR Public Comment Period:	AUGUST 8, 2019 – SEPTEMBER 23, 2019

Written comments should be sent to:
San Francisco Planning Department
Attention: Jeanie Poling, Senior Planner
1650 Mission Street, Suite 400 | San Francisco, CA 94103
or by email to: CPC.BalboaReservoir@sfgov.org

Sunnyside Neighborhood Association

Building our community every day.

CCSF Guardsman: 'Parking crisis raises Balboa Reservoir Project concerns'

ON SEPTEMBER 26, 2017SEPTEMBER 27, 2017 / BY
SUNNYSIDE NEIGHBORHOOD ASSOCIATION / IN
BALBOA RESERVOIR PROJECT, CCSF, CITY COLLEGE OF
SAN FRANCISCO, PARKING, SF PLANNING DEPT, SFMTA,
UNCATEGORIZED

Reprinted with permission from City College's newspaper, The Guardsman: http://theguardsman.com/parking-crisis/)
(http://theguardsman.com/parking-crisis/))

Parking crisis raises Balboa Reservoir Project concerns

I-Bernstein3



Balboa Reservoir parking at 12:30 as classes get out. Taken Aug 28 2017 by Otto Pippenger.

September 13, 2017 The Guardsman By Bethaney Lee

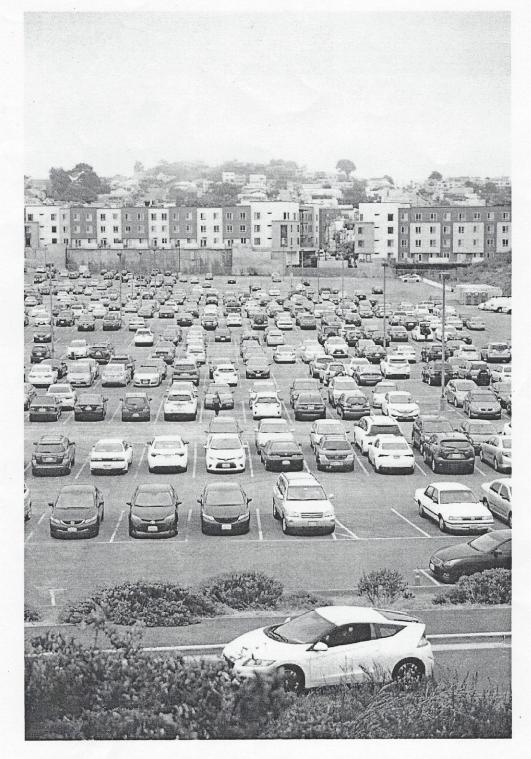
The Guardsman photographed the usage of the parking lot in contention with the Balboa Reservoir Project (BRP) every hour on Aug. 28, and concluded it was used consistently throughout the day. It was highly impacted at peak class hours and the surrounding neighborhoods and streets cannot support the amount of vehicles displaced by the removal of the lower parking lot.

Tensions first arose after the BRP reported its goal was to repurpose the lot into mixed-income level housing.

In October 2016, Nelson Nygaard released the Balboa Area Transportation Demand Management (TDM) Plan which was used to identify transportation needs for the Balboa Park area. The report identified limited roadway space, transit infrastructure and financial resources as three primary problems.

"Yet despite the obvious fact that the elimination of student parking and the addition of new Reservoir residents will increase demand placed on limited transportation resources, the Balboa Reservoir Project Team proposes no amelioration for adverse impacts other than TDM," Professor William McGuire said in an email sent in early January 2017.

I-Bernstein3



Lower parking lot (Balboa Reservoir) at 11:30. Taken Aug 28 2017 by Otto Pippenger.

The Guardsman's observation took place over the course of several weeks, and the research provided legitimacy to Professor Rick Baum's fears that the project could "interfere with efforts to increase student enrollment."

I-Bernstein3

In an email, sent in late August to the Board of Trustees' President Thea Selby, Baum asked Selby to explain "how the housing project, that might be built on the Public Utilities Commission (PUC) section of the reservoir, could possibly serve the needs of CCSF's students?" Additionally, because many students must commute by car and use the controversial section of the reservoir for parking, Baum asked if Selby could "please explain how...any student [would] even be able to afford to live in the housing being contemplated?"



A sign looms over cars in the lower parking lot requiring permits to be purchased. Photo taken Aug 28 2017 by Otto Pippenger.

With inquiries stretching as far as potentially using the land for the voter approved Performing Educational Arts Center, Baum gave voice to what many people from Ocean Campus have already been talking about.

In response, Selby issued an email to the community on Aug. 24, 2017, which said, "City College is a vital partner to this project as it

I-Bernstein3

moves forward over the next several years."

For more information, visit the <u>Balboa Reservoir Community</u> <u>Advisory Committee website</u>. (http://sf-planning.org/balboa-reservoir-cac-meeting-schedule)



View of far end of Balboa Reservoir parking area at 9:30- out of frame portion is full. Taken Aug 28 2017 by Otto Pippenger.

From: <u>Harry Bernstein</u>
To: <u>CPC.BalboaReservoir</u>

Subject: comments on the Balboa Reservoir Project, Case No. 2018-007883ENV (for SF Planning)

Date: Monday, September 23, 2019 8:08:40 AM

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Hello, Ms. Poling

I would like to address several inadequacies of the draft SEIR, partly in relation to the PEIR

Objective 1.4 of the Balboa Park Station Area Plan, regarding Land Use--

"This Plan encourages the owners of this site-to develop the reservoir in a manner that will best benefit the neighborhood, the city, and even the region as a whole."

Housing is one recommendation, along with this excerpt from the Streets and Open Space Element of the Balboa Park Area Station Plan, p. 30:

"A number of open spaces are proposed in the plan area, including the Phelan Loop Plaza, the Geneva Plaza, open space associated with the proposed freeway deck, Brighton Avenue, the Library playground and the proposed Balboa Reservoir open space.

Policy 4.5.1 in the Balboa Park Station Area Plan (or PEIR) says that when offering public land for development, first consideration should be given by such public agencies making the land available for the development of housing affordable to individuals or families making less than 120 percent of the area median income. This is a very low priority for the current development. Selling the valuable asset of publicly owned land is not the only or best option.

The Draft SEIR must consider the possibility of using this public land to build dedicated educator housing. This is an option that has begun to be explored more fully since the current Balboa Reservoir project was initiated just a few

years ago.

._____



One of the greatest inadequacies of the Draft SEIR is that it is obligated to define existing conditions, not only at the site of the proposed development but also in the vicinity. The description is limited to the physical location and the perimeters of the lover Balboa Reservoir lot. It fails to mention that except for the approximately two years when the Reservoir site was excavated for the purpose of creating a possible reservoir (1956-1958), the land was used by City College since 1946—

From September 13, 1946 to 1954, the College occupied for the site, taking over the former WAVES barracks—this was called West Campus.

After being evicted over the years 1954-55, enabling a move to the newly built classroom, Cloud Hall, the existing facilities were razed and the Reservoir site was prepared. Parking was made available to City College again starting in 1958, first in one of the two Reservoir basins and later in both. City College spent considerable money raising the level of what is today the upper Reservoir site and eventually secured ownership of its 10+ acres in a land swap from the Public Utilities Commission. So this historic use of the site, and the impact of its loss should not be ignored in this planning process. More on this further below.

I feel that I cannot do better than quote another prior submission regarding the inadequacy of addressing the impact on public services in the vicinity of the Balboa Reservoir site—and public services significantly includes area schools.

"On page 7 of the ESA Scope of Work, under "Task 4. Administrative Draft Initial Study-1", the only mention of impact on schools is: "The public services section will include a discussion of public school capacity, the findings of the water supply assessment, and a discussion of the potential need for access to the SFPUC water/wastewater easement along the south side of the project site. EP will provide ESA with language regarding public schools..." This merging of two environmental effects categories of "Utilities and Service Systems" with "Public Services" is grossly deficient. The evaluation of adverse impacts on schools should not be legitimately bypassed:

The question, as per item 12a under Public Services is:

Would the project result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?

The answer is objectively yes for schools and fire protection from this list.

Although New Public Resources Code Section 21099 exempts parking adequacy as a CEQA impact, it does not exempt the secondary impact of adequate parking on CCSF's public educational service. Student parking, being the existing condition and setting, cannot be bypassed by extending 21099's parking exemption onto the elimination of the public benefit of providing access to a commuter college.

That is the end of my current comments.

Harry Bernstein San Francisco

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From: <u>Harry Bernstein</u>
To: <u>CPC.BalboaReservoir</u>

Subject: additional comments on the Balboa Reservoir Project, Case No. 2018-007883ENV (for SF Planning)

Date: Monday, September 23, 2019 4:56:52 PM

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Hello, Ms. Poling

From what I am reading in and about the draft SEIR, the document does not address the impact of the development on City College. Already mentioned was that

- 1) there's little acknowledgement of the effect of the development on City College as well as other nearby schools in terms of public services or
- 2) recognition of the College's long-term use of the lower Balboa Reservoir—the proposed development site—since 1946, as either part of the campus ("West Campus") and the 60+ years that the Lower Reservoir site has been used by students as a parking lot. Other factors are impacts on air quality and more pollution during construction.
- 3) The loss of parking in the Lower Reservoir lot is likely to have a significant impact on access to education, especially for those individuals who are tightly scheduled because they are working, going to school and perhaps having additional family responsibilities besides. That is, the loss of approximately 1000 spaces from the Lower Reservoir site will make it harder for many such people to get to the school in a timely manner. Even now many faculty members mention the difficulty that their students often have early in the semester getting to class on time because of traffic backing up and fewer spaces available, and those quite often located in the most distant lots.
- 4) Also related to access is further traffic congestion. Circulation and congestion would be worse than they are today because of the impact of the approximately 2500-3000 additional people, the access to the development through only to entrances, one coinciding with the road just south of Riordan High School—unless this is reconfigured—and the other via the extension of Lee Avenue. The interference of a through Lee Street extension with the operations of Whole Foods egress could become quite a serious problem. The extra cars and people from the development will likely make traffic on Ocean Avenue considerably worse. The impact that the extra traffic would have on buses—one of the common means of reaching the College (other than BART) is expected to be serious. A local retired bus driver has explained that a bus being late on one time point by four minutes results in a serious schedule problem. But for the no. 43 bus, the only bus running on Frida Kahlo Way, the delay anticipated is more like 12 minutes, not four minutes. This would affect other lines that cross the path of the 43 bus or connect with it. And as for Ocean Avenue, it currently has a number of lines passing within 1-2 blocks of the College—nos. 8, 29, 49 and K.
- 5) The question of having a shuttle provided for City College students and others needing access for that last mile from the BART station has been raised repeatedly at public meetings, such as the Balboa Reservoir CAC. The idea has consistently met with resistance. It's not considered to be a bad idea per se, but it appears to be a financial challenge. Representatives from the City and from the developer have dutifully written the suggestion on white boards but have never embraced it or

advocated it. YET THERE HAS TO BE MITIGATION FOR THE IMPACTS ON THE EXISTING CONDITION OF ESSENTIAL PARKING FOR STUDENTS AND FACULTY—for parking which may become unavailable due to a housing development. If there is a development, there will be impacts and consequences which can't just be ignored.

6 (cont.)

Another part of the story not yet mentioned is the long promised Performing Arts Education Center (PAEC) at City College, which has been something of a political football. It was a strong component of the last two successful bond measures at the College—in 2001 and 2005—and is essential for the Music and Theatre Arts programs but also for the College as a whole. This project was shovel-ready in October, 2012, but final discussion about it was postponed and in less than a year, during a State takeover initiated in July, 2013, was abruptly canceled by the Special Trustee with Extraordinary Power. Some have doubted the legality of this takeover but the College community is still living with the consequences therefrom. That is why the future of the PAEC is still a current issue. Until about 2014, there was no doubt that the PAEC would eventually be built and that the majority of the parking for it would be in the Lower Reservoir lot. Trustees, when asked about their backup plan (in the event that the Lower Reservoir lot was sold or became otherwise unavailable) and seemed to say that they didn't know they needed such a plan. The Facilities Master Plan, which has had some interference from City agencies, has been inconsistent in pushing for the timely completion of the PAEC. After returning to power, the Board of Trustees once again advocated strongly for the PAEC's completion starting in 2016. City/City College meetings about land use, sometimes referred to as the City/City College Consortium have kept track of any progress on plans for the PAEC, and also on the Education Master Plan and Facilities Master Plan. (The former Mayor of San Francisco was in consultation with the State Chancellor of the College system at the time that the College was taken over by the State and did not oppose the maneuvers as he should have been willing to do.)

The PAEC is needed, partly because at present City College is an incomplete campus, lacking an auditorium as it does. This is an accreditation issue, but it has been so for more than 50 years. Plans for the College to complete the PAEC appear to be unclear, but the construction should begin before any housing development is approved. With or without the PAEC, it remains clear that a development of 1100 units or more is a threat to the survival of the College as presently constituted. That is one of the reasons that some have urged either to reduce the number of units of a projected Balboa Reservoir development—instead having 800 units or less, with greater emphasis on gardens and open space. The other option, even though rather peremptorily dismissed in the Draft SEIR, is to have the land transferred to the College, thereby retaining it as public land. At that point, modest plans might be made for some faculty or student housing without overwhelming the neighborhood or interfering significantly with traffic or parking—due to the smaller scope of the project. But this would have to be determined later.

Thank you.

Harry Bernstein

From: Garry Bieringer
To: CPC.BalboaReservoir

Subject: Balboa Reservoir Subsequent EIR

Date: Friday, August 16, 2019 12:11:19 PM

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

Dear Ms. Poling, I live 3 blocks from the proposed Balboa Housing Project on the PUC owned parking lot at CCSF. The other day I was walking my dog there and I saw, taped to a circular light pole, a notice of a hearing for this project but it was extremely difficult to read because the poster was wrapped around the light pole. I have 2 questions for you:

- 1) Is it possible for you to send me, as an attachment, this notice so I can review it? and
- 2) The notice did say a 'subsequent EIR'. What is it subsequent to? Does this current analysis take the place of a previous EIR? What is the relationship between the previous one and this subsequent one?

Thank you in advance for your answers.

Sincerely,

Garry Bieringer garryjbieringer@gmail.com

 From:
 Garry Bieringer

 To:
 CPC.BalboaReservoir

 Cc:
 Garry Bieringer

 Subject:
 DSEIR Feedback

Date: Monday, September 23, 2019 2:06:05 PM

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

I am writing to give the planning comomission my feedback regarding the DSEIR about the massive proposed housing on the south Balboa Reservoir. I have lived near the proposed project for the past 40 years (since 1979) and I am appalled that the Planning Departmenti is even considering this project.

I first found out about this project while walking my dog in the proposed housing area, and saw a planning notice wrapped around a light pole. I tried to read the notice but had to keep walking around and around the pole and kept losing my place. I finally got a name and phone number from the planning dept. and i called to complain about this placement, The notice was clearly intended to make it very challenging, if not impossible, for anyone to read and showed extreme insensitivity thwards the community most impacted by this proposed housing development. This was a harbinger of things to come!

When I finally picked up a copy of o the SDEIR and read through it, I was appalled at how this document minimized all the problems this would cause the community and the 2 large educational institutions closest to this proposed housing: CCSF and Riordan High School. The routes laid out for the trucks (several estimated to be 20 trucks/hr), via the north access road (right off Frieda Kecko way (formerly Phelan Ave.) would cause years of distruption to of us that must drive, walk, or use MUNI down this street and will provide massive noise pollution along with air pollution. Using Lee Avenue would totally block traffic on Ocean Ave., and there is a very large children's climbing structure about 50 yards from the proposed Lee Ave. Route. There is no way we can have children climbing on that structure with all the trucks whizzing by so closely.

The above are only a few of my concern. Many of my neighbors, who are much more familiar with reading these types of planning reports, have written to you with several specifics which point out how this plan ignores the community and schools impacted. The use of o the term 'mitigated' and then 'waivers may be requested' indicate that there will be NO accommodations made for this project.

The proposed housing project is currently public land. PUBLIC LAND SHOULD BE USED EXCLUSIVELY FOR THE PUBLIC!!!, and not for the bennefit of private corporations/developers.

I strongly urge the Planning Commission to adopt recommoendation A, which is to scrap the entire project, and then go back to the drawing board and propose a smaller scale development to be exclusively for San Francisco public school educators, CCSF Educators, and CCSF stsudents. A smaller housing development like this will keep the land for public use and will tremendoully help those most impacated by the high cost of SF housing and it will help those who are contributing to the betterment of San Francisco.

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I-Bieringer4

Your proposed project is not designed for affordability. It will not help the housing shortage for lower income working San Franciscans. It will line the pocksst of rich developers while crushing 2 outstanding educational insstitutions and destroying the vitality of this community.

Please adopt Alternative A.

Sincerely,

Garry Bieringer

 From:
 alex Burggraf

 To:
 Poling, Jeanie (CPC)

 Cc:
 CPC.BalboaReservoir

Subject: Balboa Reservoir DEIR comments

Date: Monday, September 23, 2019 4:56:43 PM

Dear Ms. Poling,

You have received a written comment via Email from Michael Ahrens and the Board of the Westwood Park Association in parallel. I am a resident of Westwood Park as well (in the 1300 Plymouth block) and I wholeheartedly agree and concur with all the comments made by the WPA board, especially with the comments made by other residents (Exhibit 5 and 6 respectively attached to the WPA comments).

In general, I think that a lot of the infrastructural impact (parking, traffic, noise during construction) on the neighborhood of the project - especially Westwood Park - is either not adequately addressed or drastically underestimated in the DEIR. I especially agree with my neighbors on statements made in regards to traffic up and down on Plymouth Avenue already nowadays, which is a narrow street, with not a lot of open parking spots already and certainly not "sufficient opportunities to pull street parking spaces over into available on or driveway curb cuts", as mentioned in the DSEIR (page 6-37).

There are several incidents per week - occasionally per day - already where cars get stuck, because they cannot get out of each others way, subsequently stalling traffic both ways. This is already today's situation, that would just worsen with any alternative of the project (besides A: No Project). Parking and traffic on Plymouth Avenue - and all surrounding streets of the planned project - would increase tremendously, depending on the picked alternative, but especially, if San Ramon Way would be opened up, even just for pedestrian traffic, which would make parking in Westwood Park even more attractive to people wanting and needing parking and quick access to the new development.

Please provide evidence that backs up your statement that any project alternative - especially Alternative C (San Ramon Way Passenger Vehicle) would have a "less-than-significant impact", as my impression is to the contrary, namely that any project alternative (other than A) would have a stark impact in terms of parking and traffic on the whole surrounding neighborhood, specifically Westwood Park.

I also want to express the concern that the aesthetic effects of the proposed development, including height of buildings compared to surrounding areas, is gravely underestimated and downplayed, especially considering that Westwook Park has been declared a "Residental Character District" by the Board of Supervisors.

Best Regards, alex Burggraf

WestWood Park / Plymouth Avenue resident since 2006

On September 23, 2019 at 9:56 AM, "Poling, Jeanie (CPC)" < jeanie.poling@sfgov.org> wrote:

Hello Alex,

The DEIR is available electronically at https://sfplanning.org/environmental-review-documents. Select review category "Environmental Impact Reports and Negative Declarations," the "Apply," and the search for "balboa." Please note that the deadline

for public comments on the document is today at 5:00 pm. You may submit your comments to **CPC.BalboaReservoir@sfgov.org** or to me.

Thanks,
Jeanie Poling
Senior Environmental Planner

San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103

Direct: 415.575.9072 | www.sfplanning.org San Francisco Property Information Map

From: zwalex@icloud.com zwalex@icl

Subject: Balboa Reservoir DEIR

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

Dear Ms. Poling,

I am here with requesting an electronic copy of the Balboa Reservoir DEIR.

Thanks and a Est Regards,

alex

thumbed while mobile...

From: Gary Button

To: Fung, Frank (CPC); richhillissf@gmail.com; Melgar, Myrna (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC);

Moore, Kathrin (CPC); Richards, Dennis (CPC); CPC.BalboaReservoir

Subject: Public Comment on the Balboa Reservoir Project **Date:** Thursday, September 12, 2019 10:49:27 AM

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Dear SF planning commission,

My name is Gary and I live in the 94112 area code in Balboa Park. I wanted to let you know that I am pro the building at Balboa Reservoir because I think that San Francisco needs more housing. There are people that will always disagree with how things are done but we need to be urgent about the housing shortage and this project seems like a good step.

Thank you for your consideration, Gary

From: <u>Kathleen Ciabattoni</u>
To: <u>CPC.BalboaReservoir</u>

Subject: 50/50 Housing Balboa Reservoir

Date: Thursday, September 12, 2019 11:52:07 AM

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

Dear Planning Commission,

Please support mixed affordable and market rate housing at the BALBOA RESERVOIR site.

My husband and I live in Zip Code 94127 and as such we are very aware of the neighborhood near the Balboa Reservoir. It is a perfect area for the planned 50/50 new market rate and new subsidized affordable housing plan. It is near public transit as well as stores and services on Ocean Avenue. The neighborhood already has new apartment development that is merging successfully into the community. It is perfect for this development.

We feel it is important to build mixed income housing. We do not need more large public housing development in SF. Both low income, working people and middle income working people need housing.

Please approve this project for 50/50 income housing. And move the project along as speedily as possible.

Thank you for your willingness to plan appropriately for housing in our wonderful city.

Sincerely,

Kathleen and Alger Ciabattoni

From: Monica Collins
To: CPC.BalboaReservoir

Subject: Balboa Reservoir Project DSEIR

Date: Wednesday, September 11, 2019 8:16:57 AM

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

Everyone I know has a different set of reasons for opposing the Balboa Reservoir Project under the nose of City College. Many focus on the effects to health for young ones, not only the children at CCSF day care, but CCSF students, exposed to carcinogens and other calamitous health threats, when young and having decades ahead to become ill and suffer. Riordan High School is across the street- the students are all teenagers.

Others are concerned with already horrible traffic on one-lane Frida Kahlo Way, on which the college is situated and on which the proposed large project is to be located, with thousands of new residents.

Many are upset at the terrible damage that will result to the civic gem that is City College. Still others observe that there is little about this enormous, for profit development that will alleviate the housing crisis in a 7 x 7 square mile city or the zooming rents and mortgages. This push for more for profit development, with a little actually affordable housing as a sidebar, is also advancing gentrification on steroids. We're becoming a city of wealthy professionals with a few token elders or poor people remaining and losing our working and middle classes and our families. People of color are not benefiting from this- few can afford to remain in the city. For profit development is DRIVING housing inflation.

I cannot help but be appalled by the problems arising from all of these effects of this huge, horribly situated project.

What brought us to the point that developer money from for profit corporations is all that matters? When car shaming, wishing away cars, and using Orwellian terms like "transit rich" stands in for planning, budgeting and spending? When was the last time the people making these decisions had to punch a clock? Had to worry about being late to work or school? There are many vacant lots in San Francisco for so many years, no one can remember what stood on these fenced sites. And even more in Daly City, a few minutes from the county line. Some are now offered for sale. Besides those, what tax policies drive the hoarding of fallow land like this? This is a society. We can't do whatever we want with our property. Can't burn down our house to build a tent on the site to be one with nature. Can't have public nuisances and hazards on the property. Can't have a cross burning out front. We are governed by laws intended to protect the commonweal.

If the state can tell us we have no right to limit enormous developments in quiet residential neighborhoods, the state can manage tax policy to help the housing crisis.

This project would be disastrous for struggling students, for working class residents, for many people of color and families just squeaking by. In the 1960's our city saw the shameful bulldozing and development of the Fillmore, now gentrified into the Western Addition. Countless happy black homeowners saw their beloved Victorian houses bulldozed or run out of town on rails- literally, and were virtually deported, never to return. Ethnic cleansing. Bleaching, if you will. Are we doing same to Ocean/ Merced/ Ingleside using public policy instead of a bulldozer?

As to traffic policy, if we can dignify it with the term "policy", it's not policy deliberately to ignore traffic prolems or to create worse ones. This is not benign neglect. Car shaming feels good to the virtuous, I am sure and the effects have been disastrous. There are no provisions to

get people out of their cars (in order to wait for packed buses to pass them by, one after another. To watch panicked drivers fill intersections hoping the green light will stay green, only to block the intersections when the light turns red, endangering pedestrians, cyclists, enraging cross traffic drivers and those waiting. Please keep in mind that bus riders, who are absolutely above reproach, also pay the price, getting stuck in traffic snarls on Frida Kahlo, Ocean (these are both horrible already, btw) or nearby. "Forget you" is not traffic planning. Coming after cars (and who likes the internal combustion engine? NO ONE!) OK, now what are you going to do to help the situation?

I worked for CCSF for decades. I've seen countless people with little hope get their degrees, go on to university/ careers/ vocations, to leave welfare and become happy taxpayers. Often this is their last chance at success. It's why public education is an investment, why CCSF is a lifeline for so many, and has been for generations. Boost the school, don't attack or undermine it. The day any of us concerned here have to live in an adjoining town, far from transit, and drop off a pre schooler in one spot and a 7 year old student in another, have to have two jobs to manage, or to struggle to pay the bills on public assistance, to follow an academic or vocational course of study as a commuting working parent, by all means, let's talk! You can help these people or you can doom their dreams with callous and short sighted disregard for their situation, and for the well being of the school, the neighborhood, and our beloved city. Please do your jobs and say no to this horribly misbegotten, for-profit calamity. There are lots of other and better sites to develop, and there is the money for subsidized housing in the city budget from the ubiquitous projects we see all over. It's a matter of priorities. Don't poor mouth people who need your help because they aren't developers brandishing big bucks. Some things are about more than just short sighted things like this mistake of a development. Please excuse poor editing- it's hard to edit when you are dealing with countless points like we enumerate against this ill thought out, misbegotten development! Thank you.

Monica Collins, former CCSF staffer, 94112 resident.

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From: Monica Collins
To: Poling, Jeanie (CPC)
Subject: Balboa Reservoir SEIR

Date: Sunday, September 22, 2019 11:40:05 AM

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

Hello. Am writing to support alternative housing projects NOT located on Balboa Reservoir. I hope to enumerate various reasons for this here.

- 1. There are a lot of vacant, fallow lots not being used. Evidently these are now part of a passive Real Estate Investment Trust portfolio for folks who don't know they could do better if paid market rate by developers for building. Daly City is full of blighted vacant lots & closed businesses. Forward thinking developers have put in nice big apartments and condos literally minutes from the SF county line, very conveniently located.
- 2. No one is allowed to do whatever they want with their property. It's a society and we are strictly governed for the benefit of the commonweal. The benefit of neighbors, and visitors as well. We are a tourist city.
- 3. Tourist cities that depend heavily on revenue from visitors shouldn't be encouraging dense residential clusters or towers that detract enormously from the beauty of the city and create traffic nightmares. This is why Paris France keeps the beauty in the city- they rely on tourism-and keep dense housing developments just outside city limits. Not saying it's all for the best necessarily, but it's the reason why.
- 4. Frida Kahlo/ Phelan is a one way street, which like many regular streets in our city, such as Bernal Cut or Teresita, connect two parts of town. Our city not being flat, doesn't have a lot of rectangular grid, which means that one street is the one direction to get from one neighborhood to another.
- 5. No one wants to have to depend on cars! However we depend on reasonable, viable, practical alternatives. Muni can be a mess and too many buses zoom by at rush hour. "Road diets" converting two lanes down to one, create MORE traffic jams that confuse desperate motorists stuck in traffic, filling up crosswalks, endangering pedestrians and cyclists. You'd punish the wrong people and create angry cross traffic that can't move, and more calamityies 6. Buses are full of wonderful environmentally conscience non drivers who also get stuck in horrid traffic. Don't punish them!
- 7. Low income CCSF students include many parents of two kids, one in day care, another miles away in school, two jobs, an academic course of study or a vacational one at the college. BART doesn't serve all of them, most- even the commuters- aren't on a BART line or within walking distance. BART fares are quite high for adults.
- 8. Harming these students by impacting/ threatening/ replacing that admittedly ugly and retro parking lot is a huge mistake. I've seen countless grads go from welfare to being happy independent taxpayers and they are tremendously proud and very very grateful to CCSF.
- 9. The city definition of affordable housing, like the definition of transit rich, is frankly self serving and spurious. It has absolutely nothing to do with real lives, families, working classes, workers struggling with student loans, high rents, child care and other expenses.
- 10. AvalonBay developers charge \$4000 now for a one bedroom apartment over Whole Foods one km away on Ocean. Not rent controlled either as it's new, I believe. Can we put to rest the false, rather offensive trope that this is affordable housing for other than the well paid?
- 11. "up to" 50% affordable or subsidized housing is similarly meaningless. "Up to" is another term for "LESS THAN". or "UNDER". The subsidies also very widely.

13 SF has lost working classes, families, elders, poor and people of color due to gentrification and to eminent domain. This last in the 1960's notoriously, in the now Western Addition, then the Fillmore, working class lively neighborhood heavily populated by proud African American property owners who lost their homes, their cities, their community. DON'T DO TO OMI by gentrification, what was done to the Fillmore by the bulldozer.

14 City College management is not REMOTELY the City College community. The Diego Rivera mural on campus is now threatened with being taken elsewhere permanently. Please listen not to well paid, elite college leadership, but to the actual CCSF community: neighbors, graduates, students, faculty, supporters.

15. CCSF is beloved by all San Franciscans. Please don't let rich corporate developers from elsewhere threaten or destroy it just to generate some revenue for now. This is an answer only insofar as a fix of drugs is an answer to a drug addict. Please look at the long game and the wonderful investment that is public education.

16. The effects on the neighborhood would be horrifying and ridiculous. As written F Kahlo Way is jammed on school days and nights now. Add thousands of residents (who will lack infrastructure, decent grocery and other shopping- prepare for tons of catering vans, Amazon vans, also Uber/Lyft as parking is limited on development). You will see, as a firefighter friend points out, that the firefighters and EMS or SFPD can't reach the housing development let alone reach other blocks nearby. They can't FLY over traffic that's jammed. Please don't do this to us.

Thank you so much for your kind consideration. Monica Collins

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From: Phil Crone

To: Fung, Frank (CPC); richhillissf@gmail.com; Melgar, Myrna (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC);

Moore, Kathrin (CPC); Richards, Dennis (CPC); CPC.BalboaReservoir

Subject: Please support housing at Balboa Reservoir **Date:** Thursday, September 12, 2019 8:59:31 AM

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

Dear Members of the SF Planning Commission,

I am writing to urge you to support the Balboa Reservoir Project, which would create 1,100 new units of housing, 50% of which would be subsidized affordable units. The entire Bay Area must do more to build housing, both market rate and below market rate, in order to address our chronic housing crisis. I live in the vicinity of the project (zip code 94112), and I welcome the prospect of having new housing occupy what is currently a 17-acre surface parking lot.

Thank you, Phil Crone

From: <u>Liana Manukyan</u>

To: Fung, Frank (CPC); richhillissf@gmail.com; Melgar, Myrna (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC);

Moore, Kathrin (CPC); Richards, Dennis (CPC); CPC.BalboaReservoir

Subject: In support of Balboa Reservoir Project **Date:** Wednesday, September 11, 2019 7:09:11 PM

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

Dear Planning Commission,

I'm a homeowner in San Francisco and I enthusiastically support the Balboa Reservoir building project. There is strong evidence to support the fact that the more housing we build, the more it will bring down the cost of housing for all. And with 50 percent of it being set aside for affordable housing, I'm confident that this will be a good thing for the neighborhood, and for the city.

Those that oppose the project use the 100% affordable or nothing as a tactic to get nothing built, to maintain the status quo and keep the parking spots for their vehicles, which for some reason they feel they have a right to park on public land. We need to make this city a livable one with great public transportation, fewer cars, and more housing for those who cannot afford the market rate housing.

Please approve this project so we can develop housing for those that need it most. Homelessness or the threat of it is the most critical issue facing our city today, and this is a very important step toward its resolution.

Thank you in advance for your support of this project, Liana M. Crosby

From: Merritt Cutten
To: CPC.BalboaReservoir
Subject: A good plan?

Date: Monday, September 16, 2019 6:39:00 PM

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

SF Planning Commission:

This proposal has nothing to do with providing benefits to anybody. It's all about the money and basically is a done deal. Most all of the objections are valid. I can't wait for the day when most of what is going on in SF implodes on the residents. Good luck!

Merritt Cutten, registered voter in SF

Sent from my iPad

 From:
 Ronnie Del Rosario

 To:
 CPC.BalboaReservoir

 Cc:
 Cheryll Abriam

 Subject:
 Balboa Reservoir

Date: Wednesday, September 11, 2019 9:31:10 PM

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

Attention Jeannie Poling, Senior Planner

Ms. Poling,

I've been a resident/owner in Westwood Park community for a little over 2 years. My family absolutely loves our neighborhood.

The only ongoing headache has been the traffic through Plymouth Avenue (between Ocean Avenue and Monterey Boulevard).

I'm told and concerned that your office is considering opening San Ramon to vehicles?? The streets are very narrow as it is, causing regular arguments between drivers, and accidents to parked cars when drivers attempt to squeeze through. Please reconsider so that this issue does not get worse for residents of this neighborhood.

Thank you for your understanding and consideration.

Mr. Del Rosario

1321 Plymouth Avenue
San Francisco, CA 94112

Sent from my iPhone

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From: <u>EDWARD HANSON</u>
To: <u>CPC.BalboaReservoir</u>

Subject: Balboa Reservoir SEIR Comments

Date: Monday, September 23, 2019 12:55:02 PM

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

Public Comments in response to Draft Subsequent Environmental Impact Report Balboa Reservoir Project.

As faculty at CCSF and a resident of the community I have been following the Balboa Reservoir Project closely and am writing to express my concerns. The DSEIR is not only inadequate, it stands as evidence to a planning process that runs contrary to the principles of good planning, fair input and democracy.

From the onset the project has been biased and selective in the way facts have been presented to the public for input. The SEIR clearly downplays and minimizes the potential impacts of the project on City College of San Francisco, and the surrounding educational institutions in the following ways:

- 1. The very fact that this process utilizes a Subsequent EIR is obfuscation. If the project from day 1 started with an impact assessment of 1550 units of housing on such a small footprint of 17 acres than it would be clear that the surrounding environment and neighborhoods would be severely impacted, as it stands the original plan has been expanded within the existing process of a previous EIR as a means to mitigate public concern.
- 2. Accompanying this is a SEIR document that does not address the potential impacts of the development on education or access to education. The existing condition of the 17 acre PUC owned land is that it is not only surrounded on two sides by educational institutions with more schools located in close proximity, its current use is by City College and has been so since the 1940's. Historically the college has always used this public space and this fact is downplayed in the SEIR restricting the impact on the college to "Areas of Known Controversy and Issues to be Resolved". The historical uses of the site have not been documented in the SEIR in context of historical significance of the site and to the civic functions of the City have been minimized.
- 3. The SEIR does not clearly document the existing conditions of parcel sharing between the PUC and CCSF, or the lengthy agreements that went into place to split the lot when CCSF decided to build upon its half of the shared parcel. If the plan is to complete the lot spilt when the land is transferred to a private developer, then this should be documented with clear reference to the sharing of the parcel in its existing condition, and spell out the consequences of a potential lot split as it constitutes transfer of lands from public to private ownership. In this context there is no analysis of the amount of public lands or other public land projects in the SEIR. Land being something of very limited supply on the peninsula the impacts of public vs. private ownership is of relevance to future potential projects and civic developments.
- 4. Currently the site is the location of a motorcycle safety-training course,

6 (cont.) which is not mentioned in the SEIR. This is a direct educational use of the site, taking place right now, which would be displaced by the development. Parking while not a mitagatable factor under CEQUA, is connected to historical use and the viability of the educational institutions that surround the site. If the impact of the development on parking has the potential to disrupt businesses surrounding the site causling them to close or significantly alters their future potential, than that inpact needs to be documented in this report. The current report minimizes the impact report on enrollment consequences inherent in the removal of access to education. Nobody wants to argue for parking but in reality due to the unique student population and constraints of the urban environment ease of parking is related to enrollment dynamics and this factor should be taken into account in the projects impact on the surrounding institutions. Comparisons to other equivalent educational institutions should be analyzed. To be more specific: The law states (a) An EIR must include a description of the physical environmental conditions in the vicinity of the project. The current SIER does not do this choosing instead to substitute an analysis

restricted to the "project site" this substitution invalidates the impact analysis.

Submitted By

Edward Simon Hanson PhD 74 Cotter St. San Francisco CA, 94112 eshanson@sbcglobal.net

--

Edward Simon Hanson PhD City College San Francisco 50 Phelan Ave. San Francisco, CA 94112

Phone (415) 239-3027 eshanson@ccsf.edu

From: Rita M EVANS

To: Poling, Jeanie (CPC)

Subject: Balboa Reservoir Project 2018-007883ENV--Comments on EIR

Date:Monday, September 23, 2019 4:35:01 PMAttachments:SEIR Transit Delay Comments 09 12 2019.docSEIR Comments Plan Comm Hearing 09 12 2019.doc

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

Ms Poling,

Pls find attached my comments on the Environmental Impact Reports for the Balboa Reservoir Project.

Rita Evans 226 Judson

--

Rita Evans

2018-007883ENV BALBOA RESERVOIR PROJECT – (Assessor's Block 3180, Lot 190) Public Hearing on the Draft Environmental Impact Report

TRANSIT DELAY

The SEIR states that transit delay induced by the Balboa Reservoir project will be insignificant but this conclusion is based on a completely arbitrary, unauthorized definition of delay on the part of the consultants.

The MUNI on-time performance standard allows for a 4-minute delay for an entire route. The SEIR instead allows for a 4-minute delay on any segment of a route (i.e., between two stops), a completely invalid assumption, meaning almost no amount of delay would be considered significant.

EXAMPLE: The 43-Masonic travels from the Balboa Reservoir project site on Frida Kahlo Way to the Balboa Park Station in *7 minutes*. Using the consultants' re-definition of transit delay, additional delays of up to four minutes in just three segments, resulting in a travel time of *19 minutes*, a **171% increase**, is somehow deemed "insignificant." No one riding that 43 would find the delay to be insignificant. And this utterly faulty reasoning is allowed to be presented in the SEIR as justification for a finding of "insignificant delay," meaning no mitigation is required.

From any perspective, whether legal, ethical or engineering, this is wrong. The SEIR is in error in using this faulty, invalid method of determining transit delay. The transit delays as a result of this project will be significant and appropriate mitigation must be identified before the SEIR is approved.

2018-007883ENV

BALBOA RESERVOIR PROJECT – (Assessor's Block 3180, Lot 190) Public Hearing on the Draft Environmental Impact Report

Submitted by Rita Evans, 226 Judson Avenue

SHUTTLE—WHERE IS THE SHUTTLE???

Members of the public participating in the public input process for the Balboa Reservoir development have consistently, repeatedly, and loudly requested that a developer-funded shuttle be part of the solution to the traffic and transportation problems created by the project. The shuttle would run between the Balboa Reservoir site and the Balboa Park Station and would also serve students, faculty and staff at City College of San Francisco.

We believe that a free shuttle with frequent service is an absolutely necessity if the residents of the BR project are actually expected to use public transit. Since this expectation of public transit use is an essential component of a successful project, every reasonable measure to promote the use of transit must be used. In a city saturated with shuttle buses, this a logical part of the solution. The shuttle idea has been brought in public meetings, in meetings with the developer, in meetings with city representatives, and at neighborhood association meetings.

Despite this consistent, loud call for a shuttle, there is no mention of any shuttle in the SEIR. It does not appear to have even been discussed as part of the effort to manage transportation demand. This is a huge deficiency that must be corrected before the SEIR is approved.

TRANSIT ASSESSMENT

C2 Transit Assessment Memorandum

Transit reentry delay analysis

According to the SEIR, transit delay is calculated based on empirical data from 2010 *Highway Capacity Manual (HCM)*. Data used in the 2010 *HCM* are at least 15 years old.

In 2016, the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis (HCM)* was published by the Transportation Research Board. This current manual the consultants should have used as "...it serves as a fundamental reference on concepts, performance measures, and analysis techniques for evaluating the **multimodal** operation of streets, highways, freeways, and off-street pathways. The Sixth Edition incorporates the latest research on highway capacity, quality of service, and travel time reliability..."

What justification did the consultants provide for using an outdated *HCM* and its outdated data? Why did they not use the most recent, comprehensive source that addresses the multimodal aspect of street use, a basic component of the area around the Balboa Reservoir project site?

Before the SEIR is adopted, the consultants must explain their data sources and methodology used to reach their conclusion that, "Based on the findings from this corridor delay analysis, the project would not result in a substantial delay to public transit along Frida Kahlo Way, Ocean Avenue, or Geneva Avenue." The findings and conclusion as presented in the SEIR are erroneous.

2

Passenger boarding delay analysis

What source was used to assume "two seconds per passenger boarding"? Is it again outdated data? Does it include students and instructors carrying books, supplies, and other material? Does it include students traveling with children? Disabled users? Riders carrying shopping bags or using a wheeled cart?

The consultants again are using an arbitrary and likely outdated standard—two seconds of boarding time—that does not equate to actual operating conditions.

Before the SEIR is adopted, data on the actual passenger boarding delay must be gathered and analyzed. Any transit delay analysis must be based on the actual delay experienced by riders in the project area.

City College Loop analysis

The consultant concludes that despite increases in traffic volume, no additional delay will be generated. Consultant makes repeated reference to "existing signal timing coordination and optimization." As anyone who travels these corridors knows, having actuated signals and having those signals actually work are two different things. Broken and mis-timed signals have plagued traffic on Phelan/Frida Kahlo for years and the city has either ignored the problems or addressed them only after years of complaints.

There is no assurance that the signal timing problems experienced on Frida Kahlo Way will not recur. We have no reason to believe the city will be more responsive to addressing timing and optimization problems in the future than they have been in the past.

It is erroneous for the SEIR to assume that the presence of actuated signals and signal optimization will address traffic delay in the project area. A firm commitment from the city for regular, scheduled monitoring and maintenance of the traffic signals in the area is a necessary component of addressing transportation issues in the project area. Such a commitment must be in place before the SEIR is approved.

C1 Travel Demand Memorandum

This section refers repeatedly to two sources for trip generation data. One is the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th edition and the other is the *San Francisco Planning Trip Generation Workbook* (SF Workbook). While the ITE *Trip Generation Manual* is indeed a standard source, it also is recognized as a very flawed source of information due to its reliance on datasets with very little input, generally from suburban, not urban, sources.

The *SF Workbook* is not available on the Planning Department's website nor does it appear to be available elsewhere. We are unable to determine whether it addresses any of the flaws mentioned or simply compounds them. If the SEIR and consultants are referencing this Planning Department *SF Workbook*, it must be made publicly available for review and comment.

We challenge the use of the trip generation data from the *ITE Manual* and we find the use of the *SF Workbook*, which appears not to be available to the public, as inappropriate.

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From: <u>Marria Evbuoma</u>
To: <u>CPC.BalboaReservoir</u>

Cc: Breed, Mayor London (MYR); Ionin, Jonas (CPC); Board of Supervisors, (BOS); Hood, Donna (PUC);

alexrandolph@ccsf.edu; ttemprano@ccsf.edu; Fewer, Sandra (BOS); Yee, Norman (BOS)

Subject: Proposed development of Balboa Reservoir **Date:** Thursday, September 19, 2019 4:00:35 PM

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

Dear SF Officials.

As a former CCSF student and mother, I'm writing you to voice my concern over the selling off of the lower Balboa Reservoir to a private company. Selling this this land to private developer puts at risk the future vitality of City College, Ingleside, and San Francisco as a whole.

When I was teaching in Mill Valley, living in the Outer Richmond, and earning my Early Childhood Education certification from CCSF, a car was a must. Without the parking lot, I cannot imagine how I would be able to get to evening classes on time. Even back in 2005, commuting cross-town was difficult. And with so many people now "gigging" as independent contractors, cars are vital. Unfortunately, MUNI and BART are just not efficient enough for people who work and go to school to depend on. People should not have to choose between work and education. For me, gaining my ECE units meant I went from being an assistant teacher to a lead teacher- a huge gain for my career and finances. If this land is to be developed, plans should at least include parking for CCSF students.

Also, the land was supposed to have been the site for the Performing Arts Education Center. My son just started Kindergarten at Creative Arts Charter School in the Western Addition. I chose this school because I know how much academics are improved through art. There's a reason why schools switched from S.T.E.M. to S.T.E.A.M. Art is essential for a well rounded education! Should my son want to take up performing arts, I should hope he could have the opportunity to study in the city where he was born instead of leaving and/or having to spend thousands of dollars to attend a private art school.

On the subject of leaving San Francisco, too many families have been promised "affordable housing" only to find themselves on a ridiculous waitlist. Have you ever been in a housing lottery? I have. There were over 1,000 other applicants for 30 apartments. And when my application was finally looked at a year later, I had 24 hours to gather the paperwork to prove my eligibility. It's a demoralizing process. If this land is to be developed into housing, the city should own the property, not Avalon Bay. We should invest in our residents, our workers in all trades- not just tech. And having publicly owned housing would do this.

I urge you to stop this project, for our collective future.

In Kindness,

Marria Evbuoma 415.317.7602 IG: @disarmsf marriaevbuoma.com T 1



From: Allan Fisher
To: CPC.BalboaReservoir
Subject: Balboa Reservoir Project

Date: Thursday, September 12, 2019 3:31:03 PM

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Balboa Reservoir project - Public Comment

I strongly oppose the massive housing project that is being planned for the Balboa Reservoir. A lot of money will be made by for-profit corporation and banks, but I am deeply concerned about the negative effects on CCSF, a gem of a school that serves the community. . CCSF students tend to be working class, low income, people of color and stressed between balancing school work, jobs and family life. Many need to drive to school. We must protect their parking .

I urge the BOS to oppose the use of public land to construct privately owned market rate housing, A smaller project with 100% of the housing units affordable to low- and moderate-income residents, could merit our support. But this massive project will not be beneficial to the students who will not be able to afford these housing units. Instead they will suffer from reduced and more expensive parking and increased road congestion. To propose this project without a guarantee of more efficient mass-transit possibilities, and without compensation to CCSF is unconscionable.

Sincerely,

Allan Fisher

Retired faculty member (ESL Department)

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From: **Andrew Fraknoi** To: CPC.BalboaReservoir

Subject: Public Comment on the Balboa Reservoir DSEIR Date: Saturday, September 21, 2019 5:04:27 PM

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

As a long-time San Francisco resident and voter, I am appalled that the environmental report on the plan to do away with the parking for students on the Reservoir at CCSF did NOT consider the impact it would have on the college, the students, and the neighborhood. '

City College, where I have taken classes, is a jewel in the crown of San Francisco, a vital community resource used by people of all economic and racial groups. It is wrong (and sneaky) to ignore its needs when planning to take away one of its key parking resources.

The planning for this project must take those issues into consideration. Not everyone has the luxury of being on a MUNI line to get to the college or the luxury of a schedule that allows waiting for a MUNI line.

The developer should be required to build a parking facility which replaces most of the lost parking spaces and makes them available for students. I'd rather see a taller building with more parking underneath or fewer buildings and a parking structure.

Andrew Fraknoi

Andrew Fraknoi

Emeritus Chair, Astronomy Department Foothill College (Currently teaching at U. of San Francisco & San Francisco State U.)

E-mail: fraknoiandrew@fhda.edu

AstroProf Facebook Pages: <u>www.facebook.com/Fraknoi</u>

Web site: www.fraknoi.com

415-484-5350 (voice mail)

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From: Laura Lee Frey
To: CPC.BalboaReservoir
Subject: feedback on the draft EIR

Date: Sunday, September 22, 2019 8:36:47 PM

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

Dear Ms. Poling and Commissioners,

I was at the meeting Sept. 12, but I'm sending this email to clarify, hopefully, my spoken points. I have 3 main concerns:

First is City College. This is public land. I have heard from City College people, as well as long-time SF residents that the reservoir area had been set aside for City College use, if it were to be developed. This draft EIR does not sufficiently examine the long-term impact of this project on City College. Also the timing of the development should be remembered. The process for this proposed development began at the same time as City College's accreditation crisis began--this probably kept City College from having the time and resources to properly consider the impact of this development on its future at the very beginning... and it has probably been "behind" ever since.

Second issue is density. This is a very high density project--without the large streets or the fire-fighting infrastructure/water pipes to accommodate dense housing. (The fire-fighting infrastructure in dense parts of the City is different than in this area.) The lack of a sufficient fire-fighting infrastructure would be a hazard for the residents of any new dense housing project at Balboa Reservoir and for the residents in the surrounding areas. I have gone to all of the BRCAC meetings, and the Planning Department often assured us that the parameters developed at the BRCAC meetings would have a strong bearing on the final plan. This plan far exceeds the density that would be built if the BRCAC parameters were followed. In the URBAN DESIGN parameters, it is stated that the height would be 28' to the west and GRADUALLY increasing to 65' to the east. In the current proposed plan the height quickly jumps to 48'-58' on the west and goes up to 78'-88' on the east.

Thirdly, a very big concern is allowing vehicle traffic on San Ramon Way (alt. C). We live on the 1200 block of Plymouth between Ocean and San Ramon. Plymouth is the only north/south road between Monterey and Ocean, and we have cars on Plymouth all day. All parking spaces on either side of the 1200 block of Plymouth are usually filled. As stated in the Draft EIR drivers continually have to yield to each other because it is a single lane of traffic between parked cares. Usually the pullout space (the driveway) is small, and if the car is not small or the driver not great this can take awhile. Often people get impatient, sometimes they get nasty. Commute times and weekends are especially congested and nasty. It is a continual problem. The Draft EIR dismisses this problem as helping with speed, but drivers sometimes still go fast on Plymouth, which exacerbates the ONE LANE traffic problem. Getting in-and-out of driveways is difficult because of space and traffic, and side-swiping is a problem. Opening San Ramon to vehicles would increase traffic, so it would increase the problems we already have. And, I believe the predictions of traffic are inaccurately low in the Draft EIR--perhaps, resident traffic will be greater than the prediction, but the Draft EIR does not even address the traffic from non-resident cars--i.e. "cutting through" the development.

Thank-you for taking public comments,

Sincerely, Laura Frey

From: Wilson Oswaldo Gomez
To: Poling, Jeanie (CPC)

Subject: Golden Gate Xpress: Questions about the Balboa Project

Date: Wednesday, August 28, 2019 2:11:51 PM

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

Hello, my name is Wilson Gomez. I'm a reporter with the Golden Gate Xpress. I'm currently going through the Environmental Impact Report concerning the Balboa Reservoir Project as part of a story. I was wondering if you could answer a few questions.

- 1) I noticed the impact report mentions the decrease in parking needs after the first week of a semester, and the proposal of a new parking lot that accommodates 750 vehicles. How many spaces would be reserved for students as opposed to residents who would live in the new development?
- 2) Do you believe that the loss of parking, both during the construction of the new development as well as once the new, smaller parking lot is built will have an impact on enrollment and retention of students at city college?
- 3) What do you want students at City College to understand about the need for this development and how do you think it would benefit them?

Thank you in advance.

From: <u>Daniel Matias Gonzalez</u>
To: <u>CPC.BalboaReservoir</u>

Subject: Public Comment on the Balboa Reservoir Project **Date:** Thursday, September 12, 2019 10:29:41 AM

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Dear Planning Commission and Representatives,

As a resident of 94112, and student of CCSF, I was very excited to hear of the plan to build affordable and market rate housing at the Balboa Reservoir site.

I am writing in full support of building the maximum number of 50/50 new market rate and new subsidized affordable units of housing at this site.

This project will bring much needed housing to our community which drastically needs it, and is a substantially better use of the space than parking.

This is a voting issue for me and will influence my vote in the upcoming and future elections.

Best,

Daniel Gonzalez

From: <u>Aaron Goodman</u>
To: <u>CPC.BalboaReservoir</u>

Subject: Fw: Balboa Reservoir Project Comments - A.Goodman

 Date:
 Thursday, September 12, 2019 4:30:24 PM

 Attachments:
 Balboa Reservoir - comment memo AGoodman.pdf

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

Please see the attached comments in regards to the transit impacts of the proposal, and the cumulative impact concerns on mass-transit.

Thank you

A.Goodman D11

---- Forwarded Message -----

From: Aaron Goodman <amgodman@yahoo.com>

To: Secretary Commissions (CPC) < commissions.secretary@sfgov.org>

Cc: seungyen.hong@sfgov.org <seungyen.hong@sfgov.org>; jeanie.poling@sfgov.org

<jeanie.poling@sfgov.org>

Sent: Thursday, September 12, 2019 03:32:36 PM PDT **Subject:** Balboa Reservoir Project Comments - A.Goodman

Please see the attached memo and image in regards to today's discussion on the Balboa Reservoir.

Thank you

A.Goodman

NOTE: The image attached shows the T-Line Geneva Harney linkage to Brisbane and the future HSR caltrains station, the J-Line along San Jose, the M-Line link to Upper Yards and the Geneva Car Barn, and K-Line that runs on ocean, with blue area indicating east side area of redevelopment proposed for parking and solutions for CCSF to relocate parking to the eastern edge of the site, and build housing above using topography as a solution also to an elevated high-line green-way to Tony Sacco way and re-aligned transit at Balboa Station to improve the linkages at this intermodal hub, this is an approx. only graphic suggested solution for a transit and public infrastructure major transformation similar to prior scope and scale of platforming over the freeway and solving for additional housing and transit improvements to connect D7 and D10 through D11. The future removal of the CCSF bridge, and changes by Caltrains to the off ramp southbound should also be seriously considered as impactful to the transit and transportation serving this area and project proposal.

Aaron Goodman 25 Lisbon St. SF, CA 94112

Email: amgodman@yahoo.com

SF Planning Commissioners
J.Poling SF Planning Department

Email: Commissions.secretary@sfgov.org

RE: SF Planning Commission meeting on 9.12.2019 - Item #12 – **2018-007883ENV Balboa Reservoir Project**

As I was unable to attend the September 12, 2019 planning commission hearing on the Draft Environmental Impact Report for the Balboa Reservoir Project please note and accept my following comments to this project.

I was chair for more than 2 years at the Balboa Park Area Plan CAC prior to its discontinuation. The Balboa Reservoir CAC was appointed post the BPSACAC committee. We reviewed this project and others along Ocean Ave, discussing the CCSF masterplan, Lick Wilmerding HS proposal, and other projects proposed with the Balboa Park Station Area Plan CAC.

My concerns have always focused on the concerns about capacity, and if we are really seeing significant transit infrastructural planning to deal with the capacity concerns of growth and growth population impacts including traffic, pedestrian, and multi-modal concerns. Safety is also another major concern due to the concerns of schools and traffic injuries in and around the Balboa Park Station area.

I had attended many of the Reservoir project meetings providing comment and concerns on the proposals. Also indicating the joint/dual nature of the Balboa Reservoir and CCSF planning efforts and that they should not be looked at independently, but jointly as cummalative impacts on an area.

This is very similar to the growth impacts of SFSU-CSU and Parkmerced and Stonestown. The growth and impacts of institutions in the areas and the flow of traffic along ocean ave is directly impacted by the ongoing developments and the increased traffic which will occur with this development. The City College masterplan is underway but does not indicate the fact that they have considerable land to redevelop, and this includes the eastern edge of their property which abuts the freeway and can easily be transformed vertically into parking with buildings above using a layering concept to allow joint use of the parking for the CCSF and other adjacent parking needs for BART, LWHS, and even the Balboa Park, and Police station across the freeway. The prior proposals for the Balboa Park Station included concepts for platforming over the freeway. My interest is in indicating the direct linkage that can occur from a more robust transit/parking and pedestrian "green-way" linkage from Frida Kahlo Way corner of ocean down towards the BART station, on or along the southern edge of CCSF with a more gradual walkway that crosses the freeway and brings people directly into an intermodal station at Balboa Park that would treat the station as an intermodal hub that links the T-Geneva Harney, M-Line and J and K lines with significant bus and other systems in the district.

2

The increase in housing over near Alemany, and at the opposite end of Ocean ave at the El-Ray theater, means that more congestion will be impacting an already heavily trafficked and gridlocked area.

3 (cont.)

I am for the design and proposal of the housing development as an individual, and feel the need for 100% affordable units and a more robust look at water-use and retention on the site for reclamation and sewage issues and infrastructure must be a part of both sites (Balboa Reservoir and CCSF land developments). My concerns were raised during meetings where I attended SFPUC water games planning charrettes and we indicated the importance of water/sewer systems above sea-level that can begin to alleviate lower down systems elevation wise.

5

The transit issue is by far the biggest concern, as was very much ignored as a concern on the SFSU-CSU and Parkmerced and Stonestown redevelopment projects, congestion has worsened along 19th, and with eventual starting of undergrounding of the M-Line, additional concerns will increase on cross-city traffic and transit impacts. It is not possible to force one development to bear the brunt of the costs of public infrastructure, however when multiple sites are involved it is critical to ensure that the publics interests and impacts are seriously addressed in regards to safety, and continuity of public transit services.

6

Currently muni buses cannot pull over at Howth to drop passengers and delays in bus services occur regularly at this area. A proposed solution to off-ramp directly into a parking garage on the eastern edge of CCSF could directly alleviate some traffic from heading up Ocean Ave to the existing lots at the reservoir. It should be considered as an alternative, and a feasible solution that lessens the impacts of traffic and on public transit that runs along Ocean Ave.

)

Please take into consideration the impacts on MUNI systems and the need to address the impacts on transit as a serious concern that garners a broader and possible larger solution or alternative that includes cummalative projects and impacts as the main concern and solution to lessen pedestrian injuries, traffic impacts, and ensuring more rapid flow of public transit systems in this area due to the impacts on the second largest transit hub in SF.

Thank you for your attention to these issues.

Sincerely

Aaron Goodman District 11
Resident / Neighbor / former Chair Balboa Park Area Station CAC

From: <u>Daniel Halford</u>
To: <u>CPC.BalboaReservoir</u>

Subject: Saving the Balboa Reservoir for City College **Date:** Monday, September 09, 2019 7:42:02 AM

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

Dear Ms. Poling,

The proposed plan to sell the lower Balboa Reservoir to a private developer to build housing would be a disaster for City College. Three times already, in 1987, 1988 and 1991, San Francisco voters defeated propositions that would have sold this land to private developers. The will of the people is clear: City College needs this land, and all of us need City College. Mayor Agnos even said in 1991: "Housing will never be built on this land." So why do we have to fight this threat again?

The proposed housing would cost City College over a thousand parking spaces, thus denying access to education to thousands of CCSF students who cannot attend classes unless they drive. The typical CCSF student is a part-time student, meaning that s/he needs to drive in order to be able to juggle a job (or two jobs), family responsibilities and classes. Therefore eliminating parking spaces seriously limits access to education. City College is still recovering from the massive loss of students caused by the accreditation crisis; we simply cannot afford to lose more students.

In 2001 and again in 2005 San Francisco voters approved bond measures to build the Performing Arts Education Center (PAEC), which was already shovel ready in fall 2013, when the state-appointed special trustee Robert Agrella put it on hold. The college has already invested \$30 million toward its construction, including the basement (which the PAEC shares with the Multi-Use Building), which is already finished. The latest revision of the PAEC construction plan has extensively downsized the education portion of the PAEC because it would remove too many parking spots! Sufficient parking is so crucial that it is actually endangering the award-winning design of a long-needed building. City College is the only community college in California without a required auditorium. It also does not have the required facilities for students majoring in music. This is a disgrace in a city that is world-famous for performing arts.

We all know that our city needs more affordable housing, but affordable for whom? The private developers define *affordable* as \$139,000 a year, single income! But building market-rate luxury housing on land that City College clearly needs, a need affirmed by the voters three times already, is more than immoral. It's just crazy.

The best outcome to this controversy would be for the SFPUC to transfer the 'reservoir' land once and for all to the College, or at least the current lease could be extended for a 60-year contract, for the benefit of all the people of San Francisco. We look for your support in this outcome.

Yours truly,
Daniel T. Halford, ESL Instructor, CCSF
COSIGNERS, CCSF FACULTY (Current or Retired):
Lea Gabay, English as a Second Language

Anita Axt, Foreign Languages/World Languages and Cultures

Denise Selleck, English as a Second Language

Anjali Sundaram, Cinema

Gloria Keeley, English as a Second Language

James Armstrong, Chemistry

Dan Brook, Political Science

Dina Wilson, English as a Second Language

Dana Jae Labrecque, Broadcast Electronic Media Arts

Carla Crocomo, English as a Second Language

Lauri Fried-Lee, English as a Second Language

Pamela Kamatani, Music

Tehmina Khan, English and Interdisciplinary Studies

Claire Brees, Art

Lu Marla Dea, English as a Second Language

Alexandra Nickliss, Social Science

Diane Presler, Visual Media Design

Raymond H. Fong, Chemistry

Mary Devereaux, English as a Second Language

Tina Martin, English as a Second Language

Ann Overton, English as a Second Language

Robin Mackey, English as a Second Language

Rick Baum, Social Studies

Kelli Crow, English as a Second Language

Darlene Alioto, Social Sciences

Max Luttrell. Computer Science

Amy Shimm, Visual Media Design

Clare Corcoran, English as a Second Language

Paul Gallo, Fashion

Andrea Massalski, Photography

Michele Ochoa Oross, RN, Registered Nursing

Deborah Levy, English as a Second Language

Christina Yanuaria, English as a Second Language

James ZM Wong, Counseling

Armen Hovhannes, English as a Second Language

Allan Fisher, English as a Second Language

Kelley O'Neil, English as a Second Language

Lori Cabansag, English as a Second Language

Gretchen Owens, English as a Second Language

Jeanne Hughes. Dance and Physical Education

Deborah Goldsmith, Social Sciences

Harry Bernstein, Music

Robert Price, Chemistry

Jean Barish, Biology

Donna Hayes, Counseling

Jean Sieper, English

Janet Carpenter, Art

Frank Duhl, Child Development and Family Studies

Linda, Sudak, Child Development and Family Studies

Sally Gati, English as a Second Language

Lenni Terao, English as a Second Language

Gloria G. Milhoa, English as a Second Language

Marguerite Fishman, Dance and Physical Education

COSIGNERS, OTHER CONCERNED CITIZENS:

Iris Vaughan Michael Adams Manuel Peroni Cheryl Meeker Amy Rathbone JB Damian Lucas Julie Beth Napolin Sarah Glanville Sudhir Puri

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From: <u>Daniel Halford</u>
To: <u>CPC.BalboaReservoir</u>

Subject: Saving the Balboa Reservoir for City College **Date:** Monday, September 16, 2019 10:52:44 PM

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

Dear Ms. Poling,

The proposed plan to sell the lower Balboa Reservoir to a private developer to build housing would be a disaster for City College. Three times already, in 1987, 1988 and 1991, San Francisco voters defeated propositions that would have sold this land to private developers. The will of the people is clear: City College needs this land, and all of us need City College. Mayor Agnos even said in 1991: "Housing will never be built on this land." So why do we have to fight this threat again?

The proposed housing would cost City College over a thousand parking spaces, thus denying access to education to thousands of CCSF students who cannot attend classes unless they drive. The typical CCSF student is a part-time student, meaning that s/he needs to drive in order to be able to juggle a job (or two jobs), family responsibilities and classes. Therefore eliminating parking spaces seriously limits access to education. City College is still recovering from the massive loss of students caused by the accreditation crisis; we simply cannot afford to lose more students.

In 2001 and again in 2005 San Francisco voters approved bond measures to build the Performing Arts Education Center (PAEC), which was already shovel ready in fall 2013, when the state-appointed special trustee Robert Agrella put it on hold. The college has already invested \$30 million toward its construction, including the basement (which the PAEC shares with the Multi-Use Building), which is already finished. The latest revision of the PAEC construction plan has extensively downsized the education portion of the PAEC because it would remove too many parking spots! Sufficient parking is so crucial that it is actually endangering the award-winning design of a long-needed building. City College is the only community college in California without a required auditorium. It also does not have the required facilities for students majoring in music. This is a disgrace in a city that is world-famous for performing arts.

We all know that our city needs more affordable housing, but affordable for whom? The private developers define *affordable* as \$139,000 a year, single income! But building market-rate luxury housing on land that City College clearly needs, a need affirmed by the voters three times already, is more than immoral. It's just crazy.

The best outcome to this controversy would be for the SFPUC to transfer the 'reservoir' land once and for all to the College, or at least the current lease could be extended for a 60-year contract, for the benefit of all the people of San Francisco.

We look for your support in this outcome.

Yours truly,

CCSF FACULTY (Current or Retired):

Carolyn Cox, English as a Second Language

Monica Bosson, English

Marina Osnovikov, Registered Nursing

Jeanette Bernis, Health Science

Camila Bixler, English as a Second Language

Ron Bixler, English as a Second Language

Tom Menendez, Economics

Kimberly Honda, English

Robert Schuricht, English as a Second Language

Francine Podenski, Broadcast Electronic Media Arts

Ann MacAndrew, English as a Second Language

Sally Winn, English as a Second Language

Kim McGovern, English as a Second Language

Dr. Karl Westerberg, Physics

Barbara A. Johnson, Administration of Justice/Fire Science Department

Craig Kleinman, English

Osa Kauffman, English as a Second Language

Lee Vogt, English as a Second Language

OTHER CONCERNED CITIZENS:

Daniel Beery

Craig Blackstone

Linda Cain

John Hayes

Mary Ritter

Roger Ritter

From: Robert Hall

To: CPC.BalboaReservoir

Subject: Public comment: Balboa Reservoir Draft Supplemental Environmental Impact Report

Date: Wednesday, August 21, 2019 10:31:52 PM

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

I'm greatly disappointed to learn that the Balboa Reservoir Draft Supplemental Environmental Impact Report fails to take into consideration San Francisco's vanishing biodiversity.

Although the reservoir was meant to be a hard surface where plants shouldn't grow, over the years native coyote brush (Baccharis pilularis), yellow bush lupine (Lupinus arboreus) and various non-native shrubs have colonized the area. The result is a patchy habitat that has attracted a thriving flock of Coastal Nuttall's white-crowned sparrows. I saw breeding evidence this Spring. About 60 of the birds were counted. A local resident, Greg Gaar, assures me that they've been breeding there since, at least, the 1970s. The attraction is the native coyote brush, an amazing plant that offers cover for our local birds and sustenance for over 54 insect species

(https://plants.usda.gov/plantguide/pdf/pg_bapi.pdf). Also present are house finch, red tail hawk, California scrub jay, Anna's hummingbird, West Coast lady butterfly, bumblebee, grasshopper and various lichens.

A recent World Wildlife fund study points out that the world has lost 52% of its biodiversity since the 1970s (https://www.cbsnews.com/news/world-wildlife-fund-wwf-half-the-worlds-biodiversity-gone-over-last-40-years/). This means that, in San Francisco, where habitat for biodiversity is at a premium, we need to be careful where we trod. City and state officials agree, with each entity rolling out biodiversity resolutions that have the goal of protecting flora and fauna.

(https://sfenvironment.org/policy/resolution-adopting-citywide-biodiversity-goals)

(http://opr.ca.gov/docs/20180907-CaliforniaBiodiversityActionPlan.pdf)

I urge you to hire an ecologist and make plans to mitigate by building new local 1 (cont.) native habitat in the immediate proximity of your development so biodiversity can adapt to the stark changes you're proposing. Most of the creatures on this property are non-migratory and have no where else to go. Please include biodiversity mitigation in your report.

Bob Hall

1946 Grove St. Apt. 6

San Francisco, CA 94117

From: Christine Hanson
To: Poling, Jeanie (CPC)
Subject: draft SEIR versus DEIR

Date: Thursday, August 08, 2019 11:04:53 PM

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Hi Jeanie,

Until the release of the draft SEIR we were told to expect a DEIR.

What is the difference and why has this difference been applied to the Balboa Reservoir project?

Thank you,

Christine Hanson

1

From: Christine Hanson
To: CPC.BalboaReservoir

Subject:Public Comment case 2018-007883ENVDate:Wednesday, September 11, 2019 12:26:56 AM

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Public Comment on the Balboa Reservoir Project. Air Quality and Children in the City College Multi-Use Building

Impacts related to construction emissions are discussed in the draft SEIR Section 3.D, Air Quality. The draft SEIR finds Impact AQ-2a (During construction, the proposed project would generate criteria air pollutants that would violate an air quality standard, contribute substantially to an existing or projected air quality violation) and Impact AQ-4 (Construction and operation of the proposed project would generate toxic air contaminants, including Diesel Particulate Matter) will result in impacts that are Significant and Unavoidable with mitigation during the construction period of both the Developer's Proposed Option and the Additional Housing Option. The impact on air quality is greatest if the construction period is accelerated--completed in three years, and with the maximum number of units constructed. The finding for both of these categories in the Pre Environmental Impact Report (Balboa BART Station Area Plan) with a smaller development was no significant impact with mitigation.

The Draft SEIR discusses risks in the APEZ, which is the Air Pollutant Exposure Zone. The risk is highest for children, referred to as "sensitive receptors," at Childcare Centers, and the SEIR identifies Childcare Centers in the area and their distance to the construction zone. The Childcare Center at City College, located in the bungalows is identified and though it is not the closest in proximity it is the only center noted that lies within the APEZ, sits to the East and is in the prevailing path of the wind.

The draft SEIR fails to note the Childcare classes that are centered in the City College Multi-Use Building (MUB), which teaches classes with children on site. Though these children are not playing outside of the building, the MUB sits approximately 150 feet away from the proposed development (per figure 2-3) is to the East of the construction site, and downwind.

Because of the proximity of the MUB to the construction site, its location is comparable to the planned childcare site within the proposed construction area. The SEIR classifies the danger to those children for future health impacts as being significant but says that because the development's future daycare centers won't be

1

up and running during construction this isn't likely to be an issue as follows:

1 (cont.)

From the draft SEIR page 3.D-71: "in the unlikely event that the daycare would be completed in Phase 1 and be operational during Phase 2 construction, the potential for future health risk impacts from exposure of daycare receptors to Phase 2 construction TAC emissions would be potentially significant, especially given the potential that the project could be developed under an accelerated construction schedule of as little as three years' duration, increasing the DPM exposure of daycare receptors."

The proposed project must study the potential danger to the children who participate in the classes in City College's MUB. The data shows that they are not included in this study. Because the draft SEIR identifies significant health impacts for children at the future daycare centers located within the construction area, those concerns must be addressed as well with the children in the MUB whose proximity and direction of location put them at similar risk. These children in the MUB are within the APEZ and the building they are in is to the East, and downwind of the proposed project. The danger to these children is also increased with the potential for an accelerated construction schedule for both alternatives, **after studying the impacts**; the SEIR must offer mitigations for these children for all of the alternatives studied in the draft SEIR.

Christine Hanson

From: Christine Hanson
To: CPC.BalboaReservoir

Subject: Balboa Reservoir public comment Hanson Date: Monday, September 23, 2019 4:57:05 PM

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Here is my comment on 3.B.5 in regards to the DSEIR: 3.B.5 Regulatory Framework

This section of the SEIR provides a summary of the plans and policies of the City and County of San Francisco, and regional, state, and federal agencies that have policy and regulatory control over the project site.

3.B.5 as it is written in the SEIR, critically omits the Land Use Framework that was adopted by the San Francisco Public Utilities Commission in 2012. The lease and sale of PUC property is governed by this SFPUC document, "FRAMEWORK FOR LAND MANAGEMENT AND USE." The document lays down conditions for sale of SFPUC land to include Economic, Environmental, and Community criteria.

Here is the excerpt from the SFPUC Land Use Framework:

4. Use of the land sold will not to result in activities creating a nuisance.

The Balboa Reservoir Project fails enormously to uphold Condition 4 of "Community Criteria."

The SEIR also fails to account for the existing conditions.

The current plan for the proposed development will access Lee Avenue, which serves as a route to Ocean Avenue. Within 100 feet of Ocean Avenue, traffic on Lee Avenue will pass the outlet of the parking lot for Whole Foods. Data from Kittleson's queue analysis and intersection total delay analysis on pages 10-13 in Appendix C of the SEIR shows

The SEIR states:

During the weekday p.m. peak hour, the greatest increase in total delay would occur for southbound movements on Lee Avenue, increasing by 91.3 seconds. This increase in delay would not directly impact transit, as the southbound approach on Lee Avenue is not a transit route.

The data collected by Kittelson however took place on January 31, 2018 which is at least 6 months before Whole Foods began offering 2 hour free delivery to Amazon Prime customers and the traffic passing through the Whole Foods parking lot increased, especially during the evening rush hour which showed 100 cars traveling South on Lee Avenue—presumably cars leaving Whole Foods parking lot since there are no residences or through ways currently connected to Lee Avenue. Now however, periodically throughout the day and week, traffic is so bad in the Whole Food lot that employees must direct traffic using walkie-talkies. Even with this extra help at times there is not enough parking to accommodate the cars trying to

2

3

park, and so the cars back up at the entrance all the way out to Ocean Avenue. Because there is a Muni stop near the entrance to Whole Foods in the left lane, the cars in the right lane cannot pass and so all traffic stops in the right lane until the traffic inside the parking lot begins to move.

3 (cont.)

The entrance to Whole Foods is one half block from Lee Avenue. Because no traffic comes from residences on Lee Avenue now the cars leaving the Whole Foods parking lot are only delayed by their own burgeoning numbers, but if traffic is added from the proposed Reservoir development this parking lot traffic will have to wait for the reservoir traffic to pass in order to leave the parking lot and create space for more cars waiting out on Ocean avenue (headed south) to turn right into the parking lot. The que on Lee Avenue as shown in the DSEIR completely blocks the driveway from the parking lot.

This will back up the cars further attempting to enter the Whole Foods lot a half block away and so this combination will create its own gridlock and subsequent nuisance.

In fact it will be beyond a nuisance because when the anticipated 91.3 second delay happens on Lee Avenue South, the cars heading into and out of Whole Foods parking lot will be stuck and create a blockage which will indeed affect the transit system behind it.

From: Christine Hanson
To: CPC.BalboaReservoir

Subject: Public Comment on Balboa Reservoir

Date: Monday, September 23, 2019 4:52:06 PM

Attachments: Hanson admin comment.pdf

Appendix C.pdf Appendix D.pdf Appendix A.pdf Appendix B.pdf

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The Attached are one public comment and are meant to be included together. Thank you,

Christine Hanson

The Administrative record of the draft SEIR, is incomplete and misleading in regards to a portion of the communications between multiple City agencies and City College Administrative staff. The communications NOT INCLUDED in the draft SEIR were based on multiple subjects including the creation of the City College Facilities Master Plan (FMP), communications around transportation, parking and the presentation of the City's Transportation Demand Management (TDM) plan. They show that the administrative interaction between City Agencies and City College Administrators has been about the exertion of control upon the school's sovereign process, focusing pressure and attention on a small minority of administrators—most of who were hired by the State imposed Trustee and NONE of whom had any experience or even operational knowledge of the school during its robust days before the accreditation crisis.

The entries INCLUDED in the Administrative record of the draft SEIR in regards to City College consist primarily of more recent communications between City agencies, City College Chancellor Mark Rocha, City College's Facilities planner Kitchell, and consultant Charmaine Curtis. The Facilities Master Planning process at City College which begun during the state takeover of the school, is barely noted in the DSEIR Administrative record even though many meetings were held at that time between City agencies and City College staff.

A public records search by City College Community members in August 2017 showed that by that time at least 17 of these earlier meetings had occurred at SF Planning offices or by phone. The Board of Trustees did not know of these meetings, including Trustee Davila who represents City College on the Balboa Reservoir CAC.

The use and frequent appearance of the City College Facilities Master Plan throughout the draft SEIR cannot be separated from the Administrative record, therefore the Administrative record of transactions between City Agencies and City College staff is INCOMPLETE. Even when considering all of the communications in this public comment the Administrative Record will still fall short of accurately depicting the depth of influence that San Francisco Planning, San Francisco Municipal Transportation Agency, SF Office of Employment and Workforce Development, and San Francisco Public Utilities Commission have inflicted upon the planning for City College in the interests of a private development, in the name of, but instead of, the educational planning needs of the school.

The bottom line is that most of the stakeholders at City College know very little about the true potential impact of this project and when the effects play out it will affect the overall health of the school and the people who support it. For this reason, Planners evaluating this DSEIR must take a close and careful look at the administrative record and make inquiries into the process that has brought the DSEIR for Balboa Reservoir to this stage because the Administrative record that SF Planning staffers have submitted is incomplete.

1

City College Facilities Master Planning

The RFP for the City College Facilities Master Planner collected final proposals in May 2015, and as described in its introduction: "A wide range of input from community members and College staff, faculty, staff and students is anticipated to identify issues and evaluate alternatives, as described in this RFP. The RFP is intended to provide a framework for proposals which identifies key issues, stakeholders and tasks."

http://www.ccsf.edu/~facilpln/RFP/RFP%20047%20Facilities%20Master%20Plan%204-3-2015%20final.pdf

The overview from the RFP states:

"The District expects the Facilities Master Plan and the Educational Master Plan to complement each other and be a reflection of the District's commitment to its Mission." The RFP includes a link to the Education Master plan http://www.ccsf.edu/dam/Organizational_Assets/Department/Research_Planning_Grants/E_MP/EMP_DRAFT_Report2014-10-02.pdf which was being finalized at the same time that the FMP was starting.

The RFP does include City Agencies among a list of stakeholders, and outlines the expected participation as such:

"Current and Potential Governmental and Community Partners

City and County of San Francisco - City Manager, Planning Director, Cultural Services Director Chambers of Commerce

Non-profit Youth Services Organizations

Preferred methods of input: Meetings with key City leadership including relevant Commissions to identify possible options, develop strategies for new facilities, briefings to Commissions or Councils, community meetings on options and draft plan.

A schedule for future meetings between FMP staff and stakeholders anticipates:

DISTRICT, COMMUNITY & PUBLIC AGENCY INVOLVEMENT PROCESS								
Number in each column represents number of meetings with group in each phase								
District, Public	Phase 1:	Phase 2:	Phase 3:	Phase 4:	Phase 5:			
Agency or	Involve-	Assessm	Issues &	Plan	Imple-			
Community Group:	ment Proces	ent	Needs	Proposals	mentation			
Board of Trustees	1 meeting	1	1	2	2			
Faculty & Classified staff		1		1				
Executive								
Management	1 meeting	1	1	1	1			
Meetings								
Facilities Master Plan	2 meetings	2	2	3	2			

Facilities Project Meeting	3 meetings	2	2	3	2
Participatory Governance Committee			16	16	
Community-wide Workshops			2	2	
City Staff (City Managers, Comm. Services & Planning	2 meetings				<mark>2</mark>
City Commissions				4	
City Councils				2	

The RFP includes guidelines for these meetings in its tasks:

TASK 1.2 Schedule and Materials for District and Community Involvement

Develop a detailed schedule for District and community involvement which shows key meetings in relation to completion of draft or final documents, the major phases and the types of input solicited from various groups. At a minimum, the schedule should include the following types of meetings for District and community input into the process. District staff will provide public noticing required under the Brown Act and assist with agenda coordination with other public agencies. Deliverables: Proposed schedule for District and community involvement, showing all proposed district, community and public agency meeting dates. Draft and final presentations, meeting materials, and summary notes will be provided for all meetings by end of each phase. Where surveys are proposed to evaluate facility needs, consultant will provide draft and final survey and analysis of results.

The public records that were released show many more meetings occurred than this RFP anticipated. Since none of the meetings were publicly noticed or reported on to the Board or community per the Brown act, the process did not follow the instructions in Task 1.2 of the RFP. The Brown Act was completely ignored in the process.

The City College Facilities Master Plan went through a "reboot" in 2018 with Kitchell onboard to create another version of the FMP. When asked in two separate public presentations--what is the appropriate place for City agencies to address the Facilities Master Plan, John Watkins of Kitchell said—"in public comment". The Administrative record presented in the draft SEIR would seem to give the impression of appropriate inter agency boundaries that fall along those lines however the agendas of the City/City College meetings compiled in Appendix A show a different interaction. Some of the minutes from these meetings are compiled in Appendix B.

City Staff and City College Facilities Master Plan

San Francisco Planning's intrusion into City College's Facilities Master Planning process began before the school hired its facilities planning consultant. Planner Jeremy Shaw submitted interview questions for the consultant hiring interviews via Fred Sturner, former City College VP of Facilities. Shaw appears to have attended at least one of the interview sessions on June 8, 2015. In addition to the FMP consultant interview questions, Jeremy Shaw also forwarded questions for a student/faculty/staff survey transportation survey.

Some of the emails from these years are collected together in Appendix C. They show diligent, persistent and collegial staff from SF Planning, OEWD, and SFMTA politely bombarding a mostly agreeable City College staff with unsolicited feedback, suggestions and "help" with the Facilities Master Plan. In the interest of time and brevity not all of the emails are included.

Below is a short synopsis of some of the emails from the public records search:

April 16, 2015

Jeremy Shaw, SF Planning, to Jeff Hamilton, CCSF

"We realize Balboa is slightly ahead of your master planning process. But after strategizing with the SFMTA, we see great opportunities that could support your data collection, master plan and future operations."

April 28, 2015

Jeremy Shaw to to Jeff Hamilton:

"See the attached transportation survey draft that we discussed, for potentially distribution to students/faculty/staff of CCSF. In the chance that your student survey has not gone out, it could be a good opportunity to use these questions for campus transportation needs."

May 1, 2015

Ieremy Shaw to Ieff Hamilton:

"Just wanted to follow up on the potential for the transportation survey. Are you interested in distributing it with the student survey or otherwise?"

June 10, 2015

Jeremy Shaw to Jeff Hamilton

"For additional info and some talking points, please consider our draft TDM Objectives for Balboa, which could easily apply to CCSF:

Minimize auto trip generation and maximize access

- guiding performance measure for most objectives
- 2. Create choice and incentives for "lower car lifestyle"
- e.g. transit "class pass," capital improvements on Ocean Avenue, carshare programs
- 3. Manage parking availability for those who need it while avoiding an oversupply
- e.g. shared parking facilities with nearby uses, demand-responsive pricing

- better managed parking means better bottom line (and more affordable housing in City's case)
- 4. Encourage sustainable travel through coordinated programs & communications
- e.g. joint transportation management area, incentive campaigns, commuter
- benefits, real-time information on transit, shared bikes and carshare
- - Coordinated survey between CCSF and nearby uses
- 5. Design site to minimize congestion
- e.g. Coordinate urban design, vehicle and pedestrian access, and circulation
- between CCSF, SF Planning and MTA
- We believe working together on a survey to assess existing needs and ongoing coordination for a neighborhood-wide TDM are two great first steps to achieve our joint goals."

Thursday June 18, 2015

Jeremy Shaw to Fred Sturner, Former Head of CCSF Facilities "Hi Fred, Are interviews tomorrow? Can I send you questions today?" (the "interviews" referred to were for the selection of the Facilities Master Planner)

June 25, 2015

Jeremy Shaw to Fred Sturner

"I just saw that these interview questions were in my draft box. I thought I sent them. How did the interviews go?? Jeremy

Please provide an example of providing an innovative transportation or access solution to a client.

What did you approach the problem creatively, politically or analytically? What solutions or approach would you propose for a complex and diverse urban neighborhood such as the CCSF Ocean Avenue campus?

In a political and academic climate that is very active, how would you engage CCSF campus planning and transportation as distinct from other CCSF topics? How would you address issues such as parking, access and neighborhood planning that the surrounding communities continue to see as a challenge and have discussed for years?"

August 14, 2015

Fred Sturner to Jeremy Shaw "Coffee, same place Monday?"

August 14, 2015

Jeremy Shaw to Fred Sturner

"How are things? We should catch up if you have a minute (though I won't be free til Monday). Also, wondering, does your shop keep data on where students are coming from or any other location/transportation related data? If not, who would that be?"

February 10, 2016

Jeremy Shaw to Ron Gerhard

"Though we're not meeting this month, we want to address the issues the Trustees brought up two weeks ago, namely a student survey and student location/demographic data. The sooner our groups understand these data, the sooner we can craft transportation solutions for city college."

Tuesday, March 07, 2017

Jeremy Shaw to Linda Da Silva Former Head of CCSF Facilities

"Attached are most of the slides used at the last BRCAC meeting. I deleted those that were of least interest to the BOT. Can we discuss how much time I have and what my main objectives would be on Thursday?"

(Shaw presented TDM to the Board of Trustees within the agenda item 2009 Sustainablility Plan, his name did not appear on the agenda)

Feb 11, 2016

Jeremy Shaw to Ron Gerhard, CCSF VP of Facilities, and Pam Mery CCSF Director of Institutional Effectivenes

"Thank you Ron.

Greetings Pam. You may be aware that as City College initiates a master plan, the City of San Francisco is planning affordable housing for a number of City-owned sites, including the Balboa Reservoir (currently the lower CCSF parking lot). We believe City College can benefit from participating in the City's studies and outreach efforts for Balboa Reservoir. With the great need to manage parking and access for City College, we have hired consultants to focus on "Transportation Demand Management" (i.e. strategies to manage parking and encourage alternatives to driving alone). The City Collegemaster plan will incorporate TDM as well, so participating in City efforts can save time and increase its efficacy. For any of this to work, we'd like to:

- Share student and faculty data (e.g. residence location, time of arrival, demographic data)
- Identify data needs for both of us
- Execute a survey for additional data (particularly transportation and access) Any chance you can chat in the next week or two? "

Jeremy Shaw to Pam Mery,

"I know eveone's really busy in your shop, but I just wanted to follow up with on this request with more specifics. In particular for transportation studies, we hope to share data on or faculty, staff and students

- Counts full-time, part-time, which campus
- Demographic data age, income
- Address, place or zip code of residence
- Class schedules and/or students on campus(es) by time of day
- Mode of transport to campus
- Projected or aspirational numbers for any of the above"

February 17, 2017

Linda Da Silva to John Francis, SF Planning

"My facilities master planning consultants are not designing solutions, they are not contractually engaged at a project implementation level. So they are pushing back on providing the kind of detailed traffic analysis and data that MTA is currently requesting - and I can understand their position. I'm also not planning to augment their contract to allow them to drill down to that level of detail, since we are in master planning mode."

March 16, 2017

John Francis to Linda Da Silva

"I have not been able to reach you for the last couple weeks and wanted to reach out again because I am concerned about where we are in terms of preparation for the FMP presentation to the Planning Commission on April 6th. Providing the Commission a thorough update on the proposed FMP is a critical step in the collaborative effort between City College and the City to ensure that the FMP meets the needs of all stakeholders, including the CCSF community and the College's Ocean Campus neighbors. At this point, the only substantive work describing the FMP that has been made public is a high level site plan that leaves undefined a number of critical issues, particularly related to parking and vehicular access.

My concern is that such a high level overview of the FMP will not provide the Commission with enough information to be able to provide constructive feedback on the Plan. Unfortunately, given your aggressive goal of BOT adoption of the FMP by the end of May, this will likely be the only opportunity for the Commission to weigh in. As City staff has noted many times, we are committed to supporting the mission and goals of City College and see our role in collaborating with you on the FMP process as a crucial part of that effort. As such, while we still have concerns about specific elements of the FMP that we have seen thus far, we want to make sure that your presentation to the Commission is both productive and well received. Toward this end, it would be appreciated if you could provide a status update on the FMP draft and what elements will be ready in time for transmittal to the Commission by March 30. I am out of the office starting tomorrow 3/17 and will return on 3/27—during that time, I would ask you to be in touch with Jeremy Shaw in order to provide an update and to coordinate the overall shape of the Commission presentation."

March 21, 2017

Linda Da Silva to Jeremy Shaw:

"When I agreed to bring our FMP to the Planning Commission in early April, I was under the impression it was more as an informal information item on our planning process, timeline and status. I was not aware that the Commissioners would be providing constructive feedback on CCSF's FMP."

None of the emails between former Head of Facilities Linda Da Silva and staff of SF Planning or other agencies is included in the draft SEIR. The SEIR does include an official memo from SFMTA with comments on City College's Facilities Master Plan addressed to Da Silva.

Institutional Master Plan

A search of the SF Planning website shows a list of educational institutions and the status of their latest Institutional Master Plans. City College is listed as exempt: https://sfplanning.org/resource/institutional-master-plans
However in July 2016, SF Planning staff researched City College's ability to exempt itself from this process and prepared comments for Interim Chancellor Susan Lamb offering to "to create the plan and to coordinate feedback from all City agencies".

This communication thread is included in Appendix D

Costs to City College

In addition to the inability of City College to design its own transportation plan without the insistent input from City Agencies, and the diversion—especially in the earliest days of the planning process—away from the focus on the Educational Master Plan or even the school in its entirety, the actual monetary costs to the college were exacerbated by the City Agencies unrelenting focus on transportation. Initially, in October 2015 when City College first hired tBP to be its Facilities Master Planner, the resolution was for the amount \$672,900. In April 2016, the contract with tBP was updated "due to additional work necessary related to traffic pattern analysis" as well as a peer review of local theatres for the PAEC project. This boosted the contract with tBP to a total of \$874,900. The traffic study generated by this contract was produced by Sandis, and the data produced was adopted by Kitchell and used in this draft SEIR. The Sandis consultants as well as tBP, appear on the agendas for the early City/City College meetings.

In the summer of 2018, the Facility Master Plan was officially "rebooted" and Kitchell, the group that had been hired in March 2018 with a contract for \$350,000 to provide Program Management Services, was approved for a contract increase to \$2,763,496. The school also hired Fehr and Peers to do a TDM and parking study in August 2018 for \$75,000. The Fehr and Peers study is quoted widely in this draft SEIR by the Kitchell consultants wrote the Transportation Memo for this DSEIR. An additional Balboa Reservoir related expense has been the contract for developer/consultant Charmaine who appears in the Administrative record in her role with CCSF which has been renewed multiple times. Her role does not include any liason between the College's Facilities Committee and City Agencies. The City College expenses listed above have been funded by 2005 Bond monies.

City College, Lost in the Shuffle

In 2012, the Accrediting Commission For Community and Junior Colleges (ACCJC) placed City College on the accreditation version of probation called "show cause". In July 2013 the ACCJC announced it would remove the school's accreditation one year later. San Francisco's City Attorney kept the doors at City College open with a lawsuit which bought the school a little more time while the Federal Accreditation oversight Commission NACIQI investigated ACCJC and found that the Accreditor had indeed denied City College due process, was not uniform in its punishments nor was it clear in its standards. Armed with the findings of NACIQI, the California Task Force on Accreditation, which was a statewide taskforce encompassing California Community College Faculty and staff, took on the ACCJC who finally had to answer for the damage they had capriciously spread throughout the California Community College system.

Even with the advantage that Free City has given the school, City College still has not recovered. A good number of the students have returned, but now they face class cancellations. For staff and Community who have loyally "saved City College" year after year since the start of the Accreditation Crisis, the marathon of concern has taken a long, slow, hard, emotional toll. It was into this dark period of time that this project came with its host of jolly, insistent, planners and staff to "help" City College draft a future that like way too much of the draft SEIR, may not even include the school.

From: Shaw, Jeremy (CPC)

To: Fred Sturner Bcc: Lesk, Emily (ECN)

Subject: Re: Follow-up Materials

Date: Monday, June 08, 2015 12:04:43 PM

Hi Fred

Thanks for being open to my attending today. Will you have a minute to chat before the meeting? I'll be on campus by 12:30 or so Feel free to call if easier 415-860-7429 Jeremy

On Jun 4, 2015, at 9:34 AM, Lesk, Emily (ECN) <emily.lesk@sfgov.org> wrote: Fred.

Thanks so much for all of this. I believe we are still waiting to hear when and where Monday's meeting will be. Can you please send that information our way?

Thanks, Emily Emily Lesk

Direct: (415) 554-6162 Email: emily.lesk@sfgov.org

From: Fred Sturner [mailto:fsturner@ccsf.edu]

Sent: Tuesday, June 02, 2015 2:41 PM

To: Lesk, Emily (ECN)

Cc: Martin, Michael (ECN); Shaw, Jeremy (CPC)

Subject: RE: Follow-up Materials

From: Lesk, Emily (ECN) [mailto:emily.lesk@sfgov.org]

Sent: Tuesday, June 02, 2015 1:53 PM

To: Fred Sturner

Cc: Martin, Michael (ECN); Shaw, Jeremy (CPC)

Subject: Follow-up Materials

Hi Fred.

It was great to connect a few minutes ago. We look forward to receiving the follow-

materials that you mentioned—the masterplan consultant selection schedule, the consultant proposals, and the white paper.

Most pressingly, can you confirm that timing of the consultant selection meetings on June 8 and 18? We understand that it may not be possible for someone from the City to attend on the 18th, but we appreciate your effort to try to make that work.

Thanks,

Emily Emily Lesk

Project Manager

Office of Economic and Workforce Development

San Francisco City Hall 1 Dr. Carlton B. Goodlett Place, Room 448 San Francisco, CA 94102

Direct: (415) 554-6162 Email: emily.lesk@sfgov.org

www.oewd.org

From: Shaw, Jeremy (CPC)

To: Fred Sturner (fsturner@ccsf.edu)
Subject: master planner interviews

Date: Thursday, June 25, 2015 11:39:00 AM

Hi Fred,

I just saw that these interview questions were in my draft box. I thought I sent them. How did the interviews go??

Jeremy

.

Please provide an example of providing an innovative transportation or access solution to a client.

What did you approach the problem creatively, politically or analytically?

.

What solutions or approach would you propose for a complex and diverse urban neighborhood such

as the CCSF Ocean Avenue campus?

.

In a political and academic climate that is very active, how would you engage CCSF campus

planning and transportation as distinct from other CCSF topics? How would you address issues

such as parking, access and neighborhood planning that the surrounding communities continue to

see as a challenge and have discussed for years?

JEREMY SHAW | Planner/Urban Designer | SF PLANNING | 415.575.9135

From: Teague, Corey (CPC) To: Shaw, Jeremy (CPC) Cc: Francis, John (CPC) Subject: RE: IMPs

Date: Tuesday, August 08, 2017 12:58:05 PM

Not too much. They mostly talked about how it would be good to have standard formatting requirements for all IMPs, and then to maybe also have some minimum standards for the type/level

of data included in each IMP. John stated that creating these formatting and substance standards

was or will be on our work program.

Corey A. Teague, AICP, LEED AP Assistant Zoning Administrator Planning Department, City and County of San Francisco 1650 Mission Street, Suite 400, San Francisco, CA 94103 Direct: 415-575-9081 Fax: 415-558-6409

Email: corey.teague@sfgov.org

Web: www.sfplanning.org

Planning Information Center (PIC): 415-558-6377 or pic@sfgov.org Property Information Map (PIM):http://propertymap.sfplanning.org

From: Shaw, Jeremy (CPC)

Sent: Tuesday, August 08, 2017 11:20 AM

To: Teague, Corey (CPC) Cc: Francis, John (CPC)

Subject: IMPs Hi Corey

Anything significant come about from your IMP presentation that we should be aware of as we work with City College for their facilities master plan update? (yes, they're exempt, but we're encouraging them to come to CPC regardless)

Thanks! Jeremy

JEREMY SHAW | Planner/Urban Designer | SF PLANNING | 415.575.9135

From: Fred Sturner To: Shaw, Jeremy (CPC) Subject: Re: checking in

Date: Friday, August 14, 2015 12:12:07 PM

Coffee, same place Monday?

From: Shaw, Jeremy (CPC) < jeremy.shaw@sfgov.org>

Sent: Friday, August 14, 2015 11:14 AM

To: Fred Sturner

Subject: checking in

Hi Fred,

How are things? We should catch up if you have a minute (though I won't be free til Monday).

Also, wondering, does your shop keep data on where students are coming from or any other

location/transportation related data? If not, who would that be? Jeremy

JEREMY SHAW | Planner/Urban Designer | SF PLANNING | 415.575.9135

1

Lesk, Emily (ECN)

From: Linda Da Silva <ldasilva@ccsf.edu> Sent: Thursday, August 25, 2016 7:54 PM

To: Lesk, Emily (ECN)

Cc: Shaw, Jeremy (CPC); Francis, John (CPC)

Subject: Re: CPPC Meeting

Hi Emily,

Your inquiry is timely - we just posted the agenda and meeting materials on the Facilities Master Plan website's Advisory Working Group page.

One of the meeting materials links is to the July 28th Board Resolution on the Development of the Balboa Reservoir Property (this is the final, amended resolution that you've been wanting to cite in your housing developer RFQ; I just got it today!). Monday's meeting is 2-6pm at Ocean campus Multi-Use Building Room 140. We did not anticipate a presentation from you (this time) -- but in the second part of the charrette tBP/Architects will be leading the Advisory Working Group through brainstorming and development of options. During that portion, if you notice any ideas developing that would be informed by projects or initiatives that the City is planning, you should

definitely speak up! That would be the benefit of your attendance - that kind of coordination and

communication.

As a clarification (and since this is my "day 19", it was just yesterday that I got clear about this): the

meetings/charrettes of the Facilities Master Plan Advisory Working Group (FMP AWG) is the best venue for

City Planning coordination. I previously had cited the CPPC's meetings; CPPC is the core of FMP AWG, with a

few additional individuals to help expand the perspective of CPPC which was tasked by the Board to work on

the facilities master plan. The FMP has been consuming the CPPC's attention.

However, just to share my

newfound clarity on the difference, the CPPC does still meet separate from the FMP AWG to do other more

mundane capital project related things - things that are very internal and wouldn't have City involvement. So

to wrap this up, I'm inviting City Planning to FMP AWG sessions, not CPPC sessions. I hope this makes sense

Linda da Silva

Associate Vice Chancellor, Facilities Planning & Construction

City College of San Francisco

50 Phelan Avenue, San Francisco, CA 94112

ldasilva@ccsf.edu

p 415.239.3495

www.ccsf.edu

From: Lesk, Emily (ECN) <emily.lesk@sfgov.org>

Sent: Thursday, August 25, 2016 3:38:13 PM

To: Linda da Silva

Cc: Shaw, Jeremy (CPC); Francis, John (CPC)

Subject: CPPC Meeting

Hi Linda,

2

Nice to see you on Monday and again on Tuesday this week. I'm following up on Monday's CPPC meeting, with Jeremy

and John looped in. Can you clarify exactly what you're looking for us to present? Is there an agenda yet?

Thanks, Emily

Emily Lesk

Project Manager

Office of Economic and Workforce Development

San Francisco City Hall

1 Dr. Carlton B. Goodlett Place, Room 448

San Francisco, CA 94102 Direct: (415) 554-6162 Email: emily.lesk@sfgov.org

www.oewd.org

 From:
 Shaw, Jeremy (CPC)

 To:
 Paine, Carli (MTA)

Cc: Lesk, Emily (ECN); Francis, John (CPC)

Subject: RE: CCSF study session?

 Date:
 Wednesday, March 01, 2017 11:35:18 AM

 Attachments:
 Balboa Area TDM - BPS CAC - 012417.pdf

Carli.

Linda got back to us late last night. She wants to include slides I presented at the BPS CAC some time ago (attached are slides, all of which I would update to ensure consistency with what we presented at the BRCAC).

My plan is to update these slides and present with her. Part of our message would be the point we have been making for over a year now — that the FMP should include alternative parking scenarios, that are coordinated with ongoing TDM implementation and monitoring. Perhaps we can discuss this message more after our meeting today?

Jeremy

From: Paine, Carli [mailto:Carli.Paine@sfmta.com] Sent: Wednesday, March 01, 2017 11:11 AM

To: Shaw, Jeremy (CPC); Francis, John (CPC); Lesk, Emily (ECN)

Subject: RE: CCSF study session?

John, will you ask one more time? If she does want us there, we need to know what she expects and have time to prepare.

I personally would not be sad to forgo a night meeting, but absolutely want to have our input be valuable if they want us to participate.

Carli Paine

Land Use Development and Transportation Integration Manager San Francisco Municipal Transportation Agency 1 South Van Ness, 7th Floor San Francisco, CA 94103 415-646-2502



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From: Shaw, Jeremy (CPC) [mailto:jeremy.shaw@sfgov.org]

Sent: Tuesday, February 28, 2017 4:37 PM **To:** Paine, Carli; Francis, John (CPC); Lesk, Emily

Subject: RE: CCSF study session?

On Mar 22, 2017, at 20:11, Shaw, Jeremy (CPC) < jeremy.shaw@sfgov.org > wrote: Hi Linda,

Sounds like you have a ton going on. If we don't get the chance to talk, I wanted to be sure to respond to your email.

Your sense is right, there was the expectation that the Planning Commission would see

more than the high-level, Ocean Campus graphic. Presenting just that graphic will invite more questions than it answers. And yes, it was assumed the presentation would be "informational" and that City College would vote to exempt themselves from

Planning Commission approval, as per code. (Without the Trustees voting to exempt,

the FMP will have to go to the Commission for formal approval.)

However, even informational agenda items require staff review, a summary memo and

presentation to the Commission (due by March 30, in this case). We are really proud to

have been working with you! The hope was that a Commission presentation would be

the one formal opportunity with the City to recognize that partnership. And since so many of our challenges must be addressed in partnership, it would be valuable to address the Commission before CCSF moves forward to approve the Plan. But if the consultant doesn't hasn't given you a draft then we have a challenge. I believe John looked for alternative dates, and this was the final remaining opportunity. How firm is

BoT review on May 11th?

I am around Thursday if you want to chat, 12-3 works best.

Thanks

Jeremy

P.S. ALSO: Can you tell me whether I should attend this week's BoT meeting? I was planning to, but I don't see the FMP on the agenda.

From: Shaw, Jeremy (CPC)

Sent: Wednesday, March 22, 2017 7:44 AM

To: Linda Da Silva

Subject: Re: FMP at Planning Commission Thanks Linda. Yes please call me this morning .

// Sent from the field //

JEREMY SHAW | Planner/Urban Designer | SF PLANNING | 415.575.9135

On Mar 21, 2017, at 10:12 PM, Linda Da Silva <ldasilva@ccsf.edu> wrote: Hi Jeremy,

Actually, the "busy prepping for BoT Thursday" occurs in the weeks ahead of the Board meeting. That plus some facilities-related drama

and crisis have left little time for me to catch a breath until now, here at 10pm. My apologies to you and John for the lack of communication.

When you and I spoke in early March, I got the feeling that if I were to present the CCSF FMP to the Planning Commission, there'd be an expectation that there would be something more substantive that the single Ocean Avenue graphic that we at this point continue to tweak. Our facilities master planner tBP Architects is drafting the FMP narrative for CCSF review/notes; so far we have seen the TOC and introduction. We will be very busy in the coming weeks through end of April getting to the "final draft" stage that I need to bring to the Board of Trustees at their May 11th meeting for feedback, and then the "final recommendation" for their approval at the May 25 meeting.

When I agreed to bring our FMP to the Planning Commission in early April, I was under the impression it was more as an informal information item on our planning process, timeline and status. I was not aware that the Commissioners would be providing constructive feedback on CCSF's FMP. Can we discuss via telephone at 11:45am tomorrow?

Linda da Silva
Associate Vice Chancellor, Facilities
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From: Shaw, Jeremy (CPC) < jeremy.shaw@sfgov.org>

Sent: Tuesday, March 21, 2017 5:50:32 PM

To: Linda Da Silva

Subject: RE: FMP at Planning Commission

Hi Linda

Just wanted to follow up on this. Do you have any thoughts on presenting to the Planning Commission?

Also, I imagine you're busy prepping for the BOT Thursday. If you don't have time to talk before then, I understand. I don't see the FMP on the agenda, can you confirm that the FMP will not be presented this

Thursday? Thanks Jeremy From: Francis, John (CPC)

Sent: Thursday, March 16, 2017 4:10 PM

To: Linda Da Silva <image003.png>

Cc: Exline, Susan (CPC); Shaw, Jeremy (CPC); Lesk, Emily (ECN)

Subject: FMP at Planning Commission

Importance: High

Hi Linda.

I have not been able to reach you for the last couple weeks and wanted to reach out again because I am concerned about where we are in terms of preparation for the FMP presentation to the Planning Commission on April 6th. Providing the Commission a thorough update on the proposed FMP is a critical step in the collaborative effort between City College and the City to ensure that the FMP meets the needs of all stakeholders, including the CCSF community and the College's Ocean Campus neighbors. At this point, the only substantive work describing the FMP that has been made public is a high level site plan that leaves undefined a number of critical issues, particularly related to parking and vehicular access. My concern is that such a high level overview of the FMP will not provide the Commission with enough information to be able to provide constructive feedback on the Plan. Unfortunately, given your aggressive goal of BOT adoption of the FMP by the end of May, this will likely be the only opportunity for the Commission to weigh in.

As City staff has noted many times, we are committed to supporting the mission and goals of City College and see our role in collaborating with you on the FMP process as a crucial part of that effort. As such, while we still have concerns about specific elements of the FMP that we have seen thus far, we want to make sure that your presentation to the Commission is both productive and well-received.

Toward this end, it would be appreciated if you could provide a status update on the FMP draft and what elements will be ready in time for transmittal to the Commission by March 30. I am out of the office starting tomorrow 3/17 and will return on 3/27—during that time, I would ask you to be in touch with Jeremy Shaw in order to provide an update and to coordinate the overall shape of the Commission presentation.

Thanks and I look forward to hearing from you.

Iohn

John M. Francis

Planner & Urban Designer, Citywide Planning Division

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<image001.png>

From: Francis, John (CPC)

Sent: Monday, March 13, 2017 3:08 PM

To: 'Linda Da Silva' Cc: Exline, Susan (CPC)

Subject: RE: Follow ups for City College data and analysis

Hi Linda.

Just following up again on prep timeline for the Planning Commission hearing on April 6th. In order for the City to be able to review the draft plan, write up comments, and submit them to the Planning Commission by the March 30th PC packet deadline we'll need to receive materials from City College by this week. Do you anticipate having a draft to share by then? Otherwise, we'll just have to rely on the latest plan map (attached) as our basis for feedback, and hopefully you'll be able to share more details as part of your informational presentation at the PC hearing. Please let me know your plans as soon as you can.

Thanks,

John

John M. Francis

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SF

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1650 Mission Street, Suite 400

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From: Francis, John (CPC)

Sent: Friday, March 03, 2017 12:01 PM

To: 'Linda Da Silva'

Subject: RE: Follow ups for City College data and analysis

Hi Linda.

Thanks for your message. I suggest you and I have a check up via phone early next week—would you have some time on Tuesday? My day is fairly open right now other than 9-10am and 12:30-1pm.

In the meantime, do you have a schedule of when the draft plan will be released and ready for review? I'm just thinking about our timeline for the Planning Commission hearing on April 6th and want to make sure we <image007.png>

have enough time to review and digest at least a draft of the document by then. Also note, I will need to send a letter to the Commission the week prior (3/30) giving an overview of the Plan and our Planning process.

Thanks and hope your week down south has been enjoyable!

Best,

Iohn

John M. Francis

Planner & Urban Designer, Citywide Planning Division 415-575-9147 | john.francis@sfgov.org SF Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103

From: Linda Da Silva [mailto:ldasilva@ccsf.edu] Sent: Tuesday, February 28, 2017 10:37 PM

To: Francis, John (CPC)

Subject: Re: Follow ups for City College data and analysis

Hi John,

First, I want to apologize for my early departure from our last meeting on February 16th; unfortunately, I had to return to the Ocean Campus for a Participatory Governance Council meeting. I am sensing a slight disconnect on our collaboration efforts. For the time I was in our last CCSF/City agency workshop on February 16th, I was disappointed with the level of engagement. CCSF is in facilities master planning mode right now, which is at the highest level of facilities planning in which we operate. Our intent with the access workshops with City agencies is to tease out the possibilities for improved pedestrian, bicycle and vehicular routes along Ocean and Phelan primarily, but also Judson and Havelock. My facilities master planning consultants are not designing solutions, they are not contractually engaged at a project implementation level. So they are pushing back on providing the kind of detailed traffic analysis and data that MTA is currently requesting - and I can understand their position. I'm also not planning to augment their contract to allow them to drill down to that level of detail, since we are in master planning mode.

When we began discussing the approach to joint collaboration on access planning, my team and I were concerned about whether MTA had a planner operating at a broad enough level to resonate with the high level master planning CCSF is undertaking. It seems that MTA has multiple individuals working on distinct aspects - but that there is not an overall regional or area "planner" who has all the pieces and is visioning at a master planning level as is CCSF. I'm in Asilomar at a workshop this week, very busy schedule from breakfast through 9pm each day. I will telephone tomorrow during a break to reach you in real time to discuss further.

Linda da Silva Associate Vice Chancellor, Facilities City College of San Francisco 50 Phelan Avenue, San Francisco, CA 94112 ldasilva@ccsf.edu

p 415.239.3495

c 650.642.7143

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From: Francis, John (CPC) < john.francis@sfgov.org>

Sent: Tuesday, February 28, 2017 4:48:55 PM

To: rsanzo@sandis.net

Cc: Linda Da Silva; PNewsom@tbparchitecture.com Subject: RE: Follow ups for City College data and analysis

Ron, Linda, and Phil,

Following up on this, as the March 9 CCSF/City Staff joint presentation to

the CCSF BOT is just around the corner. Please respond with your

availability to have a follow up on the Ocean Ave access workshops with

MTA staff.

Thanks,

John

John M. Francis

Planner & Urban Designer, Citywide Planning Division

415-575-9147 | john.francis@sfgov.org

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San Francisco, CA 94103

From: Francis, John (CPC)

Sent: Friday, February 24, 2017 1:29 PM

To: 'rsanzo@sandis.net'

Cc: 'Linda Da Silva'; 'Phil Newsom (PNewsom@tbparchitecture.com)'

Subject: RE: Follow ups for City College data and analysis

Ron, can you confirm receipt of materials from MTA and your availability

for a conference call next Friday?

Thanks.

Iohn

John M. Francis

Planner & Urban Designer, Citywide Planning Division

415-575-9147 | john.francis@sfgov.org

SF Planning

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1650 Mission Street, Suite 400

San Francisco, CA 94103

From: Francis, John (CPC)

Sent: Thursday, February 23, 2017 4:15 PM

To: 'rsanzo@sandis.net'

Subject: FW: Follow ups for City College data and analysis

Ron, it sounds like some of the core MTA people are available on 3/3 after

3pm. Would that work for you?

John M. Francis

Planner & Urban Designer, Citywide Planning Division

415-575-9147 | john.francis@sfgov.org

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1650 Mission Street, Suite 400

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From: Shahamiri, James [mailto:James.Shahamiri@sfmta.com]

Sent: Thursday, February 23, 2017 4:04 PM

To: Francis, John (CPC)

Subject: RE: Follow ups for City College data and analysis

Hi John,

Carli, Tony and I are available Friday 3/3 after 3:00.

Thanks.

Iames

From: Francis, John (CPC) [mailto:john.francis@sfgov.org]

Sent: Wednesday, February 22, 2017 9:58 PM

To: rsanzo@sandis.net

Cc: Shaw, Jeremy < Jeremy. Shaw@sfgov.org>; Linda Da Silva

<ldasilva@ccsf.edu>; Phil Newsom (PNewsom@tbparchitecture.com)

<PNewsom@tbparchitecture.com>; ce_bchin@ccsf.edu; Henderson,

Tony <Tony.Henderson@sfmta.com>; Katz, John

<John.Katz@sfmta.com>; Shahamiri, James

<James.Shahamiri@sfmta.com>; Hunter, Mari E

<Mari.Hunter@sfmta.com>

Subject: FW: Follow ups for City College data and analysis Hi Ron.

Attached please find data from SFMTA collected in 2015 for the LWHS study as well as the signal timing cards for the Geneva/Howth and Ocean/Howth intersections.

In terms of your analysis, from a transit point of view, MTA would be interested in seeing the following items:

- \cdot LOS/Delay and queuing of existing conditions at the three intersections
- Trip generation/assignment based on their anticipated garage size/placement
- · LOS/Delay and queuing for existing conditions plus the traffic generated by the new garages for existing lane/turning configurations

o If they want to propose any modifications to lane/turning configurations we would like to see the associated operational analysis

o If an eastbound left-turn lane is to be proposed at Ocean/Howth, they would need to assume it's a dedicated left-turn lane with protected signal phasing o If they want to propose changing the signal cycle length it should be no more than 110 seconds.

Please let me know if you need further information or would like me to set up/facilitate a call with the MTA team to discuss further. That said, I do think a core group of us should plan to touch base next week to discuss the output of your analysis. Ron and MTA folks, please send me a note back indicating your availability for a call next Friday, 3/3. Thanks.

Iohn

JOHN NA E

John M. Francis

Planner & Urban Designer, Citywide Planning Division

415-575-9147 | john.francis@sfgov.org

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1650 Mission Street, Suite 400

San Francisco, CA 94103

From: Henderson, Tony [mailto:Tony.Henderson@sfmta.com]

Sent: Friday, February 17, 2017 10:41 AM

To: Shaw, Jeremy (CPC); Francis, John (CPC); Shahamiri, James (MTA)

Cc: Katz, John (MTA); Hunter, Mari (MTA)

Subject: RE: Follow ups for City College data and analysis

Hi Jeremy – Thanks for putting this together. I looked through our records and found that counts were collected in 2015 for the LWHS study, which I've attached. Also attached are the signal timing cards for the Geneva/Howth and Ocean/Howth intersections. This data should give City College's consultant a good starting point to set up operational analysis for the two intersections that they can use to test scenarios. Thanks,

Tony

From: Francis, John (CPC)
To: Linda Da Silva

Cc: Shaw, Jeremy (CPC); Exline, Susan (CPC); Paine, Carli (MTA); Shahamiri, James (MTA); Lesk, Emily (ECN); jhamilton@ccsf.edu

jhamilton@ccsf.edu
Subject: CCSF FMP Status?

Date: Tuesday, May 30, 2017 12:17:00 PM

Attachments: image001.png image002.png

Hi Linda.

I hope this email finds you well! I wanted to check in to find out if you have an update on when CCSF will have a draft of the FMP to share with the City Family. When we spoke last it sounded like your consultants were on a June/July timeline for completing the draft and I wanted to see if that is still the plan. If so, do you have a more precise estimate for draft completion? Because the Planning Commission calendar is often booked 2-3 months out, it would be great to get a sense of your timing so that we can make sure to get on the PC calendar at the proper time. I will go ahead and cancel the Monday 6/5 CCSF/City monthly coordination meeting; do you think we'll be in a place where we should meet in July?

Thanks,

From: Shaw, Jeremy (CPC) To: Francis, John (CPC) Subject: RE: Ccsf today

Date: Monday, August 28, 2017 12:17:45 PM

I talked to Linda this morning, who I believe also left a voicemail for you regarding

the agenda.

I downloaded it from FMP site only after talking to her, not quite grasping the

severity of the

language.

It's not clear to me how likely this is to move forward.

From: Francis, John (CPC)

Sent: Monday, August 28, 2017 12:16 PM

To: Shaw, Jeremy (CPC) Subject: Re: Ccsf today

Have you talked to Linda? Who sent it to you?

Sent from my iPhone

On Aug 28, 2017, at 11:59, Shaw, Jeremy (CPC) < jeremy.shaw@sfgov.org > wrote:

FMP working group.
Or at least a subset of it.
From: Francis, John (CPC)

Sent: Monday, August 28, 2017 11:57 AM

To: Shaw, Jeremy (CPC) Subject: Re: Ccsf today

Is that a resolution from the FMP working group or some other body?

Sent from my iPhone

On Aug 28, 2017, at 11:53, Shaw, Jeremy (CPC) < jeremy.shaw@sfgov.org>

wrote:

Yah.

Apparently a late addition to the agenda ... see attached.

From: Francis, John (CPC)

Sent: Monday, August 28, 2017 11:46 AM

To: Shaw, Jeremy (CPC) Subject: Re: Ccsf today

No I'm out today. Is there a working group meeting?

Sent from my iPhone

On Aug 28, 2017, at 11:33, Shaw, Jeremy (CPC)

<jeremy.shaw@sfgov.org> wrote:
Are you going to FMP meeting today?
// Sent from the field //
JEREMY SHAW | Planner/Urban Designer | SF
PLANNING | 415.575.9135
<Item 4.h FacComm Draft Resolution.pdf>

Web: www.sfplanning.org

From: Kate.Stacy@sfgov.org [mailto:Kate.Stacy@sfgov.org]

Sent: Wednesday, July 13, 2016 4:01 PM

To: Exline, Susan (CPC)

Subject: Re: FW: institutional master plan for city college

CONFIDENTIAL AND PRIVILEGED ATTORNEY-CLIENT COMMUNICATION AND ATTORNEY WORK PRODUCT

Sue,

You asked whether City College was subject to San Francisco's local zoning regulations, in particular the requirement to provide an Institutional Master Plan to the Planning Commission. California Government Code Section 53091 requires a Community College District (City College in San Francisco) to comply with all applicable building and zoning ordinances of the City. However, California Government Code Section 53094 allows City College to exempt a proposed use of property for classroom facilities from local ordinances by a vote of 2/3 of the members of the City College Board of Trustees. Once that vote is taken, the Board must notify the City of its action within 10 days.

Kate Herrmann Stacy Deputy City Attorney City Hall Room 375 San Francisco, CA 94102

Tel: 415-554-4617 Fax: 415-554-4757

email: kate.stacy@sfgov.org

From: Shaw, Jeremy (CPC) To: Francis, John (CPC)

Subject: RE: Notes for john to call chancellor lamb

Date: Friday, July 22, 2016 2:21:31 PM

Good one. Not small at all

-----Original Message-----From: Francis, John (CPC)

Sent: Friday, July 22, 2016 2:21 PM

To: Shaw, Jeremy (CPC); Exline, Susan (CPC) Subject: RE: Notes for john to call chancellor lamb

Just one small addition...

San Francisco planning code requires every institution to submit an institutional master plan and we would like to work with you to ensure that this plan is accepted by the Planning Commission. My staff and the Mayor's Office have been meeting monthly with your administration to express the need for real collaboration because City College is such a critical institution for the city. We want to ensure the facilities master plan is coordinated with the City projects around all of your campuses – including design, transportation, development opportunities and community outreach. Many community college campuses are more isolated or suburban, whereas City College is very much woven into the fabric of our city--especially the Balboa Park neighborhood; we look forward to continuing and strengthening this tradition in San Francisco. As we seek Commission approval and full enrollment for CCSF, we'd like to collaborate more closely.

We are offering our staff's assistance in helping to create the plan and to coordinate feedback from all City agencies.

John M. Francis

Planner & Urban Designer, Citywide Planning

Direct: 415-575-9147 | Fax: 415-558-6409

SF Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103 -----Original Message-----From: Shaw, Jeremy (CPC)

Sent: Friday, July 22, 2016 1:34 PM

To: Exline, Susan (CPC) Ce: Francis, John (CPC)

Subject: RE: Notes for john to call chancellor lamb

Maybe:

San Francisco planning code requires every institution to submit an institutional master plan and we would like to work with you to ensure that this plan is accepted by the Planning Commission. My staff and the Mayor's Office have been meeting monthly with your administration to express the need for real collaboration because City College is such a critical institution for the city. We want to ensure the facilities master plan is coordinated with the City projects around all of your campuses – including design, transportation, development opportunities and community outreach. Many community college campuses are more isolated or suburban. But City College is very much woven into the fabric of our city - especially the Balboa Park neighborhood. As we seek Commission approval and full enrollment for CCSF, we'd like to collaborate more closely.

We are offering our staff's assistance in helping to create the plan and to coordinate feedback from all City agencies.

----Original Message-----From: Exline, Susan (CPC)

Sent: Thursday, July 21, 2016 9:35 PM

To: Shaw, Jeremy (CPC) Ce: Francis, John (CPC)

Subject: Notes for john to call chancellor lamb

Some rambling thoughts for johns talking points for his conversation with chancellor lamb. Can you both edit and then we'll send to john. Thanks!

Our planning code requires every institution to submit an institutional master plan and we would like to work with you to ensure that this plan is accepted by our commission.

My staff and other city staff from oewd have been meeting monthly with your administration to express the need for real collaboration because city college is a critical institution for the city. We want to ensure its plan is coordinated with all the city projects that surround it. Other community college campuses are located in more suburban locations and not as woven into the fabric of the city. City college is very much integrated into the city and especially the balboa neighborhood.

We would like to offer our staff's assistance in helping to create the plan and also coordinate the city's feedback.

Sent from my iPhone

From: Teague, Corey (CPC) To: Shaw, Jeremy (CPC) Cc: Francis, John (CPC) Subject: RE: IMPs

Date: Tuesday, August 08, 2017 12:58:05 PM

Not too much. They mostly talked about how it would be good to have standard formatting requirements for all IMPs, and then to maybe also have some minimum standards for the type/level

of data included in each IMP. John stated that creating these formatting and substance standards

was or will be on our work program.

Corey A. Teague, AICP, LEED AP Assistant Zoning Administrator

Planning Department, City and County of San Francisco

1650 Mission Street, Suite 400, San Francisco, CA 94103

Direct: 415-575-9081 Fax: 415-558-6409

Email: corey.teague@sfgov.org Web: www.sfplanning.org

Planning Information Center (PIC): 415-558-6377 or pic@sfgov.org Property Information Map (PIM):http://propertymap.sfplanning.org

From: Shaw, Jeremy (CPC)

Sent: Tuesday, August 08, 2017 11:20 AM

To: Teague, Corey (CPC) Cc: Francis, John (CPC)

Subject: IMPs Hi Corey

Anything significant come about from your IMP presentation that we should be aware of as we work

with City College for their facilities master plan update? (yes, they're exempt, but we're encouraging

them to come to CPC regardless)

Thanks! Jeremy

JEREMY SHAW | Planner/Urban Designer | SF PLANNING | 415.575.9135

Lesk, Emily (ECN)

From: Jeff Hamilton < jhamilton@ccsf.edu>
Sent: Monday, June 08, 2015 7:32 PM

To: Lesk, Emily (ECN)

Cc: Martin, Michael (ECN); Russell, Rosanna (PUC); Freeman, Craig (PUC); Shaw, Jeremy

(CPC); Exline, Susan (CPC); Ronald Gerhard; Fred Sturner

Subject: Re: Draft Agenda for 6/9 Balboa Reservoir Meeting

Hi Emily,

Got your call. Fred and I are confirmed to attend tomorrow's meeting at 1p.

Jeff Hamilton

From my iDevice

On Jun 4, 2015, at 3:53 PM, Lesk, Emily (ECN) <emily.lesk@sfgov.org> wrote:

Hi all,

We're looking forward to this Tuesday's CCSF/City meeting on the Balboa Reservoir project, including but not limited to a discussion of site access. We've confirmed the City Hall, Room 448 conference room as the meeting location.

Our proposed agenda is as follows:

- 1. CCSF Master Plan Process
 - a. Consultant selection
 - b. Performing Arts Center status
 - c. Consideration of parking
- 2. Access Routes to SFPUC Site
 - a. Prior agreements
 - b. Future needs
- 3. Potential partnerships
 - a. Child Development Center
 - b. CCSF faculty/staff/student housing
 - c. Parking on SFPUC site
 - d. Transportation demand management
- 4. 33 Gough status
- 5. Next meetings

Please feel free to be in touch with questions and suggestions.

Thanks, Emily

Emily Lesk Project Manager Office of Economic and Workforce Development

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San Francisco City Hall 1 Dr. Carlton B. Goodlett Place, Room 448 San Francisco, CA 94102

Direct: (415) 554-6162 Email: <u>emily.lesk@sfgov.org</u>

www.oewd.org

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From: Lesk, Emily (ECN)

To: Mendoza, Hydra (MYR); Susan Lamb; Guy Lease (glease@ccsf.edu); Steve Bruckman; mzacovic@ccsf.edu

Cc: Martin, Michael (ECN); Rich, Ken (ECN); Corteza, Florence (CHF); Shaw, Jeremy (CPC)

Subject: RE: Conference Call next Tuesday, August 11th

Date: Thursday, August 06, 2015 2:39:00 PM

Hi all.

The OEWD team is looking forward to joining next Tuesday's call. Jeremy Shaw, our partner at the Planning Department, will join us as well.

We'd like to discuss the following items, in addition to anything else that the CCSF team would like to cover:

- 1. Status of CCSF real estate staffing
- 2. Balboa Reservoir Project
 - a. Coordination on CCSF masterplan
 - b. Neighborhood transportation study
 - c. Site access considerations
 - d. CCSF housing opportunity
- 3. Status of 33 Gough

Thank you, Emily

Emily Lesk

Direct: (415) 554-6162 Email: emily.lesk@sfgov.org

From: Mendoza, Hydra (MYR)

Sent: Tuesday, August 04, 2015 5:51 PM

To: Susan Lamb <slamb@ccsf.edu>; Guy Lease (glease@ccsf.edu) <glease@ccsf.edu>; Steve Bruckman <sbruckman@ccsf.edu>; mzacovic@ccsf.edu

Cc: Lesk, Emily (ECN) <emily.lesk@sfgov.org>; Martin, Michael (ECN) <michael.martin@sfgov.org>; Rich, Ken (ECN) <ken.rich@sfgov.org>; Corteza, Florence (CHF) <florence.corteza@sfgov.org>

Subject: Conference Call next Tuesday, August 11th

Dear Susan, Guy, Steve and Mark,

Thank you for jumping on a call with my colleagues next Tuesday regarding the Balboa Reservoir and Ocean Avenue. There are some time sensitive issues so we wanted to take advantage of our regularly scheduled time to bring a few things to your attention. You will be joined by Emily Lesk and Mike Martin, project managers for the site from our Office of Economic Development.

Emily and Mike: In addition to Chancellor Lamb, the call will also have Guy Lease, Special Trustee, Steve Bruckman, General Counsel and Mark Zacovic, newly appointed CFO taking Ron Gerhard's

place, all from CCSF.

Short overviews of the site for discussion are on the home page of our <u>project website</u> and the latest <u>newsletter</u> that the Planning Department sent out to community members.

I look forward to an update when I return on the 15th.

Best,

Hydra

Hydra Mendoza-McDonnell
Office of Mayor Edwin M. Lee
Senior Advisor on Education and Family Services
1 Dr. Carlton B. Goodlett Place
City Hall, Room 200
San Francisco, CA 94102-4641
Hydra.mendoza@sfgov.org

Office: (415) 554-6298

Agenda City/City College Collaboration | Monthly Land Use Meeting September 16, 2016, 2-3pm @ SF Planning

- 1. Introductions
- 2. Rescheduling October meeting October 21st?
- 3. Facilities Master Plan
 - Planning Department feedback on preliminary scenarios
 - Preview of transportation and parking findings
- 4. Balboa Reservoir
 - RFQ process and panel
- 5. 750 Eddy Update
- 6. SFMTA proposed bus stop
 - Loss of white zone at Chinatown North Beach Center

1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception:

415.558.6378

Fax:

415.558.6409

Planning Information:

415.558.6377

City/City College Collaboration | Monthly Land Use Meeting October 21st, 2016, 2-3:30pm @ SF Planning

Agenda

1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception: 415.558.6378

Fax:

415.558.6409

2:00 – 2:05pm Planning

2:05 - 2:35pm

Information: **415.558.6377**

- 2. Transportation Section of Facilities Master Plan
 - a. Scope

1. Introductions

- i. What are City College's transportation goals for the FMP?
- ii. What does the transportation content of the FMP look like?
- b. City Staff participation plan?
- c. City feedback on FMP parking demand memo
- 3. Overview of TDM Plan, Existing Conditions & next tasks 2:35 3:15pm
- 4. Update: Chinatown Center loading/white zone Update 3:15 3:20pm
- 5. Next Steps 3:20 3:30pm

Agenda City/City College Collaboration | Monthly Land Use Meeting November 7, 2016, 2-3pm @ SF Planning

1. Intros/Agenda

- 2. CCSF Update on Feedback from FMP Working Group and Community Workshops (Linda/Phil, 5 min)
- 3. Review/discuss City feedback on Draft Preferred FMP (All, 20 min)
- 4. Present/discuss Draft Goals and Targets for TDM plan (Planning/MTA/All, 20 min)
- 5. Balboa Reservoir RFQ Update (Emily, 5 min)

1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception:

415.558.6378

Fax:

415.558.6409

Planning Information:

415.558.6377



SAN FRANCISCO PLANNING DEPARTMENT

CCSF Facilities Master Plan Update

Ocean Campus Urban Design & Access Workshop Agenda January 19, 2017, 2-5pm @ Planning (1650 Mission Street, 4th Floor) 1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception: **415.558.6378**

415.558.6409

Fax:

Planning Information: **415.558.6377**

elco	me, Intr	oductions, Review Agenda & Goals	2-2:15pm
•	Works	hop Goals	
	0	Provide opportunity for CCSF and City to share high level urban	
		design and physical access priorities for CCSF Ocean Campus	
	0	Discuss/workshop specific urban design and access challenges as	
		they relate to draft FMP	
	0	Where possible, find consensus on potential solutions and method	
		for incorporating them into the FMP	
	0	Where needed, discuss a framework for continuing dialogue on unresolved issues	
•	Works	hop Format	
	0	Focused presentations	
	0	Discussion	
	0	Group sketching (maps, trace, and markers will be provided)	
ean	Avenue	Frontage	2:15-3:15pn
1.	Presen	tation by Planning on Ocean & Geneva Corridor Design Options and	
	Recom	mendations (Planning). Followed by focused discussion on:	
	0	Pedestrian & bike access	
	0	Muni access & station location	
	0	Relationship to FMP-proposed plaza and pedestrian routes and	
		coordination with SFMTA (All)	
2.	Relate	d Topics for Discussion	
	0	Auto access to FMP-proposed parking structures (east of campus and under students services) (CCSF/AII)	
	0	I-280 Offramp Realignment (All)	
	0	Urban design related to FMP-proposed Student Services building	
		(AII)	
ean	/Phelan	/Geneva Intersection	3:15-3:45pn
	Presen	tation by Planning on Ocean & Geneva Corridor Design Options and	
1.			
1.		mendations (Planning)	

Phelan Avenue & West Campus	3:45-4:30pm
1. Presentation by tBP outlining pedestrian-oriented vision proposed for Phelan	
and urban design concepts for West Campus (CCSF)	
2. Related Topics for Discussion	
o Roadway access between Phelan and Balboa Reservoir site (All)	
 Pedestrian crossing, bike access, transit access, and auto traffic on Phelan (All) 	
 Auto access to FMP-proposed parking structure (adjacent to Riordan HS) (All) 	
 Urban design related to FMP-proposed buildings on west side and opportunities for street/open space activation (All) 	
Judson & Havelock Frontages	4:30-4:45pm
1. Judson	
 FMP vision for Judson frontage vis-à-vis streetscape design and pedestrian/bike access (CCSF/AII) 	
 Judson and Phelan intersection, opportunities for safety improvements (All) 	
2. Havelock	
 FMP vision for Havelock frontage vis-à-vis streetscape design and pedestrian/bike access (CCSF/All) 	
 Access to FMP-proposed parking structure 	
Next Steps (All)	4:45-5pm
Recap of consensus areas	
Issues for further discussion	

SAN FRANCISCO 2



SAN FRANCISCO PLANNING DEPARTMENT

CCSF Facilities Master Plan Update

Ocean Campus Urban Design & Access Workshop #2 Agenda February 16, 2017, 3-5pm @ Planning (1650 Mission Street, 4th Floor) 1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception: **415.558.6378**

		415.558.6378
Welcome, Introductions, Review Agenda & Goals	3-3:15pm	Fax: 415.558.6409
Workshop Goals		
 Provide opportunity for CCSF and SFMTA to discuss/workshop 		Planning Information:
technical campus access challenges along Ocean Ave, particularly		415.558.6377
related to the Howth Street Ocean Campus entrance		
 Discuss/workshop campus and Balboa Reservoir access challenges from Phelan Ave 		
 Where possible, find consensus on potential solutions and method 		
for incorporating them into the FMP		
 Where needed, discuss a framework for continuing dialogue on 		
unresolved issues		
Workshop Format		
 Focused presentations 		
 Discussion 		
 Group sketching (maps, trace, and markers will be provided) 		
Ocean Avenue Access	3:15-4pm	
Topics for discussion		
Anticipated new parking demand on east side of campus		
Reconfiguration of CCSF athletic building driveway to accommodate parking		
access and car storage		
 Trip generation and distribution by time of day and access/entry point on 		
east side of campus		
Ideas for mitigating left hand turn challenges from EB Ocean to Howth		
Potential for converting Howth to two-way traffic		
Pedestrian & bike access along Ocean, particularly at Howth		
Continue discussion on Muni access & station location		
Phelan Avenue & West Campus	4-4:30pm	-
Topics for Discussion		
Roadway access options from Phelan and Ocean to Balboa Reservoir site		
Potential mode conflicts (auto, transit, pedestrian) with introduction of new		
Phelan pedestrian crossings and Reservoir site road connection		

•	Status of CCSF-proposed cross-section for Phelan	
Judson	& Havelock Frontages	4:30-4:45pm
1.	Judson	
	 FMP vision for Judson frontage vis-à-vis streetscape design and pedestrian/bike access (CCSF/AII) 	
	 Judson and Phelan intersection, opportunities for safety improvements (All) 	
2.	Havelock	
	 FMP vision for Havelock frontage vis-à-vis streetscape design and pedestrian/bike access (CCSF/AII) 	
	 Access to FMP-proposed parking structure 	
Next S	teps (All)	4:45-5pm
 Recap of consensus areas Issues for further discussion 		

SAN FRANCISCO 2



City/City College Collaboration | Monthly Land Use Meeting October 21st, 2016, 2-3:30pm @ SF Planning

Agenda

1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception: **415.558.6378**

Fax: **415.558.6409**

1. Introductions 2:00 – 2:05pm

Planning Information:

2. Transportation Section of Facilities Master Plan

2:05 - 2:35pm

415.558.6377

Transportation decition or racinities in

a. Scope

- i. What are City College's transportation goals for the FMP?
- ii. What does the transportation content of the FMP look like?
- b. City Staff participation plan?
- c. City feedback on FMP parking demand memo

3. Overview of TDM Plan, Existing Conditions & next tasks 2:35 – 3:15pm

4. Update: Chinatown Center loading/white zone Update 3:15 – 3:20pm

5. Next Steps 3:20 – 3:30pm

Jeremy Shaw 10/20/16 10:45 AM

Comment [1]: Add "draft", avoid "replacement" or promises about parking supply, consider "transportation demand" holistically, of which parking is one part

Jeremy Shaw 10/20/16 10:45 AM

Comment [2]:

TDM Overview

- Purpose of TDM Plan and our efforts
- Highlights from Existing Conditions Report
 Parking survey findings (midday utilization, management discussion)
 - CCSF Ocean Campus intercept survey findings (mode choice, potential for mode shift)
- Discussion of next steps where are we going from here

www.sfplanning.org

Agenda

City/City College Collaboration | Monthly Land Use Meeting October 21st, 2016, 2-3pm @ SF Planning

- 1. Introductions
- 2. Follow Ups from 9/26 Meeting
 - 750 Eddy Update
 - Chinatown Center loading/white zone Update
- 3. Facilities Master Plan
 - What are City College's transportation goals for the FMP?
 - What does the transportation content of the FMP look like?
- 4. Balboa Area TDM MOU Concepts
- 5. Balboa TDM Existing Conditions
 - Briefing on Nelson Nygaard's existing conditions memo
 - Parking demand methodology questions
- 6. Next Steps
 - Writing of and City College participation in TDM recommendations for area

1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception:

415.558.6378

Fax: **415.558.6409**

.....

Planning Information:

415.558.6377

Agenda City/City College Collaboration | Monthly Land Use Meeting November 7, 2016, 2-3pm @ SF Planning

1. Intros/Agenda

- 2. CCSF Update on Feedback from FMP Working Group and Community Workshops (Linda/Phil, 5 min)
- 3. Review/discuss City feedback on Draft Preferred FMP (All, 20 min)
- 4. Present/discuss Draft Goals and Targets for TDM plan (Planning/MTA/All, 20 min)
- 5. Balboa Reservoir RFQ Update (Emily, 5 min)

1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception:

415.558.6378

Fax: **415.558.6409**

Planning Information:

415.558.6377



SAN FRANCISCO PLANNING DEPARTMENT

CCSF Facilities Master Plan Update

Ocean Campus Urban Design & Access Workshop Agenda January 19, 2017, 2-5pm @ Planning (1650 Mission Street, 4th Floor) 1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception: 415.558.6378

415.558.6409

Fax:

Planning Information: 415.558.6377

COI	ne, Introductions, Review Agenda & Goals	2-2:15pm
•	Workshop Goals	
	 Provide opportunity for CCSF and City to share high level urban design and physical access priorities for CCSF Ocean Campus 	
	 Discuss/workshop specific urban design and access challenges as they relate to draft FMP 	
	 Where possible, find consensus on potential solutions and method for incorporating them into the FMP 	
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•	Workshop Format	
	 Focused presentations 	
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	 Group sketching (maps, trace, and markers will be provided) 	
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1.	Presentation by Planning on Ocean & Geneva Corridor Design Options and	
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	Pedestrian & bike access	
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2.	Related Topics for Discussion	
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•	Issues for further discussion		



SAN FRANCISCO PLANNING DEPARTMENT

CCSF Facilities Master Plan Update

Ocean Campus Urban Design & Access Workshop #2 Agenda February 16, 2017, 3-5pm @ Planning (1650 Mission Street, 4th Floor) 1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception: **415.558.6378**

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Agenda City/City College Collaboration | Monthly Land Use Meeting November 7, 2016, 2-3pm @ SF Planning

1. Intros/Agenda

- 2. CCSF Update on Feedback from FMP Working Group and Community Workshops (Linda/Phil, 5 min)
- 3. Review/discuss City feedback on Draft Preferred FMP (All, 20 min)
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- 5. Balboa Reservoir RFQ Update (Emily, 5 min)

1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception:

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Fax: **415.558.6409**

Planning Information:

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SAN FRANCISCO PLANNING DEPARTMENT

City College Facilities Master Plan

Coordination Update – 8. November 2016

City/CCSF Engagement/Coordination To Date

Date	Event	Agenda	Notes
1x per month	City/CCSF Monthly Coordination Meeting	High level coordination, with some in-depth discussion of planning issues	Attended regularly by Planning (and TDM consultants), CCSF (and consultants), OEWD, MTA, PUC, BART
Thursday, August 18	BOT Meeting	Present existing conditions to BOT	Planning attended
Monday, October 18	Community Workshops	Present draft FMP options for Ocean Campus	Planning attended and submitted written comments on options.
Tuesday, October 25	Advisory Working Group Meeting	Present draft preferred option for Ocean Campus	Planning attended and submitted written comments on preferred option.
Tuesday & Wednesday, November 1 & 2	Community Workshops	Present draft preferred option for Ocean Campus	Planning attended

Upcoming City/CCSF Engagement/Coordination

Date	Event	Agenda	Notes
1x per month	City/CCSF Monthly Coordination Meeting	High level coordination, with some in-depth discussion of planning issues	Attended regularly by Planning (and TDM consultants), CCSF (and consultants), OEWD, MTA, PUC, BART
TBD	City/CCSF Design Workshop/Charrette	Working sessions for detailed coordination on specific areas of importance	To be attended by CCSF and City specialists in key subject areas
Thursday, November 17	CCSF Board of Trustees Meeting	CCSF to present draft preferred option	Planning to attend and submit formal comments to BOT (written and oral)

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Fax: **415.558.6409**

Planning Information: **415.558.6377**

Friday, December 9	Advisory Working Group Meeting	Review workshop and BOT feedback	Planning to attend
Future Meetings with Community, Working Group and BOT	TBD	TBD	Planning to remain engaged throughout the planning process

Planning Director's Letter to CCSF Board of Trustees

- Prepared for and presented at November 17th BOT meeting
- · Will highlight collaborative and responsive dialogue between City and CCSF staff
- Will include high level summary of primary issues of concern for the City with detailed comments submitted in writing. High level issues to be addressed:
 - a) Parking/access/TDM
 - Implement TDM strategies to increase non-auto access and reduce parking demand
 - b) Urban design
 - Well-designed and considered campus/community interface
 - Activated public realm
 - Permeability and openness to community
 - c) Access and interface between CCSF and future Balboa Reservoir development
 - Allow flexibility for complementary design as west campus and Reservoir develop
 - Create logical vehicular access between Phelan Ave and Reservoir
 - d) Ocean Avenue
 - Incorporation of Ocean and Geneva Corridor Design recommendations into FMP
 - Create a welcoming campus gateway and complement Ocean Ave development

SAN FRANCISCO 2

From: Lesk, Emily (ECN)

To:

Martin, Michael (ECN); Russell, Rosanna (PUC) (rsrussell@sfwater.org); Freeman, Craig (PUC) (cfreeman@sfwater.org); Shaw, Jeremy (CPC); Exline, Susan (CPC); Fred Sturner (fsturner@ccsf.edu); Jeff

Hamilton

Subject: Balboa Reservoir - City/CCSF Follow-Up Call

The purpose of this call is to address the agenda items that we ran out of time to cover on June 9. As a reminder, those remaining items are:

- Potential Partnerships
 Child Development Center
 CCSF faculty/staff/student housing
- o Parking strategies
- o Transportation demand management
- 2. 33 Gough Status

From: Lesk, Emily (ECN)

To:

Martin, Michael (ECN); Russell, Rosanna (PUC) (rsrussell@sfwater.org); Freeman, Craig (PUC) (cfreeman@sfwater.org); Shaw, Jeremy (CPC); Exline, Susan (CPC); Fred Sturner (fsturner@ccsf.edu); Jeff

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- Potential Partnerships
 Child Development Center
 CCSF faculty/staff/student housing
- o Parking strategies
- o Transportation demand management
- 2. 33 Gough Status

Lesk, Emily (ECN)

From: Ronald Gerhard <rgerhard@ccsf.edu>

Sent: Friday, May 08, 2015 9:54 AM

To: Martin, Michael (ECN); Jeff Hamilton; Fred Sturner

Cc:Rich, Ken (ECN); Lesk, Emily (ECN)Subject:RE: Tuesday meeting followup

Good morning.

Do apologize for the delayed response. I believe we are all on the same page as outlined below. In response to outstanding tasks:

- Fred will get you on the next CPPC (Capital Projects and Planning Committee) agenda. Some of those individuals were at the community forum earlier this week. Two items that will come us is parking and PAC. We can talk more about those topics later.
- Regarding the coordination of future meetings, Toni would be the best resource to facilitate scheduling those
 meetings for individuals on our side. She is out on vacation through next Tuesday. So, I will let her know to
 expect Phillip reaching out to her to facilitate in scheduling both the reoccurring monthly meetings between
 OWED and CCSF as well as a future meeting with PUC, OWED, CCSF, and Planning.

Regards, Ron

Ronald P. Gerhard Vice Chancellor for Finance and Administration City College of San Francisco 33 Gough Street San Francisco, CA 94103 Phone - (415) 241-2229 www.ccsf.edu

From: Martin, Michael (ECN) [mailto:michael.martin@sfgov.org]

Sent: Friday, May 01, 2015 12:31 PM

To: Ronald Gerhard; Jeff Hamilton; Fred Sturner

Cc: Rich, Ken (ECN); Lesk, Emily (ECN) **Subject:** Tuesday meeting followup

Dear Ron, Jeff and Fred-

Thanks again for a good meeting on Tuesday, I believe we made a lot of progress in understanding our mutual objectives. I am writing to provide my sense of the followups from our meeting:

- General next steps:
 - o All will work to evaluate the approach to the MOU we discussed as it relates to 33 Gough and Balboa Reservoir. To that end, I propose that the City team drafts an overview the "principles of cooperation" we talked about in advance of the May monthly meeting noted above, to help serve as the agenda for that discussion.

I-Hanson5

- o Ron and Jeff to provide feedback on the City's engagement strategy with CCSF in an effort to provide transparency on the SFPUC site process. (Related note: Andrew Chandler of the CCSF Capital Planning Committee had reached out to us previously, and he has suggested that the 5/13 Capital Planning Committee meeting would be a good place to begin our effort to inform the various CCSF constituencies before the summer break. Would you agree? If so, I think we'd want to move quickly to seek a spot on that agenda since it is now less than two weeks away.)
- o Jeff to work with City Planning Department and SFMTA on survey of college staff and students regarding transportation.
- Mike to develop understanding of potential for SFPUC being the 33 Gough power provider.
- Fred to provide further detail on space/infrastructure needs relating to a childcare facility on-site at Balboa Reservoir.

Next meetings:

- o In response to our discussed adoption of a monthly meeting schedule, a late May meeting with all of the participants from Tuesday (Ron I will have Ken's assistant Phillip contact Toni Lee to coordinate unless you would prefer to handle differently).
- o In the meantime, I would also like to schedule a meeting of OEWD, CCSF, SFPUC and Planning Department staff to discuss opportunities to collaborate in more detail. Please advise how best to coordinate the correct CCSF participants, based on the intended topics below:
 - Potential partnerships in connection with Balboa Reservoir housing proposal (site access, parking, child development center, partnership to build CCSF housing, etc)
 - Strategy and expected process for CCSF master plan update
 - Others?

Please call or email if you have comments, questions or additions to the above. Have a good weekend.

Best regards, Mike

Michael Martin

Michael Martin
City and County of San Francisco
Office of Economic and Workforce Development

Office: (415) 554-6937

From: Lesk, Emily (ECN)

To: mzacovic@ccsf.edu; Fred Sturner; Adam Engelskirchen; Martin, Michael (ECN); Wong, Phillip (ECN); Exline,

Susan (CPC); Shaw, Jeremy (CPC); Freeman, Craig (CWP); Russell, Rosanna (PUC); Guy Lease;

sbruckman@ccsf.edu; Jeff Hamilton

Subject:Yesterday"s City/CCSF Meeting - Recap of TasksDate:Tuesday, November 03, 2015 2:40:00 PM

Thanks to all for a good meeting yesterday. Here is a recap of the tasks that we each agreed to take on.

- **Emily** will provide the CCSF team with the proposed Balboa Reservoir development parameters.

- **Rosanna** will send the CCSF team the land swap transaction documents, including the access easement agreement.
- **Mike and Emily** will draft a statement describing current access conditions and obligations, to be incorporated into the Balboa Reservoir RFP, and will share this draft statement with CCSF for feedback.
- **Emily and Mike** will contact **Jeff** in late November/early December to discuss proposed development parameters on "Project's Relationship to CCSF" prior to finalizing those draft parameters for public dissemination. [Jeff—your colleagues thought you would be the right person for this role, but please let us know if you would prefer for us to work with someone else.]
- **Rosanna** will provide CCSF with contact information for the City's title officer, who may be able to assist with CCSF's tennis court question.
- **Sue** will speak with Planning Department colleagues about CCSF's tennis court question.
- **Mark** will serve as point of contact for City requests for transportation data.
- **Mark** will disseminate the City's transportation usage survey to the CCSF community.
- **Emily** will reserve a room in City Hall for the December check-in meeting.
- **Emily** will add Steve Bruckman to future meeting invites.

Please let me know if anything is missing or mischaracterized.

Thanks, Emily

Emily Lesk
Project Manager
Office of Economic and Workforce Development
San Francisco City Hall
1 Dr. Carlton B. Goodlett Place, Room 448
San Francisco, CA 94102

Direct: (415) 554-6162 Email: emily.lesk@sfgov.org

www.oewd.org

Meeting Minutes City/City College Collaboration | Monthly Land Use Meeting September 16, 2016, 2-3pm @ SF Planning

1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception: 415.558.6378

Fax: 415.558.6409

Planning Information: 415.558.6377

In Attendance:

- CCSF
 - o Linda Da Silva
 - o Ron Gerhard
 - Phil Newsom (TBP Architecture)
 - o Amy Jane Frater (TBP Architecture)
 - Mike _____ (Sandis, via phone)
- SF Planning
 - Sue Exline
 - o John M. Francis
- OEWD
 - Emily Lesk (via phone)

Follow Up Action Items:

- OEWD
 - Send out meeting invitation for October 21st meeting; 2pm at Planning (Emily)
- Planning
 - Send Linda dates, times, and scope of Nelson\Nygaard data collection effort (Jeremy)
 - Follow up with Carli Paine at MTA re: Chinatown Center white zone relocation/removal
 (John)
 - Send electronic copy of FMP Options to CCSF team (attached to this file and sent separately)
- CCSF
 - Keep City team informed on outcome of MTA/Chinatown Center meeting re: white zone relocation/removal (Linda)
 - Send City team electronic copy of parking data (Phil/Amy Jane)
 - o Keep City informed on next steps for 750 Eddy (Linda)
- All
- Coordinate integration of Heather Green/City Admin Office into FMP conversation. Ron, please forward email from Heather to City Team.

Detailed Minutes:

1. Rescheduling October Meeting

October 21 @ 2pm works for everyone, will book at conference room at Planning

2. Facilities Master Plan Options Background

- Phil and Amy Jane provided some background on the ideas that informed the development of the preliminary Options for the FMP
 - o Age of facilities is a driving factor; many buildings on Ocean campus are toward the end of their useful life, facilities on other campuses are more mixed.
 - o There is a lot of excess space based on current enrollment, but the College's goal is to increase enrollment to pre-recession levels
 - o Building renovations will require juggling of existing uses to other facilities while old facilities are renovated; phasing of new construction will play a role in this process.
 - o Planning for campus "flow"; i.e. how people move through and experience the campus, the entry sequence, how uses/facilities are clustered base on use, etc.
 - o Concern from many quarters around parking capacity and demand
 - o Desire to phase out portable classrooms
 - o Many existing classroom facilities are too small
 - o Location of Arts Complex is fairly well established on the site west of Phelan Ave and east of Balboa Reservior
- Ron received an email from Heather Green at City Administrator's Office requesting a meeting to upate her on FMP progress. All agree that it would be good to loop Heather into the ongoing conversations CCSF and City teams have been having and will continue to have over the coming months. Ron will forward City team Heather's email for coordination purposes.

3. Planning Department Feedback on FMP Options

- John and Sue provided a summary of Planning Department feedback on the FMP Options presented to the FMP Advisory Working Group on August 29, 2016. See comments attached below.
- Linda, Phil, and Amy Jane all feel the feedback is helpful and resonates with their vision for the FMP and Campus. Specific points of agreement include:
 - o The desire for a campus that is open, accessible, and well-integrated into the community.
 - o The desire to strike the right balance between parking demand and supply based on solid data; acknowledging the goal to increase the percentage of people taking transit, walking, and biking to campus while strategically managing parking demand over the time horizon of the FMP and beyond.

SAN FRANCISCO PLANNING DEPARTMENT 2

4. CCSF Parking Data Findings Preview

- Phil provided a brief summary of the campus parking data recently collected by Sandis.
- Would be great if City could have an electronic copy, if possible.
- Overall, parking is not well distributed on campus; some facilities are over capacity while others are under capacity. Goal is to reach an overall level of ~85% capacity campus-wide.
- City's traffic consultant Nelson\Nygaard will be collecting additional parking in and around campus in the near future. Jeremy should let Linda know ASAP when that will occur and what the scope of work is.
- CCSF, the City, and their consultants will use the October 21st meeting for a "deep dive" into the parking and traffic data. Goal is to share data and analyze the takeaways.

5. Balboa Reservoir RFQ Process and Panel

- RFQ language and review panel were finalized by Balboa Park CAC at its last meeting.
- RFQ will be issued at the end of the month.
- Linda will sit on the RFQ panel.

6. 750 Eddy Update

- CCSF has continued to analyze the opportunities to redevelop 750 Eddy as a mixed-use facility.
- Linda will be presenting analysis to the CCSF Board next Thursday (9/22) and seeking feedback on whether CCSF should continue more detailed analysis of the property.

7. SFMTA Proposed Bus Stop at Chinatown Center

- SFMTA is proposing to convert the white passenger loading zone in front of the CCSF Chinatown Center to a bus stop.
- There is concern that the lack of a passenger loading zone will lead to sidewalk and street congestion.
- Unclear whether MTA is planning to eliminate the white zone completely or just move it elsewhere on the block.
- Staff at Chinatown Center is meeting with project manager Kathleen Phu at MTA to understand the full nature of the change. Linda will let Planning know the outcome of this meeting.
- Planning will follow up with Carli Paine at MTA to gather further information.



Do you think they really said this last part? I'd love it if they did, but I'm not sure I heard that.

Comment [9]

Jeremy Shaw

I am not sure I heard that either. I did hear Linda say that exorbitant price tag might effectively rule them out at the development stage.

Nevertheless, we should still work on reducing demand from the outset

. Perhaps changing "need" to "cost" will address this comment...

Treferred option for occan campas will combine elements of two alternative options

- Strong interest from CCSF in changes to Phelan that knit the east and west sides of campus together, including increased pedestrian safety; making Phelan a seam for connectivity rather than a dividing line. Strong desire between City and CCSF staff to cooperate in the vision for Phelan and other community-interfacing parts of campus.
- Topography is a driving consideration for connectivity and access to and through campus; suggestion (from Jeff Tumlin) to use buildings to assist in overcoming these grade challenges, where possible. Consider other creative ways, particularly on the ceremonial open space in front of the Science Building, to better utilize open space and help with overcoming topography (suggestion from Jeff Tumlin and City staff)
- Parking on campus is not currently distributed well; campus options propose distributing parking better, including under proposed Student Services building at corner of Ocean/Phelan (TbP)
- All agree that structured and subterranean parking is extremely expensive. Subsidizing transit for students, staff, and faculty would be much cheaper. City, with consultant assistance, would be willing to provide a "back of the envelope" analysis exploring the cost of providing new parking structures vs. subsidizing transit. CCSF acknowledges the cost constraints related to structured parking and agrees that reducing the cost for such facilities should be a goal to the extent feasible.
- CCSF plans to size structured and subterranean parking in FMP based on a "worst case" parking supply scenario. However, Jeff Tumlin points out that planning for that much

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Meeting Minutes City/City College Collaboration | Monthly Land Use Meeting October 21, 2016, 2-3pm @ SF Planning

In Attendance:

CCSF	Linda Da Silva
	Jeff Hamilton
TBP Architecture	Phil Newsom
Sandis	Ron Sanzo
	Andrea Fortun
Planning	Sue Exline
	John M. Francis
	Jeremy Shaw
OEWD	Emily Lesk
MTA	Carli Paine
	Keith Tanner
Nelson\Nygaard	Jeff Tumlin
	Peter Costa
SFPUC	Martin Gran
	Chris Wong

1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception: **415.558.6378**

Fax: **415.558.6409**

Planning Information: 415.558.6377

Follow Up Action Items:

All

 Accept new/updated calendar invite for monthly City/CCSF coordination meeting sent by John Francis (next meeting November 7)

Planning

- o Send CCSF consolidated City comments on preferred option (John, Nov. 4th)
- Share link to existing conditions report of the Balboa TDM study (Jeremy, ASAP)
- Coordinate with MTA and N\N on parking/TDM cost/benefit analysis; to be included in TDM Plan. Progress report at next meeting (Jeremy, November 7)
- Coordinate with N\N to share updated neighborhood parking data and speed data with City College
- Coordinate agenda with CCSF and OEWD for November 7 coordination meeting

MTA

- o Invite CCSF to Balboa Park CAC meeting to present on FMP (Keith Tanner)
- Continue to coordinate with/provide updates to CCSF on bus stop installation/loading zone relocation at Chinatown Center

CCSF

 Work with City team (Jeremy, Carli, Jeff) to schedule a time to present to the TDM Study findings to the CCSF Facilities Committee and other CCSF bodies, as necessary (Linda, ASAP)

Detailed Minutes:

1. Next Meeting

- Returning to regular meeting time; note renewed calendar invite from John Francis
- Monday, November 7, 2-3pm @ Planning (4th Floor)

2. Facilities Master Plan Options and TDM Discussion

- Preferred Option for Ocean Campus will combine elements of two alternative options
- Strong interest from CCSF in changes to Phelan that knit the east and west sides of campus together, including increased pedestrian safety; making Phelan a seam for connectivity rather than a dividing line. Strong desire between City and CCSF staff to cooperate in the vision for Phelan and other community-interfacing parts of campus.
- Topography is a driving consideration for connectivity and access to and through campus; suggestion (from Jeff Tumlin) to use buildings to assist in overcoming these grade challenges, where possible (ie buildings that have entrances at multiple grades connected by elevators). Consider other creative ways, particularly on the ceremonial open space in front of the Science Building, to better utilize open space and help with overcoming topography (suggestion from Jeff Tumlin and City staff). See Simon Fraser University campus plan (link) as a precedent.
- Parking on campus is not currently distributed well; campus options propose distributing parking better, including under proposed Student Services building at corner of Ocean/Phelan (TbP)
- All agree that structured and subterranean parking is extremely expensive. Subsidizing transit for students, staff, and faculty would be much cheaper. City, with consultant assistance, would be willing to provide a "back of the envelope" analysis exploring the cost of providing new parking structures vs. subsidizing transit. CCSF acknowledges the cost constraints related to structured parking and agrees that reducing the cost for such facilities should be a goal to the extent feasible.
- CCSF plans to size structured and subterranean parking in FMP based on a "worst case" parking supply scenario. However, Jeff Tumlin points out that planning for that much parking will increase environmental mitigation requirements, with greater implications for

surrounding roadway, infrastructure, or transportation demand mitigations. The City recommends that the FMP reflect desired (but reasonable) parking scenarios as opposed to "worst case" outcomes. If the "worst case scenario" is necessary for FMP approvals, then the City suggests incorporating options, including an option(s) which utilizes a range of TDM strategies to reduce parking demand.

- Nelson\Nygaard presented highlights from the existing conditions report of the Balboa TDM study (document to be posted online soon—Planning will send out link when available).
- Roads and capacity are geometrically constrained, but there remains the need for both
 agencies (MTA and CCSF) to provide access to those who have fewest travel choices. TDM
 measures can support this; many measures can also reduce individuals' transportation
 costs. Different measures will be required for different segments of population; parking is
 one strategy among many.
- If parking charges resulted in full cost recovery for parking infrastructure, the share of alternative travel modes would go up, including uber pool/lyft line.
- The TDM recommendations included in the FMP will not be as exhaustive as CCSF's previous FMP from 2004. City College suggests that Facilities Master Plan is designed to show how facilities can help achieve Educational Master Plan goals (LD); CCSF's Sustainability Plan is CCSF's venue for incorporating TDM strategies into campus planning; the Plan Appendix will be updated in the near future.
- CCSF would like the City to comment on the preferred Ocean Campus option, which will be released the week of 10/24 and then presented at the following venues:
 - o FMP Working Group meeting Oct. 25
 - o Community Workshops on Nov. 1 and 2
 - o BOT Meeting Nov. 17
- Balboa Park CAC would like to invite CCSF to present on FMP updates.
- Generally FMP schedule: Options development in the fall; implementation, sequencing, and cost estimating in Spring semester; board adoption and then CEQA compliance

3. SFMTA Proposed Bus Stop at Chinatown Center

- SFMTA is proposing to convert the white passenger loading zone in front of the CCSF Chinatown Center to a bus stop and move the loading zone 60 feet (approx. 3 parking spaces) up the block.
- The Chinatown Center dean met with project manager Kathleen Phu at MTA to understand the full nature of the change.
- MTA is conducting additional on-site analysis to understand the impact on the CCSF community. Staff went out to the field in mid-October but class was not in session that day so they could not collect sufficient data. They will return in late October and provide Linda and Chinatown Center dean an update on their findings.

SAN FRANCISCO
PLANNING DEPARTMENT

Comment [1]: Team, please assist rounding

catch everyone's name.



Meeting Minutes City/City College Collaboration | Monthly Land Use Meeting October 21, 2016, 2-3pm @ SF Planning

1650 Mission St. Suite 400 San Francisco. CA 94103-2479

Reception: 415.558.6378

In Attendance:

415.558. John M. Francis 10/25/16 5:25 PM CCSF • Linda Da Silva Planning this out, I know I missed some people/didn't · Jeff Hamilton Informatio 415.558.6377 **TBP Architecture Phil Newsom** Sandis XXX Planning Sue Exline John M. Francis Jeremy Shaw OEWD Emily Lesk MTA Carli Paine **Keith Tanner** Nelson\Nygaard Jeff Tumlin Peter Costa **SFPUC** Martin Gran,

susan exline 10/26/16 9:45 AM

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susan exline 10/26/16 9:45 AM

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Follow Up Action Items:

- All
- o Accept new/updated calendar invite for monthly City/CCSF coordination meeting sent by John Francis (next meeting November 7)
- Planning
 - o Send CCSF consolidated City comments on preferred option (John, Nov. 4th)
 - Coordinate with MTA and N\N on parking/TDM cost/benefit analysis; send to CCSF (Jeremy, by DATE)
- MTA
 - Invite CCSF to Balboa Park CAC meeting to present on FMP (Keith Tanner by DATE)
 - Continue to coordinate/provide updates to CCSF on bus stop installation/loading zone relocation at Chinatown Center
- CCSF

www.sfplanning.org

Comment [2]: Is there any data sharing/coordination that still needs to happen between N\N and Sandis?

susan exline 10/26/16 9:46 AM

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an exline 10/26/16 9:47 AM

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I-Hanson5

 Work with City team (Jeremy, Carli, Jeff) to schedule a time to present to the TDM Study findings to the CCSF Facilities Committee (Linda, ASAP)

Detailed Minutes:

1. Next Meeting

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- Preferred Option will combine elements of two alternative options
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- Topography is a driving consideration for connectivity and access to and through campus;
 <u>suggestion is to</u> use buildings to assist in overcoming <u>these</u> grade challenges, where
 <u>possible</u>. Consider other creative ways, particularly on the ceremonial open space in front of
 the Science Building. <u>Open Space is underutilized currently so these are suggestion to</u>
 <u>improve its utilization</u>. (suggestion from Jeff Tumlin and City staff)
- All agree that structured and subterranean parking = extremely expensive. Subsidizing
 transit for students, staff, and faculty would be much cheaper. City, with consultant
 assistance, would be willing to provide a "back of the envelope" analysis exploring the cost
 of providing new parking structures vs. subsidizing transit. CCSF acknowledges the cost
 constraints related to structured parking and agrees that reducing the need for such
 facilities should be a goal to the extent feasible.
- CCSF plans to include structured and subterranean parking in FMP as a "worst case" scenario. However, Jeff Tumlin points out that doing so will require environmental mitigations that meet the standards for associated traffic flows, which would have enormous implications for the types of roadway and other infrastructure facilities required on campus and in the surrounding neighborhood. is the City recommends that the FMP reflect desired (but reasonable) outcomes as opposed to "worst case" outcomes. If there's a need to provide an option with the most parking feasible given land constraints (not \$\$ constraints) then the City suggests providing two options, one that is "preferred" and focuses on TDM strategies to reduce parking needs and another alternative option that assumes a higher parking demand.
- Nelson\Nygaard presented the data they have collected for the Balboa TDM study.
- The TDM recommendations included in the FMP will not be as exhaustive as CCSF's previous FMP from 2004. <u>City College suggests that CCSF's Sustainability Plan will be a better venue</u> for incorporating TDM strategies into campus planning; the Plan Appendix will be updated in

susan exline 10/26/16 9:48 AM

Comment [3]: Might want to note here or in the email about our 1st agenda item to get the agenda started for that meeting. you can also ask Linda to contact you with additional agenda items.

susan exline 10/26/16 9:49 AM

Comment [4]: Might want to flesh this out a bit more, because I know I didn't get the concept until jeff elaborated on what he meant.

susan exline 10/26/16 9:51 AM

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susan exline 10/26/16 9:52 AM

Comment [5]: Do you think they really said this last part? I'd love it if they did, but I'm not sure I heard that.

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susan exline 10/26/16 9:54 AM

Comment [6]: Can we link to the study if its' available on our website somewhere?

I-Hanson5

the near future. Linda chairs the Facilities Committee responsible for this document. City requests to be added to an upcoming agenda to present on TDM Study findings.

- CCSF would like the City to comment on the preferred Ocean Campus option, which will be released the week of 10/24 and then presented at the following venues:
 - o FMP Working Group meeting Oct. 25
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- Balboa Park CAC would like to invite CCSF to present on FMP updates.

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- MTA is conducting additional on-site analysis to understand the impact on the CCSF community. Staff went out to the field in mid-October but class was not in session that day so they could not collect sufficient data. They will return in late October and provide Linda and Chinatown Center dean an update on their findings.

susan exline 10/26/16 9:55 AM

Comment [7]: Should we highlight this action

SAN FRANCISCO PLANNING DEPARTMENT

3

Re: City/CCSF 10/21 Meeting Minutes

Linda Da Silva

Mon 10/31/2016 2:41 PM

To: Francis, John (CPC) < john.francis@sfgov.org>;

Hi John,

I have a correction to the meeting minutes. Page 3, 5th bullet re the TDM recommendations included in the FMP. I'm requesting that the bullet get reworded as shown below (note the strikeouts and additions).

The TDM recommendations included in the FMP will not be as exhaustive as CCSF's previous FMP from 2004. City College suggests that Facilities Master Plan is designed to show how facilities can help achieve Educational Master Plan goals (LD); CCSF's Sustainability Plan will be a better is CCSF's venue for incorporating TDM strategies into campus planning; the Plan Appendix will be updated in the near future. Linda chairs the Facilities Committee responsible for this document.

Thank you,

Línda da Sílva

Associate Vice Chancellor, Facilities Planning & Construction City College of San Francisco 50 Phelan Avenue, San Francisco, CA 94112

Idasilva@ccsf.edu p 415.239.3495 c 650.642.7143

www.ccsf.edu

From: Francis, John (CPC) < john.francis@sfgov.org>

Sent: Friday, October 28, 2016 1:10:58 PM

To: Wong, Phillip (ECN); Martin, Michael (ECN); Shaw, Jeremy (CPC); Exline, Susan (CPC); Wong, Christopher J; Ronald Gerhard; Jeffrey Hamilton; Adam Engelskirchen; PNewsom@tbparchitecture.com; gmoon@tbparchitecture.com; Aliza Paz (apaz@nelsonnygaard.com); rsanzo@sandis.net; Peter Costa; Paine, Carli (MTA); Linda Da Silva; Lesk, Emily (ECN); jtumlin@nelsonnygaard.com; Rich, Ken (ECN); Amy Jane Frater; Gran, Martin (PUC); Russell, Rosanna (PUC) **Subject:** City/CCSF 10/21 Meeting Minutes

Hi Everyone,

Attached please find the minutes from our City/CCSF monthly coordination meeting on 10/21. Included on page one is a list of follow up action items. If I missed anything, please feel free to email me with any additions or corrections to the minutes by COB Wednesday and I will update them and recirculate if needed.

Please note, our next meeting will be at 2pm on November 7th at Planning. Please let me know if you didn't receive the meeting invitation I sent out earlier this week.

Thanks, John John M. Francis Planner & Urban Designer, Citywide Planning Direct: 415-575-9147 | Fax: 415-558-6409

Planning

1650 Mission Street, Suite 400 San Francisco, CA 94103

SF Planning Department

Meeting Minutes City/City College Collaboration | Monthly Land Use Meeting November 7, 2016, 2-3pm @ SF Planning

In Attendance:

CCSF	Linda Da Silva
	Jeff Hamilton
TBP Architecture	Phil Newsom
Planning	Sue Exline
	John M. Francis
	Jeremy Shaw
OEWD	Emily Lesk
MTA	Carli Paine
BART	Tim Chan
SFPUC	Martin Gran
	Chris Wong
	55

1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception: 415.558.6378

Fax: **415.558.6409**

Planning Information: 415.558.6377

Follow Up Action Items:

Planning

- Send <u>concept design for I-280/Ocean southbound off-ramp</u> (link) to Linda/Phil (John, completed 11/18)
- Send Draft <u>Citywide Urban Design Guidelines</u> (link) to Linda/Phil (John, completed 11/18)
- Send Ocean and Geneva Corridor Design (link) to Linda/Phil (John, completed 11/18)
- Share info on <u>proposed bike facility on Lee Ave</u> (link, see PDF page 18) with Linda/Phil (John, completed 11/18)
- Send Balboa Park Station Area Plan (link) to Linda/Phil (John, completed 11/18)
- Send <u>Balboa Area TDM Plan Existing Conditions Memo</u> (link) to Linda/Phil (John, completed 11/18)
- C encroachment issues (John, completed 11/10)
- Schedule follow up "charrette" session(s) between CCSF and technical experts on specific topic areas (John, ASAP)
- o Coordinate agenda with CCSF and OEWD for December coordination meeting

CCSF

- Send info on campus "goat paths" to Jeremy (Phil, ASAP)
- Provide schedule for next round of design work and community outreach (Linda/Phil, ASAP)

Detailed Minutes:

1. Next Meeting

a) Monday, December 5, 2-3pm @ Planning (4th Floor)

2. Feedback on FMP from FMP Working Group & Community Workshops

- Feedback from Working Group and community generally indicates consensus on major programmatic moves proposed in FMP
- b) Next steps:
 - o TBP will now focus on further fleshing out technical details (e.g. building square footage, parking count, etc.) and sequencing of FMP implementation.
 - o Further coordination needed with City related to public realm interface, TDM, access.
 - o There will be additional opportunities for community input and CCSF/City coordination throughout the Spring semester as the FMP is drafted further.

3. Discussion on TDM Strategies

- a) <u>BART:</u> does CCSF know who is parking on campus? Do they know where they are coming from? As part of a TDM strategy, BART would be interested in working with CCSF to implement a "class pass" for CCSF students; BART already has a similar agreement with SFSU.
- b) <u>TBP:</u> the goal is to write a durable and adaptable FMP
 - o For example, if TDM measures successfully shift transportation mode share away from the auto, then parking demand projections can be adjusted in the future.
 - o Neighbors will want to see evidence that TDM is working. Explaining the cost/benefit of paying for parking structures will hopefully help with community prioritization.
 - o The FMP will not make final decisions related to TDM, but will recommend possible strategies that CCSF could incorporate into the campus Sustainability Plan.
 - o Where elements are less certain (Reservoir development, TDM), the FMP will leave flexibility to respond.
 - o At parking construction costs cited (\$50,000-\$80,000 per space), CCSF would not have funding to meet all its other needs
- c) Planning: is it possible to incorporate TDM goals (as opposed to strategies) into the FMP?

SAN FRANCISCO PLANNING DEPARTMENT

Meeting Minutes City/City College TDM Workshop December 22, 2016, 2-4pm @ SF Planning

1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception: 415.558.6378

Fax: **415.558.6409**

Planning Information: 415.558.6377

Attendees

- Linda Da Silva (CCSF)
- Jeff Hamilton (CCSF)
- Phil Newsom (tBP)
- Ron Sanzo (Sandis)
- Carli Paine (SFMTA)
- John M. Francis (Planning)
- Jeremy Shaw (Planning)
- Pete Costa (Nelson Nygaard)
- Calli Cenizal (Nelson Nygaard)
- Tim Chan (BART)
- Martin Gran (SFPUC)

Action Items

- <u>Phil/Ron</u>: Send Pete Ocean Campus existing and future student/employee headcount data by 12/30/2016.
- **Nelson Nygaard**: Clarify how and why the two survey results (NN and CCSF) differ, particularly on mode share? What is the significance of the difference?
- Linda/Phil/Ron:
 - Obtain raw data from City College transportation survey; clarify if respondents are identified as students/employees/visitors.
 - Provide feedback/comments on TDM Strategy Presentation by COB on 1/6/2017.
- <u>Linda</u>: Request to be agendized for March 9 Board of Trustees Study Session. Preliminary agenda items include:
 - o Update on the CCSF Sustainability Plan implementation
 - Presentation on Balboa Area TDM Plan and potential TDM strategies that could be adopted by CCSF.
 - Discussion on proposed FMP parking scenario(s).
 - Update on Ocean Campus access and urban design issues
- John/Linda: Schedule date of TDM follow-up discussion
- Jeremy: Refine presentation based on comments from meeting

Intro

- Jeremy reviews agenda, background and desired meeting outcomes. (See Attached)
- Carli reviews Guiding Goals for TDM (City and CCSF existing Transportation Goals, see attached powerpoint)
 - o Phil: parking and enrollment are connected. CCSF feels that parking issue should not hinder enrollment goals.
 - Linda: Also note that CCSF Board of Trustees (BoT) has a transportation-related policy (7.22, Environmental Policies and District Activities) that commits CCSF to "promoting the use of alternatives to single-occupancy motor vehicle use by students, faculty, and staff."
 - Phil: Also note the BoT list of resolutions related to reservoir site.
- Carli reviews list of high level TDM strategies that can support CCSF FMP goals (see attached powerpoint).
- Jeff: what is timeline of Reservoir RFP?
 - Jeremy: RFQ due mid-January, RFP due May/June (Jeremy)
 - Jeff: Confusion in community around how the process works (RFQ vs. RFP, choosing how developer is selected). CCSF/developer interaction will be very important.
 - Linda is point person for interaction between CCSF and developer selection committee. Questions from CCSF community can be directed to her.
- Linda: likes that FMP is on a track to finish in 2017 to provide context for development on the Reservoir site. Pete seconds this in terms of TDM Plan.

CCSF FMP Update

- Linda:
 - BoT meeting: didn't hear anything that fundamentally changes the course of the FMP process. The locations of facilities are grounded, but still working out program within each facility. Next four months will continue to flesh out the plan.
 - O What's in the plan?
 - Buildings: description and cost estimates. Input from BoT: should consider reuse of more existing buildings.
 - Public Spaces: what are activities that will occur in these spaces? Cost estimates.
 - Timing for plan development
 - Sections of the draft plan available end of February
 - Chancellor office and other executive review in April
 - Adoption in May
 - Everything has to be done before summer or else will have to wait for adoption until the fall when school is back in session.

Nelson Nygaard TDM Presentation

Pete/Calli present (See presentation attached)

• Context and Data

- TDM is all about providing multiple options and reliable travel information to people trying to access campus to help them make the best/most efficient/cost effective travel decisions for themselves.
- TDM plan is meant to be complementary to CCSF FMP, goal is to be collaborative/share ideas.
- Linda: how does mode split data compare to the data CCSF collected?
 - NN included CCSF data in the Balboa Area TDM Existing Conditions Report.
 Somewhat different methodology (online vs. intercept) but mode splits were similar—maybe slightly more respondents who drive alone in CCSF data.
 - Linda: Is CCSF mode split data broken down by visitor type (student, employee, etc.)? Would be good to resolve or explain any discrepancies between two data sets, if the data is different. CCSF data is online on FMP website.
 - Jeremy: CCSF/City questions were coordinated.
- Tim: Should clarify the slide for the question "I am interested in trying..." (slide # XX)—
 confusing as currently designed.
- Phil: student enrollment at Ocean will be 24K in 10 years, 32% above current enrollment.

Suggested TDM Measures

- Real time travel data
 - Linda: how is this implemented/coordinated?
 - Can contract with companies or build in-house (could be a student project).
 - Carli: real time transit data is all open source and publicly available.

Carpool

- Tim: how effective? At Bart we're seeing carpool numbers somewhat in decline.
- Pete/Calli: Ride matching is the most difficult part. "Scoop" is a program that facilitates ride matching; financial incentive for drivers (they are paid to drive other people) and riders (because rider cost is quite low).
- Carli: what is the role of the institution?
- Pete: Institutions can be fairly pro-active to partner with ride matching services.
 Listservs help people learn about options.

Transit Passes

- Jeff: how receptive are transit agencies to these programs?
- Carli: MTA has existing legislation establishing "class pass" program.
 Administrative component is responsibility of institution.
- Tim: BART has pilot program. Integrated with Clipper card. SF State: student champions are critical. BART can help coordinate with MTC/Clipper Card.

- Linda: What is benefit to CCSF?
 - Carli: university commits to getting a reduced fee pass for every student. Fee is set so that it is revenue neutral to MTA.
 - Linda: CCSF already has transit voucher program for students in need and pre-tax benefits for employees.
 - Linda has already reached out to Associated Students leadership about organizing around transit passes but has not received a response yet.

Parking Pricing

- Linda: Re: education code restrictions—maximum price established by education code unless CCSF can prove cost to provide parking is higher. But it will be politically challenging to raise parking price while in enrollment growth mode—probably not tenable in the near term. Employee parking is free. If want to raise employee parking fees, then it will have to be part of salary negotiations in the labor agreement with employees.
- Carli: consider TDM suite as part of employee benefits package.
- NN: This strategy should be considered as part of an entire TDM suite, not just a punitive "stick"—there are carrots too. Parking pricing is an important strategy—makes other strategies much more impactful. Funds are reinvested into TDM practices that support access via other modes.

o Last Mile

- Purpose is to bridge small gaps between modes.
- Linda: linkages between campuses are also important.
- NN: Bike link cards at Bart.
- Tim: can add more bike lockers at Balboa Bart if desired.
- Develop, Monitor, Refine Plan
 - Tim: make sure to include targets and how you achieve targets.
- Should explore design strategies for adaptable parking facilities—i.e. parking structure design that is flexible and allows the building to convert to other uses over time as parking needs reduce. There are a few examples around the country for this practice.
 See for example:
 - "Universal Structures as Long-Term Sustainable Assets," by Will Macht for the Urban Land Institute, January 2015
 - "We Need to Design Parking Garages With a Car-less Future in Mind: Building adaptable structures will save time, money, and material waste," by Eric Jaffe for Citylab, November 2013

• General Discussion

O Phil: While parking is important, CCSF community is sustainability-minded. FMP will need to address where parking will be placed, but it's difficult to marry TDM and parking needs in FMP in the short term. FMP can make recommendations about TDM, but there will be a lot of anxiety around whether TDM can deliver as promised. FMP will say "this

- is how much parking you have, this is what you'd need if your enrollment meets targets given existing conditions." Determining right parking number and the mix of TDM strategies and going to be a work in progress.
- Linda: Some parts of the campus Sustainability Plan have been implemented since it was adopted in 2006, but the Plan has not moved forward in many areas. This will be on my plate. Perhaps within the context of the Sustainability Plan, it would make sense to share with the BoT the impacts and costs of parking on campus. Let's consider presenting in March—would love help from City in presenting. Let's have an update on the Sustainability Plan that incorporates our current thinking on TDM.
- Tim: If it's helpful for Bart directors lend their support, happy to reach out to them. Let me know.
- O What do the next steps look like in communicating with BoT?
 - Request to be on agenda for March 9 Board of Trustees Study Session.
 - Pete: NN will have a draft document ready end of February, so it will be good timing for presenting to BoT.
 - Linda: TDM document should not include any commitments from CCSF.
- Jeremy: can make some refinements on presentation based on recommendations today.
- o Linda: Let's have a follow up discussion on TDM in January.
- John F. will send CCSF minutes and presentation for review and comment.
- Jeremy: No construction is likely on reservoir site for the next five years—can focus on non-pricing strategies in the first five years to see what works. Low-hanging fruit.
- Can NN get Ocean Campus current/future daily student/employee headcount from CCSF? Yes.

Follow-Up Conversation: CCSF and Planning

- Linda: presenting Sustainability Plan update and TDM Study/Strategies during a BoT Study
 Session will allow for a good dialogue on parking/access issues with the Board. Can also provide
 update on outcome of City/CCSF Access Workshop on January 19. Let's aim for the March 9
 Study Session.
- John/Jeremy: City understands the seriousness of the parking question for the Ocean Campus—the City does not want to hinder CCSF's enrollment goals, but also recognizes the limited roadways and college's resource constraints (physical and financial). As such, the City recommends that CCSF include alternative scenarios in the FMP. Since the FMP will be implemented over at least a 10 year period, building flexibility into the plan would allow the college to respond to conditions as they develop. For example, if CCSF implements a suite of TDM strategies and reaches its targets for reducing drive-alone automobile trips, it may be able to plan for and construct fewer parking spaces in the future. Developing scenarios that reflect a range of potential futures will put CCSF in a better planning position in a few years when it will need to make choices about construction projects.

• CCSF to consider the potential for parking phasing strategies and for parking garages designed for future conversion to alternative uses

SAN FRANCISCO PLANNING DEPARTMENT

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Ocean Campus Urban Design & Access Workshop January 19, 2017, 2-5pm @ Planning

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- Gary Moon (tBP)
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Action Items

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- Understand limits on trucks/weight over pipeline. SFPUC to provide CCSF available information on depth and load limitations of pipeline.

- Sandis

 Further study geometrics of Wellness roundabout and ideal traffic operations, consider large trucks. Diagram pedestrian and vehicular flow in/out including impacts on EB Muni Metro tracks and how far Ocean Avenue ROW can encroach on City College property

Planning

- Send CAD of Ocean Avenue design to tBP
- Provide estimates on incursion on CCSF property if Phelan Intersection Concept 1 is paired with bike lanes.

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Ocean Ave

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 - o Short-term streetscape improvements west of Phelan completed
 - Long term designs (east of Phelan)
 - Parameters include: balancing modes, respecting CCSF master plan vision, enhancing pedestrian and bicycle safety and experience, upgrading or removing pedestrian bridge, upgrading K-line rails
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 - Complete street / Expanded Roadway is the ideal configuration.
 - There is room to incur into City College property, perhaps even more than shown if bike lane or sidewalk need to be expanded. City College is open to incursion for bike/ped/access improvements
 - Recommendations include
 - Widen sidewalks into City College (max incursion of 14' into CC property currently proposed)
 - Protected bike lanes
 - Minimize physical and visual impediments to entering campus
 - Active, street-facing frontage on City College campus, including where retaining wall and athletic center are currently located

- Re-aligning Phelan/Geneva/Ocean Ave intersection
- New planted medians
- Corridor-wide greening and lighting improvements
- o Replace and re-align Muni boarding islands and rail (see discussion below)
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 - Would align with FMP's "City College Plaza" and "Ocean Gateway"
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 - Pedestrian Experience along Ocean Avenue
 - City College and City would like people to safely cross to north side of Ocean Ave, rather than jaywalk
 - South side is problematic because it not easy to walk (e.g. bus stops, light standards, trees all squeeze the sidewalk), the streetscape is unfriendly at the Lick HS frontage, and pedestrians tend not to walk all the way west to the safe crossing at Howth.
 - The City and City College should engage Public Works and Lick HS to improve sidewalk and streetscape conditions on the south side of Ocean.

 City: recommend including the Ocean & Geneva Corridor Design in presentations to City College community for input and vetting, since it has been some time since outreach for the design occurred.

Howth Intersection/Entry

- Future 49 BRT stop will stay at Ocean Ave, west of Howth
- Sidewalk expansion in front of Lick is limited because of Lick's loading needs
- New Proposed "Racetrack" Design for Howth Entry/Wellness Gateway
 - City comments
 - Need to limit what is built on top of SFPUC water line and be aware that if SFPUC needs to work on the line, access to future parking may be impeded
 - Need to ensure no queuing back onto WB Ocean Avenue, especially with proposed increase in parking on east side of campus
 - Potentially problematic to have EB Ocean Avenue, left turning vehicles crossing Muni Metro tracks at Howth/Wellness Gateway. Further study needed to determine if feasible.
 - City College requests
 - Why not make Howth two-way? This way exiting traffic can more easily access SB I-280, rather than turning onto Ocean and driving through neighborhood to get on freeway
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SAN FRANCISCO PLANNING DEPARTMENT

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2-2:15pm



SAN FRANCISCO PLANNING DEPARTMENT

CCSF Facilities Master Plan Update

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Reception: **415.558.6378**

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Welcome, Introductions, Review Agenda & Goals

- Workshop Goals
 - Provide opportunity for CCSF and City to share high level urban design and physical access priorities for CCSF Ocean Campus
 - Discuss/workshop specific urban design and access challenges as they relate to draft FMP
 - Where possible, find consensus on potential solutions and method for incorporating them into the FMP
 - Where needed, discuss a framework for continuing dialogue on unresolved issues
- Workshop Format
 - Focused presentations
 - Discussion
 - Group sketching (maps, trace, and markers will be provided)

Ocean Ave

- Ron showing overlay of preferred ocean design with preferred FMP.
- Some challenges with access for team buses at Howth entrance. Trucks accessing corp yard shouldn't have a problem.
- Concern about taking away crosswalk on east side of Ocean/Howth intersection—people will jay walk, but CCSF believes it could improve auto operations into/out of campus. MTA would not support closing crosswalk, want to make crossing as safe as possible for pedestrians.
- What is the path of travel from BART to campus?
 - CCSF prefers people to walk along south side of Ocean
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 - o There are ways to deal with this, but need to talk through some ideas.
 - Need to set up time to talk through tech details?
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 Reconcentrating parking on east and west.

- What are some scenarios that could mitigate the challenges at Ocean/Howth given larger number of vehicles accessing
 - o Make Howth 2 way in order to better access SB 280.
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 - Neighbors didn't want?
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 - No reason that it couldn't be 2 way operationally. Would need to quantify the delay to transit at Geneva intersection.
 - Linda: proportionality of impacts is important to consider, given the small number of people who live in Howth.
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- SFMTA applauds west bound bike lane and Ocean widening—CCSF cautions that it is not a done deal because it is a governing board decision. Having bike facilities on Ocean would mean that proposed bike facilities on Howth wouldn't have to happen. Then Howth could be two way.
- Next steps: sharing data between Sandis and MTA on counts and traffic modeling on ocean.
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- Are we comfortable with a range of options for access? CCSF: yes, will have to be done this way. MTA: but need to have a certain level of certainty that they will work.
- John will help convene exchange of data between MTA and CCSF.
- Send Ron other version of Ocean/Phelan intersection.

Phelan/Reservoir access

- Major points of access are Lee, Riordan access point, currently
- Providing additional access on Phelan raises challenges due to lots of mode conflict.
- Location of proposed crosswalk crossing Phelan is fungible.
- Discussions around what to do with former bookstore site.
- Connection to unity plaza.
- CCSF desire for separation between parking and any new roadway.

SAN FRANCISCO 2

- Lots of potential queuing challenges here.
- Would be better to having cars enter stream of traffic on Phelan from Reservoir further north. CCSF: per CCSF Board, we won't bifurcate west campus buildings with a road
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- MTA: Need to have trip generation data to make these decisions. Board also needs to have some understanding of the stakes and potentially compromise. Want City and CCSF to work together to find mutually beneficial solutions.
- Any mode data on where students are coming from?
- Mutual concerns about southern Phelan exit, so looking further at Lee.
- Next Steps...same as for Ocean.

SAN FRANCISCO 3

2-2:15pm



SAN FRANCISCO PLANNING DEPARTMENT

CCSF Facilities Master Plan Update

Ocean Campus Urban Design & Access Workshop Minutes January 19, 2017, 2-5pm @ Planning (1650 Mission Street, 4th Floor) 1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception: **415.558.6378**

415.558.6409

Planning Information: **415.558.6377**

Welcome, Introductions, Review Agenda & Goals

- Workshop Goals
 - Provide opportunity for CCSF and City to share high level urban design and physical access priorities for CCSF Ocean Campus
 - Discuss/workshop specific urban design and access challenges as they relate to draft FMP
 - Where possible, find consensus on potential solutions and method for incorporating them into the FMP
 - Where needed, discuss a framework for continuing dialogue on unresolved issues
- Workshop Format
 - Focused presentations
 - Discussion
 - Group sketching (maps, trace, and markers will be provided)

Ocean Ave

- Ron showing overlay of preferred ocean design with preferred FMP.
- Some challenges with access for team buses at Howth entrance. Trucks accessing corp yard shouldn't have a problem.
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SAN FRANCISCO 3

From: <u>Jennifer Heggie</u>
To: <u>CPC.BalboaReservoir</u>

Cc: Poling, Jeanie (CPC); Yee, Norman (BOS); Low, Jen (BOS)

Subject: Balboa Reservoir DEIR comments 9/23/19

Date: Monday, September 23, 2019 3:53:58 PM

Attachments: FINALnoisecomments.odt

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

Dear Jeanie Poling and the Planning Department,

I would like to thank the Planning Department for this SEIR. It identifies and analyzes neighborhood concerns that have been brought up about noise, transportation and air quality. In the comments that are attached are questions, identification of possible oversights, and further concerns. But first, a few more general comments:

Knowing that the development will cause serious risks to our educational institutions, neighbors, students and small children, I believe it is worth taking a step back and asking what is the highest good for this area that causes the least damage to the City and the immediate surroundings. In that light, please identify what number of units could be safely constructed in the Balboa Reservoir without creating significant adverse impacts to transportation and circulation, air quality, and noise, and secondary public benefits, such as educational services.

As we are aware, City College is an engine for the service jobs of San Francisco and provides opportunity including childcare and child development for students who need them while taking classes to develop skills and a better future. There are reasons that a 100% affordable housing building which houses aged-out foster youth among others was constructed next to City College at the Balboa Reservoir. Adding to the public good is an adjacent private school which is well-known as a high school, but also for its special treatment facilities for learning disabilities. Those institutions as well as many childcare, nursery school and other educational institutions are located nearby. This education hub is important for providing services to all of San Francisco. Therefore, it would benefit the City to first identify what number of units would meet City standards before shoe-horning in a project that is known in advance to have unmitigable adverse impacts.

In addition, some of the testing reports appear to provide inconsistent testing. This makes it difficult for non-professionals to compare apples to apples, track the meaning of the data and encourages misinterpreting possibly impactful conclusions. For example, adding a note below the Balboa Reservoir truck Roadway Noise Analysis on Page 1of 2, in Appendix D2, would provide clarification of why the numbers of road segments tested differ depending on whether the test is for the existing environment, the existing plus developer's project, the existing plus additional housing scenario, or the cumulative plus developer's project.

The focus of my specific DEIR comments that are attached is noise, though there are

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a few non-noise-related comments at the end. Noise and vibration were not addressed in the PEIR, and we thank the Planning Department for recognizing that the earlier Balboa area plan offered a high level view, not a project view, anticipating that they could not take into account every change to the area before a project is ready for consideration. Since the time the PEIR was developed, many new buildings; educational, service-oriented, commercial and residential; have been constructed near and adjacent to the Balboa Reservoir. At the time of the PEIR, there was an expectation that no more than 500 housing units would be constructed in the Balboa Reservoir.

Thank you again for the opportunity to comment. I look forward to reading your responses.

Regards,

Jennifer Heggie

Sunnyside resident

Please consider the following specific comments and requests about expected impacts of the Balboa Reservoir development. Points 1-16 are related to noise impacts, and points #17 to 20 relate to others.

- Noise effects on residences and child care centers in adjacent Sunnyside have not been tested although they are located within the 900 foot zone of project noise consideration. Two childcare centers and preschools were identified in the EIR in this area Northeast of the project. The sensitive receptors in this area are closer to some parts of the development than the studied 24-hour LT-3 location in Westwood Park, and the Northeast sites lie in an area that is typically downwind of the construction site. Like many childcare or nursery schools in the area, the Staples and Frida Kahlo Way Mighty Bambini location at the border of Sunnyside and Westwood Park appears to be a residence as well as childcare and preschool center. Like other childcare centers in surrounding residential neighborhoods, it deserves a 24-hour noise study. Additionally, noise testing will be needed at the corner of Judson and Frida Kahlo Way (formerly Phelan Avenue) where a replacement City College childcare center is planned within the construction timeframe, according to Dr. James Sohn of the City College of San Francisco.
- 2. The first Mitigation Measure for noise recommends selecting truck haul routes that "avoid the North Access Road and adjacent Riordan High School and residential uses along Plymouth Avenue." But there is only one alternative route, Lee Avenue to Ocean Avenue, which is also adjacent to a sensitive receptor, Harmony Family Childcare. A high school, nursery schools and daycare centers are located at, or near, all the identified possible entrance and exit points of the project. The Lee Avenue alternative is already identified in Cumulative Transportation Items 4 and 6b [C-TR-4 and C-TR-6b] as a route that poses significant and unavoidable adverse impacts to transportation and circulation, even after mitigation. It appears that the mitigation measure for noise #1 would exacerbate another unmitigable project issue.
- 3. The first mitigation measure of the Report also recommends undertaking the noisiest activities during "times of least disturbance" to surrounding residents and occupants which are identified as from 9am-4pm [per page 3.C-30], a period prior to the maximum existing use of the adjacent land at City College, which is between 11am and 1pm. This coincides with the period when daycare centers and nursery schools are in session, Riordan HS holds classes and after school activities, and the majority of City College classes, including child development classes in the Multi-Use Building, are in session. The times of least disturbance needs to be redefined. There may be no time of least disturbance for the many diverse uses of the area, and if that is the case, that should be noted.
- 4. The draft SEIR fails to include the City College Multi-Use Building (MUB) as a sensitive receptor. MUB is approximately 150 feet from the construction site (per the scale of Figure 2-1, p 2-2) and is used for childcare classes where children attend classes on site. The short-term measurement location information in the SEIR for ST-3 (page 3.C-9) notes that "The Multi-Use Building is the nearest City College building to the project site; however, college campuses are generally not considered a noise-sensitive receptor." The MUB has been used for childcare classes for children on site for several

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years and is expected to continue to be used for that purpose and therefore needs to be recognized as a noise-sensitive receptor site that qualifies as such for noise testing.

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- 5. Additional noise studies need to be made to create a noise baseline at all noise monitoring sites. Long term (24-hr) sound assessments were made on the Western side of the project. Only short-term sound assessments were made on the East side at the City College MUB and Riordan High School, which is also a boarding school, and that testing was for a short period, less than half an hour before 9:30am. Not only will 24-hour noise monitoring enable an apples to apples comparison with the other 24-hour noise tests, 24-hour monitoring should be included to take into account the wide variation in sound levels as the City College lot fills, empties, and refills at different times of the day.
- 6. During Phase 0 of construction, there will be up to 200 one-way trips per day during peak activity, and the noisiest period will continue for two months (page 3.C-26). 22 truck trips are anticipated per hour. This is a truck trip every two to three minutes between the hours of 7am and 4pm. The noisiest period in Phase 1 would last four months. There is no school vacation that lasts for four months; so, even without including the seven-month noisiest period of Phase 2, during Phases 0 and 1, the level of truck hauling activity will occur during class hours and disturb classes as well as access to classes due to equipment VMT.
- 7. The project construction is "anticipated to occur in three main phases over the course of six years," (page 2-3). If that is the case, then why does Table S-3 identify Alternative D: Six Year Construction Schedule" as an alternative rather than the plan? (pp s-44 to S-48.)
- 8. Four alternatives for number of units were proposed: 0, 800, 1100, and 1550. Why is the alternative for 800 units not included in assessments? The impacts and results of mitigation on the 800-unit proposal needs to be addressed.
- 9. In the Notes section at the bottom of Table 2-2 on p.2-38, "Phases 1 and 2 could occur simultaneously for a duration of two years following Phase 0." But above, in the same table, Phase 1 and Phase 2 are each estimated to have a duration of 2.5 years. Please explain how the condensed schedule would take two years rather than 2.5 years for Phases 1 and 2.
- 10. We would appreciate a clear understanding of the noise impact of cutting the construction period from six to three (or four) years. Would the noisiest period of construction occur in the first two or three (or four) years whether the time period of the project is three (to four) or six years?
- 11. We understand the same equipment will be used whatever the time schedule. But will a compressed time schedule mean more equipment will need to be operated simultaneously, increasing the noise level at certain times? It is to be expected that construction compressed into two phases would increase the level of disruption along community streets due to more frequent construction truck hauling near multiple sensitive receptors, residences, and education institutions.

Page 2 comments

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- 12. If the construction schedule is compressed, please address the likelihood of the need for additional hours of work per day or night required to meet the compressed timeframe. Will compressing the time frame into three years increase the risk of emergency requests for special permits for night work?
- 13. If the City grants special work permits for periods outside of the standard allowable 7am to 8pm construction hours, boarding school students at Riordan HS and residents living along Plymouth, Ocean, Lee and on the Northeast side of the development in Sunnyside and Westwood Park, will likely experience sleep disturbance. The SEIR leaves open the possibility for special night permitting. This will affect the health, well-being and productivity of all concerned, and negative night permitting impacts should not be acceptable in this residential area.
- 14. Construction-related vibration impacts were not addressed in the PEIR. Studies do not include an evaluation of the vibration impact of construction equipment although as noted on p. 3.C-32, equipment used for demolition, site preparation and excavation activities, including the hoe ram and vibratory roller/compactor, which will be used, could generate varying degrees of temporary groundborne vibration.

Per Table 3.C-6 on page 3.C-14, older buildings may be damaged at .1 PPV (in/sec) if they are fragile though old buildings or residential structures would normally be able to withstand a maximum of .25 to .3 PPV when subjected to continuous or frequent intermittent sources. The Vibratory Roller/Compactor, a piece of equipment that will be used, creates .21 PPV (in/sec) at 25 feet. Although it may not be likely, it is possible there are homes along Plymouth Avenue that are in close enough proximity and fragile enough to be damaged by vibration. Have the homes along Plymouth been evaluated for their distance and fragility for possible vibration impacts?

- 15. In general, although SF Planning doesn't include City College students in their learning environment as sensitive receptors in noise assessments, due to the type of activity and the duration and amount of noise exposure, they should be considered in this category. Per the World Health Organization, as stated in the SEIR document, a known health effect from noise is decreased performance on complex cognitive tasks (reading, attention, memorization and problem solving.)
- 16. As you note, because City College has been making changes to their master plan, checking in with them for their most current plans for development in the areas closest to the Balboa Reservoir is an ongoing process. A recent plan calls for constructing a Performing Arts Education Center building twice as tall as the one indicated in the DEIR on the City College-owned "upper reservoir." Please take into account the cumulative impact to noise of new plans.

Non-Noise-related Comments:

17. Air Quality:

Please include the sensitive receptors identified above for noise in assessments of air quality as appropriate, although air travels farther than noise. The EIR construction modeling of air

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Page 3 comments

Balboa Reservoir Project SEIR public

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quality in Appendix D assumes three years. Again, six years is the Developers Option and should be the default, not three years which is not recommended due to air quality and other impacts.

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18. Use of Natural Gas:

Per the EIR, efforts will be made to move away from fossil fuels toward renewable energy sources in accordance with the 2017 Clean Air Plan. As of 2017, electricity supplied to San Franciscans was 82% emissions-free, with 64% of electricity generated from renewable sources that include wind, solar and existing large hydropower. (DOE's Focus 2030: A Pathway to Net Zero Emissions report of July 2019, p. 7.) "Should the city fail to meet its renewable electricity goal by 2030, and continues to use natural gas and other fossil fuels, San Francisco could see up to five times more cumulative emissions by 2050." (Focus 2030 report, page 8.)

It is in the interest of San Francisco that all new buildings are powered by electricity and not natural gas. In the interest of meeting San Francisco's Net Zero Emissions plan, please identify only electrical infrastructure and appliances in all structures built on the Balboa Reservoir.

19. San Francisco ensures fire safety primarily through provisions of the building code and fire code. Do those codes take into account the lack of a water supply for emergencies for the western part of the City and any need for water storage? The City has been through many fire emergencies, and it would be irresponsible to take these issues lightly. Ignoring or postponing the issue of a water supply for emergencies is not going to help us during an emergency. The potential housing loss due to a fire could be much greater than the housing gain from any one development. Is there a need for water storage for fire emergencies, and if so, there needs to be an evaluation of possible sites while they still exist, including at the Balboa Reservoir.

20. Wind Impacts:

The creation of wind tunnels is a risk of constructing buildings up to or over 80 feet. But the DEIR indicates there is no significant impact from wind. To anyone who lives, studies or works in the area, the power of the wind coming off the ocean is already well known. To mitigate the risk of tunneling already strong winds into educational and residential communities, no new building should exceed 79-80 feet. The developers' option does not exceed 80 feet, but the additional housing option is likely to create wind tunnels. If San Francisco wants to sweep the many young children who congregate in the area off their feet, the additional housing option will do it.

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From: Dennis Hong

To: Poling, Jeanie (CPC); CPC-Commissions Secretary

Cc: Rahaim, John (CPC); Gibson, Lisa (CPC); Board of Supervisors, (BOS)

Subject: 9/12/2019 PC Meeting - Balboa Reservoir **Date:** Wednesday, September 11, 2019 4:13:27 PM

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

Hello Poling, as promised, here are a view of my comments to this project; Please use this as my continued support for this project. I live in District 7, just on the boarder of this Project. I'm a long time resident of the city, seventy plus years. Born and raised here in SF. I attended CCSF in the early 60's. Used public transit most of the time.

Hello Planning Commissioners, I'm sorry I will be unable to attend your Thursday meeting to address this item on your agenda. Here are my preliminary thoughts with the project for this case: 2018-007883ENV, BALBOA RESERVOIR PROJECT – (Assessor's Block 3180, Lot 190).

- 1. We desperately need housing. The city can not afford to do this work. The sponsors and the community have worked hard on this project. This project fits the bill as it address' our housing issues.
- 2. We need to address the parking for the college.
- 3. I'm concerned with the traffic exiting this site on to Ocean Ave. and how it may impact this retail section.
- 4. During the construction period, this massive project will need a lot of daily communication from the sponsor to the community. All to often this process fails.
- 5. I would like your comments good or bad so that the sponsor and the community can continue to work together to get this project moving with out further delays. In my opinion by working together and solving these issues before the DEIR is certified only makes sense so there aren't any road blocks before it is certified. As I see it, these road blocks all too often hold up the progress and some times we loose the project completely.
- 6. I'm not too sure how the current SB's and other bills will impact this wonderful project.
- 7. I like the open space. Since this project focus on family, I would like to see a few four bedroom units.
- 8. Finally, we must move quickly before we loos another project like this. I will be submitting additional comments for the RTC.

If any one has any questions to my rambling email, please feel free to reach back to me.

Sincerely, Dennis

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- 6. I'm not too sure how the current SB's and other bills will impact this wonderful project.
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I will be submitting further Responses and comments for the RTC next week or so.

Finally, I too would like your support.

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From: michell houwer

To: Poling, Jeanie (CPC); CPC.BalboaReservoir

Subject: Opposition to Balboa Reservoir Development

Date: Thursday, September 12, 2019 10:08:12 AM

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

I am writing in opposition to this proposal. I live in the neighborhood and feel that this project especially with the amount of proposed units that you wish to develop would produce a negative impact on both the college and the surrounding community. First of all, anyone who lives in the area understands what a nightmare traffic is already in the morning, afternoon and after work. The busses area already overcrowded with students and commuters. Parking is already virtually impossible with the two existing parking lots for the college. If you were to take away the reservoir parking option this would further strain and impact students, the outlying community and other institutions in the area. Further, the proposed developer that you have selected is already charging a premium for the other apartments that are on ocean which is unaffordable and means that you have double or triple the amount of tenants living in these units just to be able to afford the ridiculous rents. There are other vacant lots such as the old Geneva Drive In where you could place these units. It is not necessary to place a huge amount of units in a small place which critically impacts both the students of CCSF and the outlaying community. CCSF has a huge student population and this land should be provided for further development of the college which will provide a better education for our own local residents and not be concerned about techies from other regions. Often times these techies get their housing subsidized by their companies. When are the supervisors going to consider the fact that we need to be more concerned about our local tax payers than these techies from other areas. No doubt techies will uber or lyft to where they need to go; therefore, you will see an influx of additional traffic in our area. We do not need an additional transient population to contend with in our area. If the rents are similar to the sister properties this proposal is a joke and further how long is this developer required to support a portion of lower income housing? It is bad enough that the supervisors are putting a homeless triage center to be replaced by units at Balboa Park Bart. Please add this to the record in opposition of this proposal.

Thank you, Michell Houwer From: <u>a</u>

To: Poling, Jeanie (CPC)

Cc: Alex Randolph; Tom Temprano; Brigitte Davila; Ivy Lee; J. Rizzo; Thea Selby; Shanell Williams;

studenttrustee@mail.ccsf.edu; Rueben Smith; Marian Lam; L. Battiste; Geisce Ly; Cherisa Yarkin; Wendy Miller; Jeffrey Kelly; Athena Steff; aciscel@ccsf.edu; tryan@ccsf.edu; Maria Salazar-Colon; Steven Brown; Wynd Kaufmyn; Madeline Mueller; Muriel Parenteau; Lenny Carlson; Alan D"Souza; Suzanne Pugh; Brenna Stroud;

Mark Rocha

Subject: Impact on CCSF

Date: Thursday, August 08, 2019 9:38:24 AM

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

Comment on Reservoir Draft EIR:

The Draft EIR concludes that loss of parking for City College would be "less than significant, and no mitigation measures are necessary."

It says: "Furthermore, it would be speculative to conclude that the loss of parking would lead to substantial adverse impacts..."

Yet to justify the "less than significant" determination, the Draft EIR itself relies on the speculation that "likely, the shortfall in parking supply would cause some drivers to shift to another mode of travel, Others to rearrange their shcedule to travel at other times of day..."

The draft EIR avoids assessing the possibility that students might stop attending CCSF.

And, as predicted, TDM/Sustainability Program is trotted out as justification: "The City College sustainability plan has a performance objective to reduce automobile trips, with which the removal of parking at the project site would not conflict."

The following had been submitted during the Scoping period before the City College Fehr& Peers TDM Plan came out. My October 2018 submission refers to the Nelson/Nygaard Balboa Area TDM, but the comment still pertains.

The DEIR's assumption of the success of TDM to obviate student parking is **purely speculative**.

DEFICIENT MITIGATIONS FOR ADVERSE IMPACTS ON PUBLIC SERVICES OF SCHOOLS, TRANSIT

SCHOOLS, ESPECIALLY CITY COLLEGE

There are many schools in the surrounding area: City College, Riordan, Sunnside, Aptos, Lick Wilmerding, Denman, Balboa.

City College is a commuter school. City College students, faculty, and staff commute to school. According to a CCSF Ocean Campus Survey conducted in May 2016, these City College stakeholders—in addition to those using public transit (42%) and

walking/biking (9.4%), 45.7% commuted by car.

1 (cont.)

The mission of any school is to provide education. But if access to an institution is made difficult, the goal of providing education will be curtailed due to impaired physical access.

Although reducing car usage in general is a commendable goal, the Reservoir Project's elimination of the baseline environmental setting of the 1,000-space student parking lot will have the undesirable effect of discouraging enrollment at City College.

The interests of students, faculty, and staff will inevitably be harmed by the Reservoir Project. Unless willfully blind, the 1100-1550 unit Reservoir Project will obviously create significant adverse impact on the public service provided by the area's schools, especially City College.

<u>Transportation Demand Management As Mitigation</u>

From the beginning of the Reservoir Project's public engagement process, The City Team had already substantively disregarded community concern about parking and transportation. Disregard for community concerns regarding parking and circulation was due to the realignment in the assessment of Transportation from Level of Service (LOS) to Vehicle Miles Travelled (VMT). The City Team has relied on the interpretation of parking and circulation impacts to merely be social and/or economic effects not covered by CEQA.

Consequently, the City Team ponied out a Balboa Area Area TDM Framework in response to community concern. The City Team misled the public by giving the impression that it would be an objective study of parking and circulation issues. But in reality the result was a foregone conclusion. The SFCTA contract specified the parameters of this study: "The Planning Department and SFMTA are proposing a Transportation Demand Management (TDM) study in coordination with CCSF Ocean Campus to reduce single-occupant vehicle trips by college staff, faculty, students, and neighborhood residents."

In other words, the burden of dealing with the adverse impacts on City College and the neighborhoods of 2,200 to 3,100 new adult Balboa Reservoir residents would be shifted onto the victims.

The Nelson-Nygaard TDM Framework will undoubtedly be brought forth as support for TDM as appropriate mitigation.

The Nelson-Nygaard TDM Framework fails to rise to the standard of providing substantial evidence that TDM would be able to resolve the effects of lost student parking on student enrollment.

The Nelson-Nygaard TDM Framework, lacking substantial evidence of its efficacy, falls back on speculation and wishful thinking. Its dubious evidence in support of the efficacy of a TDM solution for City College are a couple case studies: University of Louisville's Earn-a-Bike Program and Santa Monica College's Corsair Commute Program which provide financial incentives for using sustainable transportation.

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NO EVIDENCE IS PROVIDED THAT A SIMILAR FINANCIAL INCENTIVE PROGRAM WOULD SUCCEED IN MAINTAINING ENROLLMENT AT CITY COLLEGE.

Please refer to the attached critique of the Nelson-Nygaard TDM Framework entitled "Balboa Reservoir's TDM Non Sequitur" (attached) and enter it into the Administrative Record, as well.

Impact on Public Service of City College and Other Schools

From my 10/11/2018 submission "Comment on Balboa Reservoir NOP re: "Summary of Potential Environmental Issues":

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

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

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

From: aj

To: <u>Poling, Jeanie (CPC)</u>; <u>CPC.BalboaReservoir</u>

Subject: Comment on 3.A.1 Initial Study, 3.A.2 Overall Approach, 3.B.3 Summary of Balboa Park Station Area Plan PEIR

Transportation Section

Date: Tuesday, August 13, 2019 3:58:33 PM

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Hi Jeanie,

Here's comment on 3.A.1, 3.A.2, 3.B.3:

3.A.1 Scope of Analysis

Initial Study

In some cases, the initial study identified mitigation measures in

these topic areas that would reduce potentially significant impacts to a less-than-significant level to support the determination that under these resource areas, the proposed project would have no In some cases, the initial study identified mitigation measures in

these topic areas that would reduce potentially significant impacts to a less-than-significant level to support the determination that under these resource areas, the proposed project would have no new significant impacts or no substantially more severe significant impacts than those previously identified in the PEIR. Therefore, the topics addressed in the initial study are listed below and are

not analyzed in this SEIR chapter.

Under Public Services, the PEIR did not analyze the impacts of a Reservoir Project on City College.

By way of the Initial Study, the SEIR offhandedly dismisses impacts on City College. The Initial Study fails entirely to address impact on student attendance and enrollment and on gig-working part-time Instructors who have to travel between multiple community college sites.

The Initial Study cites City College's TDM/Sustainability Plan's goal to reduce car travel as justification for the "less-than-significant" conclusion of impact on City College. The Initial Study states:

The City College sustainability plan has a performance objective to reduce automobile trips, with which the removal of parking at the project site would not conflict.

 Removal of parking would not conflict with CCSF sustainability plan.....but it would conflict with access to education.

Thus, the proposed project would not – in order to maintain acceptable service ratios, response times, or other performance objectives – be expected to increase demand for public services to the

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extent that would require new or physically altered public facilities, the construction of which could result in significant environmental impacts, and the proposed project would not result in new or substantially more-severe impacts than those identified in the PEIR.

3 (cont.)

 This is an non sequitur. Just because CCSF TDM doesn't conflict with loss of existing parking, does not mean that TDM measures will be able to solve the problem of student access to education. The success of TDM is speculative. Finally, reference to the PEIR is mystifying because CCSF was not assessed in the BPS Final EIR's Public Services section to begin with.

The SEIR/Initial Study implicitly considers TDM to be the overriding goal of City College instead of recognizing that the main purpose of CCSF is education, with TDM being a secondary consideration.

The SEIR's speculative possibility of success of TDM to alleviate loss of student parking in the Initial Study is an inadequate justification to come to a conclusion of less-than-significant impact on CCSF.

Instead of being relegated to the Initial Study, impact on City College's educational mission and on access to education must be comprehensively and objectively examined. The SEIR and Initial Study are inadequate.

3.A.2 Overall Approach to Impact Analysis

As a subsequent EIR to the PEIR certified in 2008, this SEIR, including the initial study, identifies and considers all mitigation measures that were identified in the PEIR and determines their

applicability to the currently proposed project.

Considering mitigation measures contained in the PEIR is insufficient. The Initial Study and DEIR has failed to identify and consider the PEIR rejection of the Lee Extension that had been proposed by CCSF.

The fact that the PEIR had rejected the Lee Extension has direct relevance and "applicability to the currently proposed project."

Here's what the PEIR says about the Lee Extension (westbound Ocean onto northbound Lee into Reservoir):

Access Option #1: Under this option, CCSF would be allowed westbound right-turnonly ingress

on Lee Avenue.

It should also be noted that Option #1, the provision of westbound right-turnonly ingress to CCSF, would be expected to result in secondary design and

4 (cont.)

operational issues at the Ocean/Lee intersection. With access provided into CCSF from Lee Avenue, it would not be possible to fully restrict access from other directions, such as the eastbound left-turn movement or the northbound through movement. As a result, vehicles would be unable to directly access the Phelan Loop or the Balboa Reservoir development sites from the west. Instead, these vehicles (approximately 44 vehicles during the weekday PM peak hour) would be required to divert into the residential neighborhood south of Ocean Avenue to be able access Lee Avenue from the south or the west. In addition, approximately 75 vehicles destined to CCSF during the weekday PM peak hour are anticipated to come from the west. With the restriction of the eastbound left-turn movement, it is likely that a portion of these vehicles would also divert into the residential neighborhood south of Ocean Avenue instead of using the Phelan Avenue access. The prohibition of the eastbound left turn movement would affect the access and circulation patterns of residents and visitors of the Phelan Loop and Balboa Reservoir development sites. In addition, the rerouted traffic from these two projects and CCSF would noticeably increase traffic volumes on the adjacent neighborhood streets, potentially affecting access into individual residences and resulting in other secondary impacts.

To discourage these vehicles from using neighborhood streets as a means to enter Lee Avenue, the northbound and southbound approaches to the Ocean/Lee intersection would need to be reconfigured to provide left-turn and right-turn movements only, precluding northbound through movements altogether. This would require the installation of a physical barrier (such as a channelizing island) at both approaches. Conversely, it may be possible to turn the south leg of the Ocean/Lee intersection into a right-in/right-out configuration. By prohibiting these through movements on Lee Avenue, it would no longer be advantageous for CCSF-destined vehicles to cut through the neighborhood south of Ocean Avenue. However, such a restriction in access would negatively affect access and circulation for the adjacent residences and would further complicate access routes for the Phelan Loop Site and Balboa Reservoir development traffic from the west by requiring these vehicles to cut further into the neighborhood south of Ocean Avenue to make a northbound left turn from Harold Avenue, and enter the westbound right-turn queue at Lee Avenue.

Therefore, as a result of the excessive queuing that would affect operations at the Ocean/Phelan/Geneva intersection and the secondary effects that the provision of westbound right-turn-only ingress would cause, the provision of CCSF westbound right-turn ingress at the Ocean/Lee intersection would result in substantial adverse transportation impacts. Restricting CCSF ingress would allow normal access to Area Plan projects and would avoid potential spillover effects on neighborhoods south of Ocean Avenue. As a consequence, Access

3.B.3 Summary of Balboa Park Station Area Plan PEIR

Transportation Section

Balboa Park Station Area Plan PEIR Impacts and Mitigation Measures

Program-Level Impacts

Transit

Significant transit impacts were also identified under the 2025 with Area Plan scenario on the K Ingleside line and at Ocean Avenue/Geneva Avenue/Frida Kahlo Way and the new Geneva

Avenue/I-280 NB Off-Ramp and Geneva Avenue/I-280 SB On-Ramp intersections.

The BPS Area Plan PEIR contains a comprehensive analysis of the Lee Extension. The Lee Extension analysis is directly applicable to the Balboa Reservoir Project.

Crucially, all Lee Extension options were eliminated from the BPS Area Plan.

Although the Lee Extension is referenced in the "Traffic" Section, the "Transit" Section only mentions Ocean/Geneva/Kahlo and the two Geneva/I-280 on/ off ramps.

It is only with willful disregard for objectivity that the BPS Final EIR's rejection of a Lee Extension has not been incorporated into the Reservoir SEIR and Initial Study as it relates to transit delay.

The Kittelson Memorandum pales in comparison to the analysis that had been contained in the BPS PEIR.

The Lee Extension analysis contained in the PEIR cannot be legitimately omitted from Transit Delay analysis. Thus the SEIR/Initial Study is defective and inadequate.

Submitted by:

Alvin Ja

From: a

To: <u>CPC.BalboaReservoir</u>; <u>Poling, Jeanie (CPC)</u>

Subject: Comment on 3.B.4 Existing Conditions (Transportation)

Date: Monday, August 26, 2019 8:51:53 PM

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Hi Jeanie,

My comment on 3.B.4:

3.B.4 Existing Conditions [Transportation & Circulation]

The project site is a 17.6-acre rectangular parcel and encompasses Assessor's Block 3180/Lot 190 in San Francisco's West of Twin Peaks neighborhood. The project location and site characteristics are described in SEIR Section 2.A, Project Overview, p. 2-1, and Section 2.D.2, Project Site, p. 2-7. The existing land use setting is described in Appendix B, Initial Study, Section E.1, Land Use and Land Use Planning, p. B-12.

This description of the existing condition is less than adequate. This description avoids and evades the existing condition of the project site being a student parking lot that furthers a public purpose and benefit by providing physical access to a commuter school's educational public service.

Although 2.D.2, Project Site notes the site's use by CCSF stakeholders, it fails to acknowledge the reality that the current use of the Reservoir serves a public benefit in providing physical access to education.

CEQA requires a baseline determination of existing conditions upon which environmental impact of a project will be assessed.

From the Association of Environmental Professional's (AEP) CEQA Portal:

What Are Baseline and Environmental Setting?

Under CEQA, the impacts of a proposed project must be evaluated by comparing expected environmental conditions after project implementation to conditions at a point in time referred to as the baseline. The changes in environmental conditions between those two scenarios represent the environmental impacts of the proposed project. The description of the environmental conditions in the project study area under baseline conditions is referred to as the environmental setting.

Why Is Baseline Important?

Establishing an appropriate baseline is essential, because an inappropriately defined baseline can cause the impacts of the project either to be under-reported or over-reported. A considerable number of CEQA documents have been litigated over the choice of a baseline for a given project, and many CEQA documents have been invalidated for the use of an inappropriate baseline (see Important Cases below).

The draft SEIR is inadequate because it fails to recognize the baseline condition of the Reservoir's current use by City College to serve a public benefit for its students.

1 (cont.)

Parking Conditions

The proposed project meets all of the criteria, and thus the transportation impact analysis does not consider the adequacy of parking in determining the significance of project impacts under CEQA. Parking is not discussed further in this SEIR.

My 10/11/2018 scoping comment stated:

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

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

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

The draft SEIR is inadequate and defective in failing to treat parking in the main body of the SEIR. Although the Initial Study does discuss the subject, the Initial Study's assessment is similarly inadequate and defective.

Submitted by: Alvin Ja

From: a

To: Poling, Jeanie (CPC); CPC.BalboaReservoir

Subject: comment on 3.B.5 Regulatory Framework

Date: Monday, August 26, 2019 9:50:17 PM

Attachments: LANDuseFramework.pdf

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

Hi Jeanie,

My comment on 3.B.5:

3.B.5 Regulatory Framework

This section provides a summary of the plans and policies of the City and County of San Francisco,

and regional, state, and federal agencies that have policy and regulatory control over the project site. No federal regulations, plans, or policies are relevant to the project.

3.B.5 critically omits the Land Use Framework that was adopted by the Public Utilities Commission in 2012, attached (PUC Resolution 12-0044).

Balboa Reservoir in context of PUC's Land Use Framework

The lease and sale of PUC property is governed by the PUC document, "FRAMEWORK FOR LAND MANAGEMENT AND USE."

The document lays down conditions for sale of PUC land to include economic, environmental, and community criteria.

The Balboa Reservoir Project has been promoted as part of the Public Land for Housing Program whose purpose is to build affordable housing.

Public Land for Housing in the context of Balboa Reservoir, will fail its overarching goal of affordability. Instead, Balboa Reservoir will achieve 67% unaffordable housing, in exchange for 33% affordable housing.

The PUC Land Use document states:

COMMUNITY CRITERIA: Land may be sold or transferred when:

1. The sale or transfer is evaluated under SFPUC Community

Benefit and Environmental Justice policies and objectives.

2. The sale or transfer would not significantly adversely affect the

implementation of an adopted resource agency plan for the

area.

3. The sale would not increase the risk of loss, injury or death to

SFPUC employees or others on or near the parcel.

4. Use of the land sold will not to result in activities creating a

nuisance.

The Balboa Reservoir Project fails Condition 4 of "Community Criteria."

The current plan removes existing parking for City College students. It deliberately limits parking within the Reservoir to 0.5 parking spaces per residential unit in the unrealistic expectation that this will discourage car ownership by new Reservoir residents.

Given the limited street parking in the surrounding neighborhoods, and the fact that the main ingress/egress to the Reservoir Housing project will be Kahlo Way, the 1100-1550 unit Balboa Reservoir Project will result in creating a substantial traffic and parking nuisance that would inhibit student enrollment and attendance at City College [The word "nuisance" understates the problem].

The Balboa Reservoir Project fails to comply with PUC's "Framework for Land Management and Use."

The sale of Balboa Reservoir to private developers would provide a short–term cash infusion to PUC Water Enterprise. However the short-term gain of quick cash doesn't justify losing this valuable piece of public land in perpetuity to private developers in the guise of "affordable housing."

The draft SEIR is deficient in its omission of the PUC Land Use Framework within the Regulatory Framework.

--Alvin Ja

1 (cont.)



FRAMEWORK FOR LAND MANAGEMENT AND USE

By adoption of this Framework for Land Management and Use, the Commission is seeking to advance the analytical and decision-making process surrounding the administration of real estate assets under the San Francisco Public Utilities Commission's (SFPUC) exclusive jurisdiction. Properties under the jurisdiction of the Commission shall first and foremost serve the mission of the SFPUC to provide our customers with high quality, efficient and reliable water, power, and sewer services in a manner that is inclusive of environmental and community interests, and that sustains the resources entrusted to our care.

In connection with the operation of its water, wastewater and power systems, the SFPUC has jurisdiction over a wide range of property types both inside and outside the City and County of San Francisco. In total, the SFPUC has jurisdiction over:

- 210 miles of water pipelines rights-of-way, owned in fee title or by easement
- 280 miles of electrical transmission lines
- 900 miles of sewer lines and 1200 miles of water distribution lines
- Facilities including impounding and distribution reservoirs, dams, powerhouses, treatment plants, maintenance yards and warehouses, pump stations, tanks, electric substations, administration buildings, and various properties acquired for, or formerly used for these purposes.
- Tuolumne River and Bay Area Watersheds
 - In the Tuolumne River Watershed, the SFPUC owns some land in fee but operates water and power facilities primarily under right of way easements granted by the United States under the Raker Act of 1913. Primary responsibility for managing these lands lies with the National Park Service and the United States Forest Service, as described in agreements with the SFPUC (below). The SFPUC coordinates with and assists the National Park Service in its management of the 459-square-mile Tuolumne River watershed and the 79-square-mile Eleanor Creek watershed located in Yosemite National Park; and similarly coordinates with and assists the Stanislaus National Forest in its management of the 114-square-mile Cherry Creek watershed located within the National Forest boundaries.
 - In the Bay Area (Alameda and Peninsula Watersheds), the SFPUC manages approximately 60,000 acres of land acquired by the City and County of San Francisco (CCSF) primarily from the Spring Valley Water Company in 1930. The SFPUC manages

Edwin M. Lee Mayor

Anson Moran President

Art Torres Vice President

Ann Moller Caen Commissioner

Francesca Vietor
Commissioner

Vince Courtney Commissioner

Harlan L. Kelly, Jr. General Manager



these watershed lands pursuant to adopted Watershed Management Plans that incorporate policies for the purpose of protecting these watershed lands that surround the local water supply, to ensure a reliable and high quality drinking water for the Bay Area customers, and also address public use, secondary use, and acquisition and disposition of lands.

Lake Merced Tract

Lake Merced is located in the southwest corner of San Francisco near Skyline and Lake Merced Boulevards. It consists of four inter-connected freshwater lakes: North Lake, South Lake, East Lake and Impound Lake that are fed by rain water and seepage from historic springs and creeks. Lake Merced is an emergency source of water for the City of San Francisco to be used for fire fighting or sanitation purposes if no other sources of water are available. The San Francisco Recreation and Park Department manages the recreational areas of the Lake under a 1950 agreement with the SFPUC. The SFPUC manages the water aspects of the Lake.

Existing Policies Related to Land Management

The SFPUC has managed most of these lands for decades, and the Commission has established a broad range of policy guidance specifically for their use and administration, including:

- A. Water Enterprise Environmental Stewardship Policy adopted by the Commission in June 2006 to acknowledge responsibility for the protection of natural resources that affect or are affected by operation of the SFPUC water system. The Watershed and Environmental Improvement Program (WEIP) is an important Stewardship Policy implementation strategy the WEIP will provide \$50 million over 10 years to protect and restore natural resources within SFPUC watershed lands, including the acquisition of easements and/or title to additional watershed lands for protection of source quality water.
- B. Hetch Hetchy Watershed Protection 5-Year Agreement with the National Park Service, initially adopted by the Commission in June 2005 and again as revised in August 2010, to meet federal and state criteria for source water protection instead of providing filtration. The Agreement sets priorities and schedules for water quality protection, environmental stewardship, and security activities in the Tuolumne River Watershed within Yosemite National Park by the Park Service using funding provided by Hetch Hetchy Water and Power.
- C. Wild and Scenic River Management Plans. The National Park Service is preparing a wild and scenic management plan for the Tuolumne River within the National Park, and is scheduled to release a draft plan for public comment in 2012. The US Forest Service completed their plan for the reach of the Tuolumne River in the Stanislaus National Forest in 1988.

- D. Alameda Watershed Management Plan. This comprehensive Plan thoroughly examines all aspects of land management in the Alameda Watershed, and was adopted by the Commission in 2000. The primary goal of the Plan is the protection and enhancement of source water quality. The purpose of the Plan is to provide a policy framework for the SFPUC to make consistent decisions about the activities, practices, and procedures that are appropriate on Alameda Watershed lands. The Plan divides the watershed between the primary watershed (areas tributary to the SFPUC's drinking water sources) and the secondary watershed (areas downstream of drinking water intakes, primarily the Sunol Valley). The Sunol Valley Resource Management Element of the Plan guides the SFPUC's quarry leasing activities in Sunol Valley. Finally, the SFPUC is developing a 50-year habitat conservation plan to protect certain sensitive species in the SFPUC's Alameda Watershed lands while allowing operation, maintenance, repair and replacement of water supply facilities.
- E. Peninsula Watershed Management Plan. This comprehensive Plan thoroughly examines all aspects of land management in the Peninsula Watershed, and was adopted by the Commission in 2001. The primary goal of the Plan is the protection and enhancement of source water quality. The purpose of the Plan is to provide a policy framework for the SFPUC to make consistent decisions about the activities, practices, and procedures that are appropriate on Peninsula Watershed lands. The Peninsula Watershed is also covered in large part by two scenic easements administered by the United States Department of the Interior through the Golden Gate National Recreation Area. The scenic easements prohibit certain activities in the watershed and generally seek to preserve open space values.
- F. Right-of-Way Encroachment Policy. In 1999 the SFPUC adopted a Right of Way Encroachment Policy intended to safeguard the water, power and sewer utilities and other related appurtenances on right of ways through lands controlled by the SFPUC or the City. The Right of Way Encroachment Policy provides guidance for the types of secondary uses and legal arrangements that should be authorized in these situations. The Commission amended the policy in 2007 to further address situations raised by the construction of projects under the Water System Improvement Program regarding permitted uses, or encroachment on the Rights of Way, by adjacent property owners.
- G. Vegetation Management Policy. This Policy was adopted by the Commission in 1999 to establish guidance for secondary uses of the Right of Way with respect to permissible vegetation incorporated in third party landscaping and gardening uses. For example, the Policy generally prohibits the planting of trees on the right of way to protect the pipelines. The Commission also adopted site specific mitigation measures when it approved the various WSIP pipeline improvement programs (e.g. Bay Division, San Joaquin Pipeline) that specify the types

of permissible vegetation for use in post construction restoration of the right of way.

- H. Real Estate Services Guidelines. Currently there are approximately 100 properties under lease and another approximately 300 properties where permits are issued. Leases and permits for certain uses on SFPUC lands are managed by SFPUC Real Estate using the Real Estate Services Guidelines. These Guidelines, and the Commission approved forms of specific lease or permit agreements, reflect policies for the protection of land and facilities, as well as the SFPUC's financial interests.
- I. Environmental Mitigation and Monitoring Plans. The Commission, in approving the Water System Improvement Program, projects within the WSIP, and other construction projects by all SFPUC enterprises, also has adopted environmental mitigation and monitoring plans or approved project related regulatory permit conditions that may include provisions for the protection of habitat, cultural resources, and water quality related to that specific project or property under construction.
- J. MOU/MOAs. The Commission has authorized Memorandum of Understanding or Agreement (MOU/MOA) with other governmental agencies, or city departments, concerning certain properties that incorporate policies for the use and management of those SFPUC lands. For example, there is an MOU between SFPUC and the Recreation and Park Department for the use and management of the Reis Tract, a pipeline right of way in Visitacion Valley, relating to surface improvements for community use. Another MOU with San Mateo County addresses use and access to the Sawyer Camp Trail System. An MOU between SFPUC and the Recreation and Park Department for the Lake Merced Watershed is under development and review by the Commission as a replacement for the 1950 resolutions of the two departments that generally assign responsibility for managing surface recreational uses to the Recreation and Park Department.
- K. Policies of General Applicability. Many other Commission policies of general applicability also guide the administration and use of SFPUC lands including Community Benefit, Environmental Justice, Sustainability, and Storm Water Management Plan.

The Board of Supervisors has also established policies applicable to the management of all City owned properties, including the Recreation and Open Space Element of the San Francisco General Plan, Green Building Ordinance, Pesticide Ordinance, Graffiti Removal, among others. In addition, the Charter and San Francisco Administrative Code contain policies and procedures governing land acquisition, disposition, leases and permits.

<u>Focus on Land Management Guidance for Secondary Uses, Acquisitions and Disposition of SFPUC Lands</u>

As detailed above, the Commission has established a number of land management policies, and the nothing in this Framework is intended to amend or revise those policies currently in place. The focus of this document is on SFPUC land management in three key areas for lands not otherwise subject to specific policy guidance (e.g. Alameda and Peninsula Watershed Management Plans): I) Leases or Permits for Secondary Uses on SFPUC Land, II) Disposition of SFPUC owned Lands; and III) Acquisition of Land by the SFPUC.

I. Leases or Permits for Secondary Uses on SFPUC Land

The primary use of SFPUC land is for the delivery, operation, maintenance and protection of its water, power, and sewer systems. Secondary uses of lands devoted to these purposes may be permitted if those uses do not in any way interfere with, endanger or damage existing or future operations or the security of those systems, and there is a benefit to the SFPUC in permitting that use.

Due to the diverse nature of the SFPUC properties, each property must be evaluated individually to determine the appropriateness for secondary uses. To determine if a secondary use is allowed, the SFPUC staff will evaluate the use in light of the following additional economic, environmental, and community considerations.

ECONOMIC: Leases or permits for secondary uses may be allowed when:

- 1. There is no other primary SFPUC use for which the land is required at the time, and the use is compatible with the existing or anticipated future SFPUC use of the land.
- 2. Fair market rent or fees are received, except as provided in the SFPUC Real Estate Services Guidelines ("RES Guidelines"), and such use is at least revenue neutral.
- 3. The terms of the lease or permit are consistent with the SFPUC RES Guidelines, including provisions related to the forms of agreements approved by the Commission.
- 4. The use is subject to conditions that preclude improvements that would adversely affect the SFPUC's ongoing use of the land.
- 5. The use does not displace secondary uses that are more consistent with the SFPUC's mission and policies.
- 6. The use requires no ongoing maintenance by the SFPUC, unless specifically described and agreed to in the lease or permit.
- 7. The use creates no new legal liability for the SFPUC.

- 8. The use does not rely on use of any other SFPUC land to function.
- Following the secondary use, the SFPUC may use the parcel for other SFPUC uses or purposes, without remediation, in a timely manner.

ENVIRONMENTAL: Secondary uses may be allowed when:

- 1. The use is consistent with existing SFPUC policies.
- 2. The use is subject to appropriate environmental review so that the environmental effects of the use, if any, can be considered and mitigated to the extent feasible.
- 3. The use does not pose unacceptable health or safety risks for SFPUC employees or others on or near the land.

COMMUNITY: Secondary uses may be allowed when:

- 1. The use is consistent with the SFPUC's Environmental Justice and Community Benefit policies and objectives.
- 2. The applicant is required to obtain all required permits and authorizations from the local jurisdiction.
- 3. If the proposed use involves a change of use from the existing condition, the applicant is first required to obtain SFPUC authorization to seek any necessary approvals of the local jurisdiction, and approval of the permit or lease is subject to SFPUC first considering the adjacent community's or local jurisdiction's concerns.
- 4. The use does not hamper emergency access to any surrounding SFPUC parcels.

II. Disposition of SFPUC Lands

In certain instances, land owned by the SFPUC may no longer serve a primary utility purpose, nor an anticipated future purpose, for use by any of the utilities under the SFPUC jurisdiction (water, sewer, power). Parcels that may be subject to a determination by the Commission that the property in question is surplus to the needs of any utility may be sold or transferred to another city department. The sale or transfer of surplus property must achieve fair market value compensation for the benefit of ratepayers, and is subject to bond covenant provisions protecting the bondholders' security for SFPUC indebtedness. Sales of property and interdepartmental jurisdictional transfers are also subject to Board of Supervisors approval, and that of the receiving department, consistent with the City Charter and ordinances.

The SFPUC's ratepayers bear the costs of significant seismic and operational upgrades to the SFPUC's utility systems. Revenues realized from the sale of surplus assets reduce the need to recover a comparable amount of funding from ratepayers through utility rates. Accordingly, the sale or transfer of a particular parcel under the jurisdiction of the SFPUC should be preferred over retention in instances where (i) such parcel is not currently being used for a primary utility purpose, (ii) staff has determined that there is not a reasonably foreseeable utility purpose for which the parcel would be uniquely suited by any of the utility enterprises under SFPUC jurisdiction, (iii) the sale or transfer of such parcel would achieve a financial return consistent with SFPUC's fiduciary duties to ratepayers and bondholders, and (iv) sale or transfer of such parcel would not result in the permanent loss of a significant asset to the cultural history of the City and County of San Francisco and the SFPUC. Additionally, the following economic, environmental, and community criteria should be considered:

ECONOMIC CRITERIA: Land may be sold or transferred when:

- The sale or transfer does not jeopardize the future use or potential sale of functionally related and/or adjoining SFPUC land.
- 2. The sale or transfer will result in savings of operational costs expended to manage the property.
- 3. The sale or transfer does not result in a change of use of the property that would increase SFPUC exposure to liability related to conditions in the soil or structures that are not warranted by the return to SFPUC from the sale or transfer.

ENVIRONMENTAL CRITERIA: Land may be sold or transferred when:

1. The sale or transfer is subject to appropriate environmental review, so that the SFPUC can consider the environmental effects, if any, and determine whether the sale or transfer is consistent with existing SFPUC policies.

COMMUNITY CRITERIA: Land may be sold or transferred when:

- 1. The sale or transfer is evaluated under SFPUC Community Benefit and Environmental Justice policies and objectives.
- 2. The sale or transfer would not significantly adversely affect the implementation of an adopted resource agency plan for the area.
- 3. The sale would not increase the risk of loss, injury or death to SFPUC employees or others on or near the parcel.

4. Use of the land sold will not to result in activities creating a nuisance.

III. Property Acquisitions

From time to time the Commission actively seeks out or is presented with opportunities to acquire or exchange additional land, or an easement, that would be beneficial to the SFPUC's utility operations or objectives. In such instances staff shall perform an evaluation of the utility need or objectives that would be addressed by such proposed acquisition, including whether there are other feasible alternatives that would also achieve comparable objectives while mitigating the costs or liabilities associated with the property acquisition opportunity. Staff shall present the result of such evaluation to the Commission in connection with its consideration of the acquisition. The acquisition of property is also subject to approval by the Board of Supervisors, following a determination by the Planning Commission as to the consistency of such acquisition with the San Francisco General Plan. The following additional economic, environmental, and community criteria should be considered when making the decision to acquire property.

<u>ECONOMIC CRITERIA: Land, or easements, may be acquired or exchanged when:</u>

- 1. Acquisition of the land or easement provides additional resources to further the SFPUC objectives.
- 2. The price does not exceed fair market value.
- Acquisition of the land or easement would mitigate against future SFPUC costs, for instance, where SFPUC utilities are located on property owned by third parties and thus subject to displacement.
- 4. Current uses of the land are not compatible with adjoining SFPUC land usage, in a manner that interferes with SFPUC utility objectives.
- 5. A proposed exchange of surplus property for lands to be acquired can reduce the need for an appropriation of funding derived from ratepayers for the acquisition.

ENVIRONMENTAL CRITERIA: Land may be acquired when:

1. The acquisition is subject to appropriate environmental review, so that the SFPUC can consider the environmental effects, if any, and determine whether the acquisition of the land or easement furthers the SFPUC's existing policies (e.g., Water

Enterprise Environmental Stewardship Policy, Alameda and Peninsula Watershed Management Plans).

- 2. There is no unwarranted site remediation the SFPUC would be required to undertake.
- 3. The acquisition and use can be found to be consistent with any adopted resource agency plan for the area.
- 4. The acquisition enables the SFPUC to secure one or more resource agency permits for the construction or operation of utility facilities.

COMMUNITY CRITERIA: Land may be acquired when:

1. The acquisition is evaluated under SFPUC Community Benefit and Environmental Justice policies and objectives.

From: aj

To: Poling, Jeanie (CPC); CPC.BalboaReservoir

Subject: Inadequacy of Initial Study/PEIR

Date: Friday, August 30, 2019 11:32:03 AM

Attachments: 2017-10-5 ROAD TO RESERVOIR PROJECT--THE BALBOA PARK STATION AREA PLAN IN RELATION TO THE

RESERVOIR 2017 update.pdf

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

Comment on Initial Study:

The Initial Study discounts almost all environmental factors as needing assessment except for Transportation, Air Quality, and Noise.

The Initial Study erroneously carries over the program-level determinations of the Balboa Park Station FEIR/PEIR to the project-level Balboa Reservoir SEIR.

I had already written about this several years ago in "The Road to the Balboa Reservoir Project: The Balboa Park Station Area Plan in Relation to the Reservoir Project".

"The Road to the Balboa Reservoir Project: The Balboa Park Station Area Plan in Relation to the Reservoir Project" has been submitted at multiple stages throughout the Project's "public engagement process." It has been submitted to the Reservoir CAC, the Reservoir City Team (Planning, OEWD, PUC), Reservoir Community Partners, Environmental Planning Scoping.

Here it is again (also attached as pdf):

THE ROAD TO THE BALBOA RESERVOIR PROJECT:

THE BALBOA PARK STATION AREA PLAN IN RELATION TO THE RESERVOIR

(updated 10/5/2017)

The Balboa Park Station Area Plan is one of the foundational justifications for the Balboa Reservoir Project.

The City Team commissioned AECOM to do a 2014 preliminary study for the Balboa Reservoir Project. The AECOM study for the Reservoir used the Balboa Park Station Area Plan in making their findings. Yet there are substantial shortcomings contained in the Balboa Park Station Area Plan as it relates to the Reservoir.

In addition to the shortcomings, AECOM further complicates the matter by misinterpreting the contents of the Balboa Park Station Area Plan.

LAND USE: BEST USE OF THE RESERVOIR

1

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OBJECTIVE 1.4 DEVELOP THE RESERVOIRS IN A MANNER THAT WILL BEST BENEFIT THE NEIGHBORHOOD, THE CITY, AND THE REGION AS A WHOLE.

Despite this "best benefit" objective, no discussion or analysis has been made regarding what constitutes the best use of the western Reservoir.

Then drilling down further:

POLICY 1.3.2 [sic--This should more correctly read Policy 1.4.2—aj] Develop the west basin of the reservoir [for] the greatest benefit of the city as a whole as well as for the surrounding neighborhoods. If the PUC should decide that the west basin is not needed for water storage, it should consider facilitating the development of a mixed-use residential neighborhood on part of the site to address the city-wide demand for housing.

Policy 1.3.2 [sic] suggests that PUC "consider" developing the site for housing. There is no documentation or evidence presented in the 2004 BPS Initial Study or in the Balboa Park Station Area Plan itself to arrive at a conclusion that 425-500 housing units would be the best use of the property.

The Fourth Element of the BPS Area Plan contains:

OBJECTIVE 4.4 CONSIDER HOUSING AS A PRIMARY COMPONENT TO ANY DEVELOPMENT ON THE RESERVOIR.

The Balboa Reservoir represents one of the largest remaining undeveloped sites in San Francisco and currently forms an unpleasant void in the neighborhood. Developing housing on this site would help fill this void in two ways. First, housing here would add more people to the area; enlivening the commercial district and increasing ridership levels on the nearby public transportation services.

Objective 4.4, just like Policy 1.3.2 [sic] asks PUC to "consider" using the Reservoir for housing. It does not mandate that it do so. Despite this, the City has made Reservoir housing appear to be a mandate.

Furthermore the arguments used in support for housing at the Reservoir are weak:

<!--[if !supportLists]-->• <!--[endif]-->"currently forms an unpleasant void in the neighborhood"

This characterization is totally subjective. In reality it serves an important public purpose of providing student parking that enables community access to education. It also keeps students away from parking in the neighborhoods, blocking residential driveways. It is also objectively open space that allows for vistas of the Pacific Ocean to the Farralones from the CCSF Science Building.

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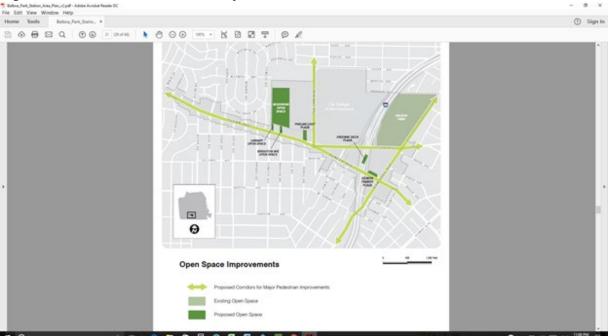
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The Streets and Open Space Element contains this:

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Page 31 of the BPS Area Plan shows this map:

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

The program-level EIR allows for early consideration of possible area-wide impacts. This would minimize reinventing the wheel for every project within the BPS Area.

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

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

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

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

"An Initial Study, published in July 2006, determined that implementation of the proposed Area

Plan and its associated public improvements and development projects may result in potentially

significant environmental impacts; therefore, preparation of an EIR was required. The Initial

Study determined that the following effects of the Area Plan would either be insignificant or

would be reduced to a less-than-significant level by mitigation measures included in the Area

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orient the reader to the Project Area, the EIR does not discuss the environmental

topics listed

above."

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

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

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

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

The AECOM Study states:

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

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

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CALL FOR RESET

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Submitted by	,.
Submitted by	1
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Alvin Ja

Ratepayer

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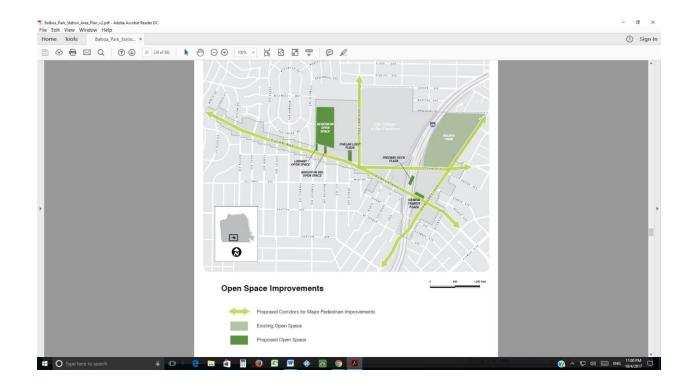
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Public Schools

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

Recreation

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

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

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

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

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

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Alvin Ja

Ratepayer

From: aj

To: Poling, Jeanie (CPC); CPC.BalboaReservoir

Subject: ATTACHMENT FOR Re: INAPPROPRIATE SEIR DEFINITION OF TRANSIT DELAY

Date: Thursday, September 05, 2019 5:58:06 PM

Attachments: INAPPROPRIATE SEIR DEFINITION OF TRANSIT DELAY.docx

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

Hi Jeanie,

I forgot to attach the WORD file. It's now attached.

--aj

On Thursday, September 5, 2019, 05:47:52 PM PDT, aj <ajahjah@att.net> wrote:

INAPPROPRIATE SEIR DEFINITION OF TRANSIT DELAY

The City Charter/SFMTA late criterion is a 4 minute delay relative to MUNI schedule for the 43 Masonic at the Balboa Park Station (BPS). [The 4 minute lateness criterion is relative to MUNI schedule for any particular MUNI time point.]

In comparison, the Reservoir late standard as applied for the segment from Monterey/Gennessee to Balboa Park Station allows for a 12 minute delay relative to MUNI schedule.

The Reservoir Project SEIR, apparently without proper authority, appropriates a 4-minute delay standard for the each of the 43's segments (Judson-Ocean and Ocean-Geneva/San Jose) in the BPS Area, thus giving the Project the privilege of contributing 8 minutes of Reservoir-related delay before its delay is considered significant.

EXAMPLE:

If a 43 is running on time until the Reservoir Project, but the Project-related delay is allowed to be up to 8 minutes, then instead of 7 minutes to get to BPS, it would be considered by SEIR definition to be insignificant if a 43 gets to BPS in 19 minutes—an additional 12 minutes.

This constitutes a 171% increase over the scheduled running time of 7 minutes between Monterey/Gennessee and Balboa Park Station. Yet the SEIR deems a 171% increase (from a scheduled 7 minutes to a travel time of 19 minutes to be insignificant.

1

1 (cont.)

SOUTHBOUND 43 MASONIC DELAY:								
MUNI STANDARD v. RESERVOIR STANDARD								
	TIME POINT		ON- TIME	ADDITIONAL DELAY TIME				
	Monterey/Gennessee		MUNI on- time	MUNI late standard (4 min)	Reservoir Late standard (additional 4 min) 0:00			
Monterey/Genn to Bookstore Running time (r.t.)	4 min running time		+4 r.t.	+4 r.t. + 4 late	+4 r.t. +4 MUNI +4 Reservoir			
ELAPSED TIME: Monterey/Genn to Bookstore	CCSF Bookstore (City College Terminal)		0:04	0:08	0:12			
Bookstore to BPS Running time	3 min running time		+3 r.t.	+3 r.t. (4 min standard NOT allowed to be cumulative)	+3 r.t. + 4 Reservoir (4 min standard construed to accumulate)			
ELAPSED TIME: Monterey/Gen to BPS	Balboa Park Station (Geneva/San Jose)		0:07	0:11	<mark>0:19</mark>			

The SEIR justifies its arbitrary and capricious use of a generously defined 4-minute delay standard by citing the MUNI on-time performance standard contained in the City Charter:

The department uses a quantitative threshold of significance and qualitative criteria to determine whether the project would substantially delay public transit. For individual Muni routes, if the project would result in transit delay greater than equal to four minutes, then it might result in a significant impact.96

Footnote 96:

96 The threshold uses the adopted the Transit First Policy, City Charter section 8A.103 85 [sic--should be 8A.103 (c)1--aj], percent on-time performance service standard for Muni, with the charter considering vehicles arriving more than four minutes beyond a published schedule time late.

1 (cont.)

It is critically important to understand of the meaning and (mis)interpretation of the citation of SF Charter's MUNI 85% on-time performance standard. The critical language in City Charter 8A.103 (c)1 is as follows:

1. On-time performance: at least 85 percent of vehicles must run on-time, where a vehicle is considered on-time if it is no more than one minute early or four minutes late as measured against a published schedule that includes time points

The draft SEIR engages in an egregiously unsupported case of overreach. The SEIR reinterprets the MUNI 4-minute lateness standard to allow the Reservoir Project itself to independently contribute an additional 4 minutes of transit delay before the Project's impact "might" be considered significant.

The SEIR is inadequate and defective in its use of an egregiously generous definition of acceptable Reservoir-related transit delay. The SEIR's "less-than-significant" determination for Impact TR-4, Transit Delay cannot be considered valid.

The Project's self-entitled contribution of an additional 4-minutes of lateness to transit delay is neither permitted or acceptable--by law, legislative intent, or by common sense--in City Charter VIIIA. This constitutes a fundamentally arbitrary and capricious arrogation of authority to substantively and substantially worsen transit reliability for the broader public.

There is no substantive rationale to justify a 4-minute contribution by the Project to transit delay. There is no substantial evidence--if any evidence at all-to permit the Reservoir Project to consider its own 4-minute delay standard to be non-significant.

Submitted by:

Alvin Ja

From: aj

To: Poling, Jeanie (CPC); CPC.BalboaReservoir

Subject: Comment on 3.B.6 Impacts & Mitigation Measures

Date: Saturday, September 07, 2019 12:36:38 AM

Attachments: 3.B.6.docx

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

Comment on 3.B.6 Impacts & Mitigation Measures (p. 3.B-34)

Operation (p. 3.B-35)

Approach to Analysis

Roadway Network Features (p. 3.B-36)

Circulation changes implemented by the proposed project include the extension of Lee Avenue...

The operational impact analysis includes the following significance criteria:

<!--[if !supportLists]-->• <!--[endif]-->Cause substantial additional VMT or substantially inducing additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network;...

<!--[if !supportLists]-->• <!--[endif]-->Result in a loading deficit and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or substantially delay public transit

Despite the fact that the Lee Extension would induce "additional automobile travel by increasing physical roadway capacity in a congested area" and would substantially delay many MUNI lines on Ocean Avenue, no mention is made here regarding impacts on these significance criteria. (And as mentioned before, the PEIR had already rejected a Lee Extension from being included in the BPS program-level FEIR because its adverse impact on transit. The PEIR's discussion regarding the Lee Extension is brought up in 3.B.3. Yet, its relevance and applicability to the Reservoir Project's Lee Extension is omitted.)

1

Operational Impacts (p. 3.B-46)

Public Transit Delay (p. 3.B-52)

The department uses a quantitative threshold of significance and qualitative criteria to determine whether the project would substantially delay public transit. For individual Muni routes, if the project would result in transit delay greater than equal to four minutes, then it might result in a significant impact.96

Footnote 96:

96 The threshold uses the adopted the Transit First Policy, City Charter section 8A.103 85 [sic--should be 8A.103 (c)1--aj], percent on-time performance service standard for Muni, with the charter considering vehicles arriving more than four minutes beyond a published schedule time late.

It is critically important to understand the meaning and (mis)interpretation of the citation of SF Charter's MUNI 85% on-time performance standard. The critical language in City Charter 8A.103 (c)1 is as follows:

1. On-time performance: at least 85 percent of vehicles must run on-time, where a vehicle is considered on-time if it is no more than one minute early or four minutes late as measured against a published schedule that includes time points

The draft SEIR engages in an egregiously unsupported case of overreach. The SEIR reinterprets the MUNI 4-minute lateness standard to allow the Reservoir Project itself to independently contribute an additional 4 minutes of transit delay before the Project's impact "might" be considered significant.

Example: The 43 line runs on a 12 minute headway. A four-minute Project-related contribution to delay added to a City Charter defined 4-minute late standard for a MUNI line's on-time performance would create an eight-minute delay. So, for the 43 line, instead of a 12-16 wait, the Project interprets that a wait of 16-20 minutes at Kahlo/Ocean (City College Bookstore time point) is acceptable and less-than-significant.

NO! It is NOT OK to consider this to be non-significant.

The City Charter's Section 8A.103 (c)1 does not authorize the Project to impose an additional Reservoir-related 4 minutes of delay at the City College Bookstore time point.

The SEIR's self-defined threshold of significance would grant the Project the privilege of doubling the lateness standard relative to the MUNI schedule from 4 minutes to 8 minutes.

2 (cont.)

This violates both the language and intent of City Charter Article VIIIA's Section on Service Standards and Accountability--8A.103 (c)1.

The draft SEIR is fundamentally flawed in highjacking and misapplying the SFMTA/MUNI 4-minute lateness standard. The 4-minute lateness standard is relative to MUNI schedules. The Project's self-entitled contribution of an additional 4-minutes of lateness to transit delay is neither permitted or acceptable--by law, legislative intent, and especially by common sense--in City Charter VIIIA. This constitutes a fundamentally arbitrary and capricious arrogation of authority to substantively and substantially worsen transit reliability for the broader public.

There is no substantive rationale to justify a 4-minute contribution by the Project to transit delay.

There is no substantial evidence--if any evidence at all-- to permit the Reservoir Project to consider its own 4-minute delay standard to be non-significant.

Impact Evaluation

Existing plus Project

Impact TR-4: Operation of the proposed project would not substantially delay public transit. (Less than Significant)

Transit Delay

Developer's Proposed Option (p. 3.B-74)

2 (cont.)

As shown in Table 3.B-18, vehicle and transit trips generated by the Developer's Proposed Option would increase transit delay by a maximum of 73 seconds along Frida Kahlo Way (southbound direction, weekday p.m. peak hour), a maximum of 100 seconds along Ocean Avenue (westbound direction, weekday p.m. peak hour), and a maximum of 81 seconds along Geneva Avenue (westbound direction, weekday p.m. peak hour). The majority of the transit delay increase is attributable to the increase in passenger boarding delay resulting from the project-generated transit riders. The Developer's Proposed Option would not create additional transit reentry delay during the a.m. or p.m. peak hours.

The Developer's Proposed Option would not result in transit delay greater than or equal to four minutes. Therefore, the Developer's Proposed Option would result in a less-than-significant impact related to transit delay.

The Additional Housing Option would not result in transit delay greater than or equal to four Minutes. 123 Therefore, the Additional Housing Option would result in a less-than-significant impact related to transit delay. [FOOTNOTE 123 refers back to Footnote 122 which then refers to Fire Code 503.2.1 which has nothing to do with transit delay.—ai]

RESERVOIR-RELATED DELAY FOR 43 MASONIC

The SB Kahlo figures of **73 sec** (for Option 1), and **83 sec** (for Option 2 are presented in the SEIR as the applicable 43 delay between Judson and Ocean.

These figures fail to reflect the Transit Delay for the 43 route segment between CCSF Bookstore (Ocean) to Balboa Park Station (Geneva/San Jose). This route segment is located in the Area Plan area and must be included to properly assess Reservoir-related delay for the 43 Masonic.

In order to reflect the full effect of Reservoir-related delay in the Balboa Park Station Area Plan area, another 42 seconds (using Table 3.B-18 Transit Delay Analysis) for the 43's EB Geneva segment must be added to the 73 seconds cited by the SEIR. So instead of just 73 seconds of delay, Reservoir-related delay totals 115 seconds (1.9 min) of for Option 1.

For Option 2, the 43's delay (using Table 3.B-18 Transit Delay Analysis) should be the sum of SB Kahlo (83 sec) and EB Geneva (58 sec), which totals 141 seconds (2.4 min) of Reservoir-related delay in the BPS Area Plan area.

The scheduled running time between Monterey/Gennessee to Balboa Park Station is

7 minutes.

2 (cont.)

Option 1's "Project-Related Increase in Delay" of 115 seconds (1.9 minutes) represents a **27.4%** increase in travel time for the 7-minute running time segment.between Monterey/Gennessee and Balboa Park Station.

Option 2's contribution of 141 seconds (2,4 minutes) of Reservoir-related delay represents a **33.6% increase in travel time** over the scheduled 7 minute running time between Monterey/Gennessee to Balboa Park Station.

A 115-141 second delay for this short 43 segment (from Monterey/Gennessee to BP Station) is substantial. it is NOT insignificant as the SEIR purports. Only with willful disregard for reality could a 27.4% to 33.6% increase in travel time be considered less than significant.

Relative to the City Charter-mandated MUNI on-time standard of 4 minutes:

<!--[if !supportLists]-->• <!--[endif]-->Option 1's 115 second contribution to MUNI delay constitutes **48.0**% of the 4 minutes of lateness allowed the SB 43 at the Geneva/San Jose time point;

Unless willfully blind, a 48.0% or a 58.8% contribution towards a 4-minute late standard is SIGNIFICANT.

The way that the SEIR tries to evade this problem of objectivelycontributing significantly towards MUNI's 4-minute standard is ingenious.

Incorporating Footnote 96 on p. 3.B-52, the SEIR, insinuating City Charter and

"quantitative" authority, proclaims:

2 (cont.)

The department uses a quantitative threshold of significance and qualitative criteria to determine whether the project would substantially delay public transit. For individual Muni routes, if the project would result in transit delay greater than equal to four minutes, then it might result in a significant impact.

The SEIR blows open a gigantic hole of an extra four minutes for itself before a delay "might" (!!) be significant. But contrary to the Project's arrogation to itself of a four-minute privilege to hold up MUNI before its contribution to delay counts to be significant, the City Charter citation of a 4 minute is relative to the MUNI schedule--not relative to the Reservoir Project SEIR's own standard.

So, the "less-than significant impact" to transit delay is a result of an inappropriate definition and standard of "transit delay."

I discuss this in more detail in my 9/5/2019 submission "INAPPROPRIATE SEIR DEFINITION OF TRANSIT DELAY". Please refer to it.

City College Terminal

Given the considerations described above, the Developer's Proposed Option and Additional Housing Option would have a **less-than-significant** impact on transit delay.

Mitigation: None required.

The TR-4 section ends with the pronouncement of less-than-significant impact requiring no mitigation. This overall TR-4 conclusory statement misleadingly follows and is slid into a section that actually discusses City College Terminal.

This concluding determination regarding TR-4 Transit Delay is invalid for the reasons already presented above:

The SEIR is egregiously deficient in formulating its less-than-significant

determination of the Project's contribution to transit delay:

<!--[if !supportLists]-->• <!--[endif]-->It omits applicability of the PEIR's analysis of the Lee Extension causing significant impact;

<!--[if !supportLists]-->• <!--[endif]-->It arrogation of a four-minute
Project-related delay standard is based on misapplication of City
Charter 8A.103 (c)1 whose 4-minute standard is relative to the MUNI
schedule:

<!--[if !supportLists]-->• <!--[endif]-->In the example of the 43 Masonic, the SEIR's fails to account for the route segment between CCSF Bookstore and Balboa Park Station, thus grossly lowballing the Project's contribution to transit delay.

<!--[if !supportLists]-->• <!--[endif]-->The Kittelson Travel Demand
Memo and Kittelson Transit Delay Memo fail to evaluate EB left turns
at Brighton. It fails to assess the (high--aj) probability that BR
residents will turn left at Brighton, cut through Whole Foods
ingress/egress, and then turn left again onto Lee.

Finally, the TR-4 determination fails the substantial evidence standard of the Significance Criteria:

The guidelines implementing CEQA direct that this determination be based on scientific and factual data, including the entire record for the project, and not on argument, speculation, or unsubstantiated evidence.

Comparison of Impact TR-4 to PEIR Impact Analysis (p. 3.B-77)

As discussed in SEIR Section 3.B.3, Summary of Balboa Park Station Area Plan PEIR TransportationSection, p. 3.B-1, under the 2025 with Area Plan scenario, Project operation would result in a less-than significant impact related to public transit. Therefore, the proposed project would not have any new or substantially more severe effects than those identified in the PEIR.

The statements that "Project operation would result in a less-than-significant impact related to public transit. Therefore, the proposed project would not have any new or substantially more severe effects than those identified in the PEIR" is unsupported by anything contained in SEIR 3.B.3. It appears out of thin air. In fact, 3.B.3 states the opposite:

<!--[if !supportLists]-->• <!--[endif]-->**Transit**

Significant transit impacts were also identified under the 2025 with Area Plan scenario on the K Ingleside line and at Ocean Avenue/Geneva Avenue/Frida Kahlo Way and the new Geneva Avenue/I-280 NB Off-Ramp and Geneva Avenue/I-280 SB On-Ramp intersections.

2 (cont.)

2 (cont.)

Furthermore, the claimed L-T-S impact of the Introductory paragraph for this section is contradicted once again in the body on p. 3.B-78:

<!--[if !supportLists]-->• <!--[endif]-->The PEIR identified significant impacts to transit delay under the 2025 with Area Plan scenario and project-level analysis of 1150 Ocean Avenue (former Kragen Auto Parts site).

The introductory paragraph expresses a desired outcome of less-thansignificant impact on public transit in the form of an unsupported assertion/conclusion. The SEIR is deficient by making unsupported conclusions.

Operation of the Balboa Reservoir Project would result in a less-than-significant impact related to transit delay. Therefore, the proposed project would not have any new or substantially more-severe effects than those identified in the PEIR related to transit delay impacts.

This concluding paragraph for TR-4 is nothing but a claim unsupported by evidence. It's a tautology: The Reservoir Project results in less-than-significant impact on transit delay.......Therefore (?!!) it will not have new transit delay impacts.

Where is the logic in this conclusion?!!!

The SEIR Significance Criteria states:

The guidelines implementing CEQA direct that this determination be based on scientific and factual data, including the entire record for the project, and not on argument, speculation, or unsubstantiated evidence.

SEIR's determination of less-than-significant impact on transit delay (TR-4) is not based on the standard of substantial evidence. Rather it is based on tautology. FAIL...FUBAR!

This SEIR does not qualify for certification.

Submitted by:

Alvin Ja

Comment on 3.B.6 Impacts & Mitigation Measures (p. 3.B-34)

Operation (p. 3.B-35) **Approach to Analysis**

Roadway Network Features (p. 3.B-36)

Circulation changes implemented by the proposed project include the extension of Lee Avenue...

The operational impact analysis includes the following significance criteria:

- Cause substantial additional VMT or substantially inducing additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network;...
- Result in a loading deficit and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or substantially delay public transit

Despite the fact that the Lee Extension would induce "additional automobile travel by increasing physical roadway capacity in a congested area" and would substantially delay many MUNI lines on Ocean Avenue, no mention is made here regarding impacts on these significance criteria. (And as mentioned before, the PEIR had already rejected a Lee Extension from being included in the BPS program-level FEIR because its adverse impact on transit. The PEIR's discussion regarding the Lee Extension is brought up in 3.B.3. Yet, its relevance and applicability to the Reservoir Project's Lee Extension is omitted.)

Operational Impacts (p. 3.B-46) Public Transit Delay (p. 3.B-52)

The department uses a quantitative threshold of significance and qualitative criteria to determine whether the project would substantially delay public transit. For individual Muni routes, if the project would result in transit delay greater than equal to four minutes, then it might result in a significant impact.96

Footnote 96:

96 The threshold uses the adopted the Transit First Policy, City Charter section 8A.103 85 [sic--should be 8A.103 (c)1--aj], percent on-time performance service standard for Muni, with the charter considering vehicles arriving more than four minutes beyond a published schedule time late.

It is critically important to understand the meaning and (mis)interpretation of the citation of SF Charter's MUNI 85% on-time performance standard. The critical language in City Charter 8A.103 (c)1 is as follows:

1. On-time performance: at least 85 percent of vehicles must run on-time, where a vehicle is considered on-time if it is no more than one minute early or four minutes late as measured against a published schedule that includes time points

The draft SEIR engages in an egregiously unsupported case of overreach. The SEIR reinterprets the MUNI 4-minute lateness standard to allow the Reservoir Project itself to

independently contribute an additional 4 minutes of transit delay before the Project's impact "might" be considered significant.

Example: The 43 line runs on a 12 minute headway. A four-minute Project-related contribution to delay added to a City Charter defined 4-minute late standard for a MUNI line's on-time performance would create an eight-minute delay. So, for the 43 line, instead of a 12-16 wait, the Project interprets that a wait of 16-20 minutes at Kahlo/Ocean (City College Bookstore time point) is acceptable and less-than-significant.

NO! It is NOT OK to consider this to be non-significant.

The City Charter's Section 8A.103 (c)1 does not authorize the Project to impose an additional Reservoir-related 4 minutes of delay at the City College Bookstore time point.

The SEIR's self-defined threshold of significance would grant the Project the privilege of doubling the lateness standard relative to the MUNI schedule from 4 minutes to 8 minutes.

This violates both the language and intent of City Charter Article VIIIA's Section on Service Standards and Accountability--8A.103 (c)1.

The draft SEIR is fundamentally flawed in highjacking and misapplying the SFMTA/MUNI 4-minute lateness standard. The 4-minute lateness standard is relative to MUNI schedules. The Project's self-entitled contribution of an additional 4-minutes of lateness to transit delay is neither permitted or acceptable--by law, legislative intent, and especially by common sense--in City Charter VIIIA. This constitutes a fundamentally arbitrary and capricious arrogation of authority to substantively and substantially worsen transit reliability for the broader public.

There is no substantive rationale to justify a 4-minute contribution by the Project to transit delay.

There is no substantial evidence--if any evidence at all-- to permit the Reservoir Project to consider its own 4-minute delay standard to be non-significant.

Impact Evaluation Existing plus Project

Impact TR-4: Operation of the proposed project would not substantially delay public transit. (Less than Significant)

Transit Delay Developer's Proposed Option (p. 3.B-74)

As shown in Table 3.B-18, vehicle and transit trips generated by the Developer's Proposed Option would increase transit delay by a maximum of 73 seconds along Frida Kahlo Way (southbound direction, weekday p.m. peak hour), a maximum of 100 seconds along Ocean Avenue (westbound direction, weekday p.m. peak hour), and a maximum of 81 seconds along Geneva Avenue (westbound direction, weekday p.m. peak hour). The majority of the transit delay increase is attributable to the increase in passenger boarding delay resulting from the project-generated transit riders. The Developer's Proposed Option would not create additional transit reentry delay during the a.m. or p.m. peak hours.

The Developer's Proposed Option would not result in transit delay greater than or equal to four minutes. Therefore, the Developer's Proposed Option would result in a less-than-significant impact related to transit delay.

The Additional Housing Option would not result in transit delay greater than or equal to four Minutes. 123 Therefore, the Additional Housing Option would result in a less-than-significant impact related to transit delay. [FOOTNOTE 123 refers back to Footnote 122 which then refers to Fire Code 503.2.1 which has nothing to do with transit delay.—aj]

RESERVOIR-RELATED DELAY FOR 43 MASONIC

The SB Kahlo figures of **73 sec** (for Option 1), and **83 sec** (for Option 2 are presented in the SEIR as the applicable 43 delay between Judson and Ocean.

These figures fail to reflect the Transit Delay for the 43 route segment between CCSF Bookstore (Ocean) to Balboa Park Station (Geneva/San Jose). This route segment is located in the Area Plan area and must be included to properly assess Reservoir-related delay for the 43 Masonic.

In order to reflect the full effect of Reservoir-related delay in the Balboa Park Station Area Plan area, another 42 seconds (using Table 3.B-18 Transit Delay Analysis) for the 43's EB Geneva segment must be added to the 73 seconds cited by the SEIR. So instead of just 73 seconds of delay, Reservoir-related delay totals 115 seconds (1.9 min) of for Option 1.

For Option 2, the 43's delay (using Table 3.B-18 Transit Delay Analysis) should be the sum of SB Kahlo (83 sec) and EB Geneva (58 sec), which totals 141 seconds (2.4 min) of Reservoir-related delay in the BPS Area Plan area.

The scheduled running time between Monterey/Gennessee to Balboa Park Station is 7 minutes.

Option 1's "Project-Related Increase in Delay" of 115 seconds (1.9 minutes) represents a **27.4%** increase in travel time for the 7-minute running time segment.between Monterey/Gennessee and Balboa Park Station.

Option 2's contribution of 141 seconds (2,4 minutes) of Reservoir-related delay represents a **33.6% increase in travel time** over the scheduled 7 minute running time between Monterey/Gennessee to Balboa Park Station.

A 115-141 second delay for this short 43 segment (from Monterey/Gennessee to BP Station) is substantial. it is NOT insignificant as the SEIR purports. Only with willful disregard for reality could a 27.4% to 33.6% increase in travel time be considered less than significant.

Relative to the City Charter-mandated MUNI on-time standard of 4 minutes:

- Option 1's 115 second contribution to MUNI delay constitutes 48.0% of the 4 minutes of lateness allowed the SB 43 at the Geneva/San Jose time point;
- Option 2's 141 second contribution to MUNI delay constitutes 58.8% of the 4 minutes of lateness allowed the SB 43 at the Geneva/San Jose time point.

Unless willfully blind, a 48.0% or a 58.8% contribution towards a 4-minute late standard is SIGNIFICANT.

The way that the SEIR tries to evade this problem of objectivelycontributing significantly towards MUNI's 4-minute standard is ingenious.

Incorporating Footnote 96 on p. 3.B-52, the SEIR, **insinuating City Charter and** "quantitative" authority, proclaims:

The department uses a quantitative threshold of significance and qualitative criteria to determine whether the project would substantially delay public transit. For individual Muni routes, if the project would result in transit delay greater than equal to four minutes, then it might result in a significant impact.

The SEIR blows open a gigantic hole of an extra four minutes for itself before a delay "might" (!!) be significant. But contrary to the Project's arrogation to itself of a four-minute privilege to hold up MUNI before its contribution to delay counts to be significant, the City Charter citation of a 4 minute is relative to the MUNI schedule--not relative to the Reservoir Project SEIR's own standard.

So, the "less-than significant impact" to transit delay is a result of an inappropriate definition and standard of "transit delay."

I discuss this in more detail in my 9/5/2019 submission "INAPPROPRIATE SEIR DEFINITION OF TRANSIT DELAY". Please refer to it.

City College Terminal

Given the considerations described above, the Developer's Proposed Option and Additional Housing Option would have a **less-than-significant** impact on transit delay.

Mitigation: None required.

The TR-4 section ends with the pronouncement of less-than-significant impact requiring no mitigation. This overall TR-4 conclusory statement misleadingly follows and is slid into a section that actually discusses City College Terminal.

This concluding determination regarding TR-4 Transit Delay is invalid for the reasons already presented above:

The SEIR is egregiously deficient in formulating its less-than-significant determination of the Project's contribution to transit delay:

- It omits applicability of the PEIR's analysis of the Lee Extension causing significant impact;
- It arrogation of a four-minute Project-related delay standard is based on misapplication of City Charter 8A.103 (c)1 whose 4-minute standard is relative to the MUNI schedule;
- In the example of the 43 Masonic, the SEIR's fails to account for the route segment between CCSF Bookstore and Balboa Park Station, thus grossly lowballing the Project's contribution to transit delay.
- The Kittelson Travel Demand Memo and Kittelson Transit Delay Memo fail to evaluate EB left turns at Brighton. It fails to assess the (high--aj) probability that BR residents will turn left at Brighton, cut through Whole Foods ingress/egress, and then turn left again onto Lee.

Finally, the TR-4 determination fails the substantial evidence standard of the Significance Criteria:

The guidelines implementing CEQA direct that this determination be based on scientific and factual data, including the entire record for the project, and not on argument, speculation, or unsubstantiated evidence.

Comparison of Impact TR-4 to PEIR Impact Analysis (p. 3.B-77)

As discussed in SEIR Section 3.B.3, Summary of Balboa Park Station Area Plan PEIR TransportationSection, p. 3.B-1, under the 2025 with Area Plan scenario, Project operation would result in a less-than significant impact related to public transit. Therefore, the proposed project would not have any new or substantially more severe effects than those identified in the PEIR.

The statements that "Project operation would result in a less-than-significant impact related to public transit. Therefore, the proposed project would not have any new or substantially more severe effects than those identified in the PEIR" is unsupported by anything contained in SEIR 3.B.3. It appears out of thin air. In fact, 3.B.3 states the opposite:

Transit

Significant transit impacts were also identified under the 2025 with Area Plan scenario on the K Ingleside line and at Ocean Avenue/Geneva Avenue/Frida Kahlo Way and the new Geneva Avenue/I-280 NB Off-Ramp and Geneva Avenue/I-280 SB On-Ramp intersections.

Furthermore, the claimed L-T-S impact of the Introductory paragraph for this section is contradicted once again in the body on p. 3.B-78:

• The PEIR identified significant impacts to transit delay under the 2025 with Area Plan scenario and project-level analysis of 1150 Ocean Avenue (former Kragen Auto Parts site).

The introductory paragraph expresses a desired outcome of less-thansignificant impact on public transit in the form of an unsupported assertion/conclusion. The SEIR is deficient by making unsupported conclusions.

Operation of the Balboa Reservoir Project would result in a less-than-significant impact related to transit delay. Therefore, the proposed project would not have any new or substantially more-severe effects than those identified in the PEIR related to transit delay impacts.

This concluding paragraph for TR-4 is nothing but a claim unsupported by evidence. It's a tautology: The Reservoir Project results in less-than-significant impact on transit delay.......Therefore (?!!) it will not have new transit delay impacts.

Where is the logic in this conclusion?!!!

The SEIR Significance Criteria states:

The guidelines implementing CEQA direct that this determination be based on scientific and factual data, including the entire record for the project, and not on argument, speculation, or unsubstantiated evidence.

SEIR's determination of less-than-significant impact on transit delay (TR-4) is not based on the standard of substantial evidence. Rather it is based on tautology. FAIL...FUBAR!

This SEIR does not qualify for certification.

Submitted by: Alvin Ja From: aj

To: Poling, Jeanie (CPC); CPC.BalboaReservoir; CPC-Commissions Secretary

Cc: BRCAC (ECN)

Subject: Comment on C-TR-4. Cumulative Transit Delay

Date: Tuesday, September 10, 2019 12:37:24 AM

Attachments: Comment 8.docx

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COMMENT ON 3.B.6 IMPACT AND MITIGATION MEASURES (continued)--also attached as WORD file herein:

2040 Cumulative Conditions (p. 3.B-91)

The geographic context for the analysis of cumulative impacts is the transportation study area shown on Figure 3.B-1, p. 3.B-7.

The geographic context for the analysis shown in Fig. 3.B-1 is limited to an eastern boundary of Frida Kahlo Way. This eastern boundary is inappropriately restrictive.

The Reservoir Project SEIR is a project-level document that falls within the Balboa Park Station Area Plan. To cut off the boundary at Frida Kahlo strangles the possibility of a thorough assessment of the Reservoir Project effects on the entire BPS Area Plan area—an area of which the Reservoir Project is a **part**.

The SEIR can only have the potential to be fair if the geographic context for analysis is the Balboa Park Station area. From the BPS FEIR (p. 72) the area is:

The "Project Area" of the Balboa Park Station Area Plan is generally bounded by parcels along the northern edge of Ocean Avenue, the southern boundary of Riordan High School, Judson Avenue, and Havelock Street to the north; the northeastern edge of the City College campus, and San Jose and Delano Avenues to the east; Niagara and Mount Vernon Avenues, and parcels along the southern edges of Geneva and Ocean Avenues to the south; and Manor Drive to the west (see Figure 2: Project Area Plan).

<!--[if !vml]--><!--[endif]-->

The SEIR is deficient in its selection of the parameters of geographic context for analysis.

2

Impact C-TR-4: The proposed project, in combination with reasonably foreseeable

future projects, may result in a potentially significant cumulative impact related to

public transit delay and the project could contribute considerably. (Significant and

Unavoidable with Mitigation) (p. 3.B-94)

In the PEIR, under the 2025 with Area Plan scenario, transit delay impacts were identified at Ocean Avenue/Geneva Avenue/Frida Kahlo Way and the new Geneva Avenue/I-280 NB Off-Ramp and Geneva Avenue/I-280 SB On-Ramp intersections. However, as discussed under Impact TR-4, p. 3.B-73, operation of the proposed project would not substantially delay public transit, and this impact would be less than significant.

In my previous submission of 9/7/2019, I had presented a picture of the real-life impact, based on SEIR/Kittelson's figures of Reservoir-related delay on the 43 Masonic. Instead of just using the delay figures for the restrictive limits of geographic context in the Figure 3.B-2 map, the submission showed **27.4 to 33.6% increases in Reservoir-related travel time** within the BPS Area Plan "Project Area".

Relative to the MUNI on-time-performance's late criterion of 4 minutes, **Reservoir-related delay contributes 48 to 58.8% of the 4 minutes.**

The only way that the SEIR can conclude a less-than-significant transit delay impact is to change the standards.

It did this by creating a quantitative "threshold of significance" of an **additional 4 minutes over and above the SF Charter's 4 minutes**. Thus, with this this creatively invented threshold of significance that totals 8 minutes, <u>objectively significant delay relative to MUNI schedules</u> are magically transformed into "less-than-significant."

Here's copy & paste from my previous submission:

This concluding determination regarding TR-4 Transit Delay is invalid for the reasons already presented above:

The SEIR is egregiously deficient in formulating its less-than-

2 (cont.)

significant determination of the Project's contribution to transit delay:

<!--[if !supportLists]-->• <!--[endif]-->It omits applicability of the PEIR's analysis of the Lee Extension causing significant impact;

<!--[if !supportLists]-->• <!--[endif]-->It arrogation of a four-minute Project-related delay standard is based on misapplication of City Charter 8A.103 (c)1 whose 4-minute standard is relative to the MUNI schedule;
<!--[if !supportLists]-->• <!--[endif]-->In the example of the 43 Masonic, the SEIR's fails to account for the route segment between CCSF Bookstore and Balboa Park Station, thus grossly lowballing the Project's contribution to transit delay.
<!--[if !supportLists]-->• <!--[endif]-->The Kittelson Travel Demand Memo and Kittelson Transit Delay Memo fail to evaluate EB left turns at Brighton. It fails to assess the (high-aj) probability that BR residents will turn left at Brighton, cut through Whole Foods ingress/egress, and then turn left again

Finally, the TR-4 determination fails the substantial evidence standard of the Significance Criteria:

The guidelines implementing CEQA direct that this determination be based on scientific and factual data, including the entire record for the project, and not on argument, speculation, or unsubstantiated evidence.

onto Lee.

As discussed in Table 3.B-18, p. 3.B-74, under Impact TR-4, under existing plus project conditions, the

increase in transit delay associated with either the Developer's Proposed Option and the Additional

Housing Option would not result in significant transit delay impacts. However, the transit delay contribution from City College's Ocean Campus, in combination with the proposed project options, is

unknown. For the purposes of a more conservative analysis, the addition of vehicle and transit trips

generated by the proposed project options in combination with the City College facilities master plan

projects and other cumulative developments is expected to increase transit delay and could exceed the

four-minute threshold of significance for individual Muni routes described in the Approach to Impact

Analysis Methodology.

As shown previously, that Reservoir-related delay "would not result in significant transit delay

Impacts" has been shown to be objectively false.

After the false assertion that portrays the Reservoir Project as

blameless for transit delay, C-

2 (cont.)

TR-4 then throws the blame for cumulative Transit Delay on City College when its Facilities Master Plan gets up and running in the future. The phrasing of the passage essentially shifts the blame for cumulative transit delay impacts on City College, instead of admitting that the primary/proximate cause for transit delay is the Project itself.

The main error in C-TR-4 is that the Reservoir is presumed to be the baseline condition when in fact City College should be treated as the baseline condition.

Crucially, City College's Facilities Master Plan is essentially a **renovation and replacement program** for existing deteriorated, end-of-useful life buildings/facilities. Other than normal growth, build-out of the FMP will not generate new, appreciably substantial vehicle trips above what exists today as the existing condition. Furthermore any parking structures in FMP would be a direct result of the Reservoir Project's elimination of student parking. Although the Planning Dept would want to categorize FMP parking as new, objectively the FMP parking will be replacement parking, not "new."

In contrast, it is the Reservoir Project's new residents that will generate new vehicle trips that would cause transit delay.

The SEIR reverses cause and effect in C-TR-4. It does this by treating the Reservoir Project as if it's the existing setting in its assessment of cumulative effects and treats CCSF as the new kid on the block. The fact of the matter is that CCSF must be treated as the baseline condition, and the Reservoir Project as the new kid on the block. I offer as an example a critique of a 11/17/2016 Planning Dept letter that was sent to City College authorities:

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↑ 2 (cont.)

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But, no. A double standard applies.

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2 (cont.)

If BOT and Administration allow the City to abuse the City College stakeholders whose interests you are supposed to represent, you are failing in your compliance with Accreditation Standard IV.C4.

--aj 10/9/2017

To reduce the project's considerable contribution, implementation of **Mitigation Measure M-C-TR-4, Monitor Cumulative Transit Travel Times and Implement Measures to Reduce Transit Delay** was identified. This mitigation measure would require the project sponsor to monitor transit travel times and coordinate with the planning department and SFMTA to implement measures to keep transit travel times within four minutes of existing levels.

Mitigation Measure M-C-TR-4: Monitor Cumulative Transit Travel Times and Implement Measures to Reduce Transit Delay. The project sponsor, under either project option, shall monitor cumulative transit travel times for the identified route segments of the K/T Third/Ingleside, 29 Sunset, 43 Masonic, and 49 Van Ness/Mission lines to determine if a route does not meet its performance standard. If applicable, the project sponsor shall implement feasible measures (as developed in consultation with SFMTA) to reduce transit delay and meet the transit travel time performance standard.

Transit Travel Time Performance Standard. Existing transit travel times and performance standards for the routes subject to this measure, including study segment and time periods, are shown in Table M-C-TR-4. The routes and study segments shown in Table M-C-TR-4 represent routes and study segments most likely to have a cumulative impact to which the project would have a considerable cumulative contribution.

What is the "transit travel time performance standard" that is to be met?

The SEIR presents Table M-C-TR-4 Transit Travel Time Performance Standard that, by appearance looks oh, so impressive and credible, and "quantitative"! The Table presents "Existing Transit Travel Time" and "Performance Standard." And it looks SOOO legitimate and objective!

But the key is literally in the fine print of Performance Standards' Footnote "b".

Footnote "b" states: b The performance standard is calculated as the existing transit travel time plus four minutes, or half the headway of a route with headways of less than eight minutes.

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As presented in earlier submissions this Performance Standard of "existing travel time plus four minutes" is based on the misappropriation and misuse of the Charter Section 8A.103 (c)1.

Here I present some examples of the increase in travel time that results from the generous "plus four minutes" Performance Standard based on figures from Table M-C-TR-4:

Transit Line	Study Segment	Existing Transit Travel TimePM	Performance StandardPM	Percent Increase in Travel Time
K/T	Jules Ave/Ocean Ave to Balboa Park BART	8:42	12:42	46.0%
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49	Frida Kahlo Way/CCSF South Entrance to Mission St/Persia Ave	10:04	14:04	39.7%

The Planning Dept-created threshold of significance of an additional 4 minutes results in increases in Reservoir-related travel times of 46%, 52.9%, 91.3%, and 39.7% respectively for the K-T, 29, 43, and 49 line segments in the Table. By any objective measure, these would be extremely substantial contributions to transit delay.

The only legitimate standard to be used to comply with the Transit First Policy is: four minutes late as measured against a MUNI time point......Not a "plus 4" creatively designed qualitative threshold of significance.

2 (cont.)

Regarding Mitigation Measure M-C-TR-4's "The project sponsor, under either project option, shall monitor cumulative transit travel times for the identified route segments.... the project sponsor shall implement feasible measures (as developed in consultation with SFMTA) to reduce transit delay and meet the transit travel time performance standard.

ARE YOU KIDDING ME?!! Monitor and implement "feasible" measures?!!

Once the Project has been approved and built, monitoring will only confirm what people who have actual ground-level, real-life based experience in the area have been saying all along about traffic issues that would ultimately cause severe MUNI delay.

And at that point, there will be no **feasible** measures to implement because the damage will have already been done.

There will be no feasible measures because the Reservoir Project the project area is characterized by streets that cannot be widened. There will be no feasible way to effectively reduce transit delay. A 2012 Haas School of Business study about a possible Reservoir Project recognized the difficulties of "... limited access points and large influx of new residents". for such a project.

To think that monitoring transit delay and implementing "feasible" measures such as TDM will be able to satisfactorily mitigate the impact of the Reservoir would be ludicrous.

Thankfully, the SEIR arrives at a realistic determination (except for the undue blame given to a City College contribution to future transit delay) for C-TR-4:

In consideration of the uncertainty surrounding the development at City College's Ocean Campus, the uncertainty of the Balboa Reservoir Project's TDM measure effectiveness, and the uncertainty of SFMTA approval of other measures under their jurisdiction, the impact of the proposed project options would remain **significant and unavoidable with mitigation**, even with implementation of Mitigation Measure M-C-TR-4.

Submitted by:

Alvin Ja

2040 Cumulative Conditions (p. 3.B-91)

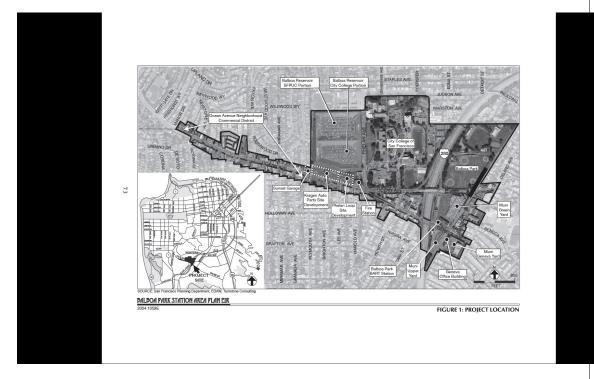
The geographic context for the analysis of cumulative impacts is the transportation study area shown on Figure 3.B-1, p. 3.B-7.

The geographic context for the analysis shown in Fig. 3.B-1 is limited to an eastern boundary of Frida Kahlo Way. This eastern boundary is inappropriately restrictive.

The Reservoir Project SEIR is a project-level document that falls within the Balboa Park Station Area Plan. To cut off the boundary at Frida Kahlo strangles the possibility of a thorough assessment of the Reservoir Project effects on the entire BPS Area Plan area—an area of which the Reservoir Project is a part.

The SEIR can only have the potential to be fair if the geographic context for analysis is the Balboa Park Station area. From the BPS FEIR (p. 72) the area is:

The "Project Area" of the Balboa Park Station Area Plan is generally bounded by parcels along the northern edge of Ocean Avenue, the southern boundary of Riordan High School, Judson Avenue, and Havelock Street to the north; the northeastern edge of the City College campus, and San Jose and Delano Avenues to the east; Niagara and Mount Vernon Avenues, and parcels along the southern edges of Geneva and Ocean Avenues to the south; and Manor Drive to the west (see Figure 2: Project Area Plan).



The SEIR is deficient in its selection of the parameters of geographic context for analysis.

Impact C-TR-4: The proposed project, in combination with reasonably foreseeable future projects, may result in a potentially significant cumulative impact related to public transit delay and the project could contribute considerably. (Significant and Unavoidable with Mitigation) (p. 3.B-94)

In the PEIR, under the 2025 with Area Plan scenario, transit delay impacts were identified at Ocean Avenue/Geneva Avenue/Frida Kahlo Way and the new Geneva Avenue/I-280 NB Off-Ramp and Geneva Avenue/I-280 SB On-Ramp intersections. However, as discussed under Impact TR-4, p. 3.B-73, operation of the proposed project would not substantially delay public transit, and this impact would be less than significant.

In my previous submission of 9/7/2019, I had presented a picture of the real-life impact, based on SEIR/Kittelson's figures of Reservoir-related delay on the 43 Masonic. Instead of just using the delay figures for the restrictive limits of geographic context in the Figure 3.B-2 map, the submission showed **27.4** to **33.6% increases in Reservoir-related travel time** within the BPS Area Plan "Project Area".

Relative to the MUNI on-time-performance's late criterion of 4 minutes, **Reservoir-related** delay contributes 48 to 58.8% of the 4 minutes.

The only way that the SEIR can conclude a less-than-significant transit delay impact is to change the standards.

It did this by creating a quantitative "threshold of significance" of an **additional 4 minutes over and above the SF Charter's 4 minutes**. Thus, with this this creatively invented threshold of significance that totals 8 minutes, <u>objectively significant delay relative to MUNI schedules</u> are magically transformed into "less-than-significant."

Here's copy & paste from my previous submission:

This concluding determination regarding TR-4 Transit Delay is invalid for the reasons already presented above:

The SEIR is egregiously deficient in formulating its less-than-significant determination of the Project's contribution to transit delay:

- It omits applicability of the PEIR's analysis of the Lee Extension causing significant impact;
- It arrogation of a four-minute Project-related delay standard is based on misapplication of City Charter 8A.103 (c)1 whose 4minute standard is relative to the MUNI schedule;
- In the example of the 43 Masonic, the SEIR's fails to account for the route segment between CCSF Bookstore and Balboa Park Station, thus grossly lowballing the Project's contribution to transit delay.
- The Kittelson Travel Demand Memo and Kittelson Transit Delay Memo fail to evaluate EB left turns at Brighton. It fails to assess the (high--aj) probability that BR residents will turn left at

4

Brighton, cut through Whole Foods ingress/egress, and then turn left again onto Lee.

4 (cont.)

Finally, the TR-4 determination fails the substantial evidence standard of the Significance Criteria:

The guidelines implementing CEQA direct that this determination be based on scientific and factual data, including the entire record for the project, and not on argument, speculation, or unsubstantiated evidence.

As discussed in Table 3.B-18, p. 3.B-74, under Impact TR-4, under existing plus project conditions, the increase in transit delay associated with either the Developer's Proposed Option and the Additional Housing Option would not result in significant transit delay impacts. However, the transit delay contribution from City College's Ocean Campus, in combination with the proposed project options, is unknown. For the purposes of a more conservative analysis, the addition of vehicle and transit trips generated by the proposed project options in combination with the City College facilities master plan projects and other cumulative developments is expected to increase transit delay and could exceed the four-minute threshold of significance for individual Muni routes described in the Approach to Impact Analysis Methodology.

As shown previously, that Reservoir-related delay "would not result in significant transit delay Impacts" has been shown to be objectively false.

After the false assertion that portrays the Reservoir Project as blameless for transit delay, C-TR-4 then throws the blame for cumulative Transit Delay on City College when its Facilities Master Plan gets up and running in the future. The phrasing of the passage essentially shifts the blame for cumulative transit delay impacts on City College, instead of admitting that the primary/proximate cause for transit delay is the Project itself.

The main error in C-TR-4 is that the Reservoir is presumed to be the baseline condition when in fact City College should be treated as the baseline condition.

Crucially, City College's Facilities Master Plan is essentially a **renovation and replacement program** for existing deteriorated, end-of-useful life buildings/facilities. Other than normal growth, build-out of the FMP will not generate new, appreciably substantial vehicle trips above what exists today as the existing condition. Furthermore any parking structures in FMP would be a direct result of the Reservoir Project's elimination of student parking. Although the Planning Dept would want to categorize FMP parking as new, objectively the FMP parking will be replacement parking, not "new."

In contrast, it is the Reservoir Project's new residents that will generate new vehicle trips that would cause transit delay.

The SEIR reverses cause and effect in C-TR-4. It does this by treating the Reservoir Project as if it's the existing setting in its assessment of cumulative effects and treats CCSF as the new kid on the block. The fact of the matter is that CCSF must be treated as the baseline condition,

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Significance after Mitigation: Significant and Unavoidable.

4 (cont.)

Submitted by: Alvin Ja From: aj

To: Poling, Jeanie (CPC); CPC.BalboaReservoir; BRCAC (ECN)

Subject: Addendum: Geographic context

Date: Tuesday, September 10, 2019 3:05:50 PM

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

I had sent in a comment regarding the geographic context for analysis of transit delay yesterday, 9/9 /2019.

I said that the appropriate geographic context would be the BPS Area Plan's "Project Area."

However, on closer examination, I realized that the BPS Project Area's northern boundary was Judson and Havelock, and did not even include Riordan.

The geographic context for analysis needs to extend beyond the BPS Area Plan's northern boundary of Judson to include Monterey Blvd.

Although not inside the BPS Area Plan's boundaries, the Reservoir Project will impact areas north of the Reservoir lot itself and north of Judson.

--aj

Sent from Yahoo Mail on Android

From: ai

To: <u>Poling, Jeanie (CPC)</u>; <u>CPC.BalboaReservoir</u>

Cc: BRCAC (ECN); Yee, Norman (BOS); Low, Jen (BOS); Maybaum, Erica (BOS)

Subject: Addendum to Comment on Initial Study: Land Use Date: Wednesday, September 11, 2019 5:37:12 PM

Attachments: Comment 10.docx

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

I have added the following addition to "Comment on Initial Study: Land Use":

The increase from 500 units contained in the program-level PEIR to 1,100 to 1,550 units of the current proposal constitutes "substantial unplanned growth." This increase should trigger SEIR review.

Please enter into record.

Thanks,

aj

----- Forwarded Message ----- From: aj <ajahjah@att.net>

To: Poling Jeanie (CPC) <jeanie.poling@sfgov.org>; CPC.BalboaReservoir <cpc.balboareservoir@sfgov.org>; commissions.secretary@sfgov.org

<commissions.secretary@sfgov.org>
Cc: BRCAC ECN
brcac@sfgov.org>

Sent: Tuesday, September 10, 2019, 11:23:25 PM PDT

Subject: Comment on Initial Study: Land Use

COMMENT ON INITIAL STUDY:

LAND USE

The Initial Study's B. PROJECT SETTING states: The project setting and existing site land use characteristics are provided in SEIR Chapter 2, Project Description.

Going to the referred Ch.2 Project Description produces this:

Project Description

2.A Project Overview

The proposed Balboa Reservoir Project is located on a 17.6-acre site in the West of Twin Peaks area of south central San Francisco (see **Figure 2-1, Location Map**). The site is north of the Ocean Avenue commercial district, west of the City College of San Francisco Ocean Campus, east of the Westwood

Park neighborhood, and south of Archbishop Riordan High School. The project site is owned by the City and County of San Francisco (City) under the jurisdiction of the San Francisco Public Utilities Commission (SFPUC).

2 (cont.)

This constitutes the entire description of the Project Setting's baseline existing condition for the Initial Study/SEIR.

This fails to acknowledge that schools are central feature in the immediate vicinity of the Reservoir: City College, Riordan, Lick Wilmerding.

The Reservoir site has historically been used by City College for decades. The Initial Study/SEIR fail to acknowledge this fact.

City College is the main educational, economic, cultural feature of the immediate Reservoir vicinity. The Initial Study/SEIR fail to acknowledge this fact.

City College, Riordan, Lick Wilmerding are the main target destinations for the immediate Reservoir vicinity. The Initial Study/SEIR fail to acknowledge this fact.

I contend that these facts have been deliberately omitted from the description of the baseline existing condition because it is an inconvenient truth. These facts are inconvenient truths that would inhibit the privatization of public assets (though disguised misleadingly as an affordable housing project).

CEQA requires a baseline determination of existing conditions upon which environmental impact of a project will be assessed.

From the Association of Environmental Professional's (AEP) CEQA Portal:

What Are Baseline and Environmental Setting?

Under CEQA, the impacts of a proposed project must be evaluated by comparing expected environmental conditions after project implementation to conditions at a point in time referred to as the baseline. The changes in environmental conditions between those two scenarios represent the environmental impacts of the proposed project. The description of the environmental conditions in the project study area under baseline conditions is referred to as the environmental setting.

Why Is Baseline Important?

Establishing an appropriate baseline is essential, because an inappropriately defined baseline can cause the impacts of the project either to be under-reported or over-reported. A considerable number of CEQA documents have been litigated over the choice of a baseline for a given project, and many CEQA documents have been invalidated for the use of an inappropriate baseline (see Important Cases below).

From 14 CCR 15125:

(a) An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.

2 (cont.)

The draft SEIR/Initial Study is fundamentally defective because it fails to recognize the baseline condition of City College's prominence and importance in the immediate vicinity of the Reservoir.

Summary of Land Use Impacts in the PEIR (p. B-12)

The proposed project would not result in new or substantially more severe impacts than those identified in the PEIR.

For this to be accurate, the following question would have to be answered in the negative:

Would the project result in potentially significant effects not identified in the prior EIR? This question examines whether or not the proposed project would result in new significant or potentially significant environmental effects that were not identified in the PEIR. This could include significant effects that are due to:

Project-specific features of the proposed project.

Substantial changes with respect to the circumstances under which the project would be undertaken, such as real estate development trends in the surrounding area or major projects that were previously unanticipated.

I contend that the answer to the question is YES, thus triggering Impact treatment in the SEIR.

The section acknowledges: The project site was located within the Balboa Reservoir Subarea and was assumed to include up to 500 residential units.

A later paragraph states: The PEIR concluded that implementation of the area plan would not result in significant land use impacts and did not require any mitigation measures.

SF Planning Dept professionals are aware that a program-level determination is not the same as a project-level determination. Otherwise, the BPS FEIR would not have necessitated project-level reviews of the Kragen Project and the Phelan Loop Project within the FEIR.

It is professionally dishonest for the Planning Dept to pretend that the BPS FEIR's program-level determination for an BPS Area Plan **area-wide** target of 1,780 units

could be legitimately used to insinuate that the Reservoir Project current numbers of 1,100-1,550 units had already gotten the thumbs-up from the PEIR.

3 (cont.)

Did you forget the earlier quote of the Reservoir sub-area "assumed to include up to 500 residential units"?

In the context of "Project-specific features of the proposed project", by any objective measure, jumping from 500 units in the program-level PEIR to 1,100-1,550 units in the current two Reservoir options is a big increase of 120% and 210% respectively.

The area-wide target of 1,780 units is shown on the Area Plan Development Status Sept 2018 Update pdf. It consists of 790 Tier 1 (0-5 yrs) units and 990 Tier 2 (5-20 yrs) units. The pdf shows 482 units built or underway. This leaves an area-wide shortfall of 1,298 units.

Although I can understand the desire to achieve this area-wide target, forcing a square peg into a round hole out of desperation will not succeed without imposing adverse impacts onto the Reservoir vicinity. Trying to force the Reservoir Project-targeted for 500 units in the PEIR--in order to fulfill the 1,298 unit area-wide shortfall is an objectively significant Reservoir impact.

The approval and certification of the program-level BPS Final EIR with an areawide target of 1,780 units does not equate with a LTS determination for a project-level 1,100-1,550 Reservoir units. The Initial Study merely manipulates words and paragraphs to imply and assert, without evidence, that:

"The proposed project would not result in new or substantially more severe impacts than those identified in the PEIR."

The increase from 500 units contained in the program-level PEIR to 1,100 to 1,550 units of the current proposal constitutes "substantial unplanned growth." This increase should trigger SEIR review.

Summary of Land Use Impacts in the PEIR (p. B-12)

This section omits the fact that a zoning change from P (Public) to a Special Use District is A BIG DEAL. Privatizing public land by a private developer is A BIG DEAL.

Since the certification of the BPS Final EIR, there has been a major change in the housing development environment for surplus public sites.

At the time of the PEIR, only non-profit agencies were able to buy and build on public surplus lands.

2015 Prop K Public Land for Housing ended the restriction that only non-profit builders could use public lands for housing. With the passage of Prop K, private for-profit developers were allowed to cash in on a bonanza to privatize public lands.

The change of zoning from P to SUD to enable privatization of public land is a new

condition that did not exist at the time of the PEIR. A LTS determination based on conditions that did not exist at the time of the PEIR requires fresh treatment in SEIR.

4 (cont.)

Impact LU-2: The proposed project would not conflict with any applicable land use plans, policies or regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

The Initial Study fails to assess the PUC Land Use Policy. The Land Use Framework adopted by the Public Utilities Commission in 2012 (PUC Resolution 12-0044) states: "Use of the land sold is not to result in activities creating a nuisance."

Given the limited street parking in the surrounding neighborhoods, and the fact that the main ingress/egress to the Reservoir Housing project will be Kahlo Way, the 1100-1550 unit Balboa Reservoir Project will result in creating a substantial traffic and parking nuisance [The word "nuisance" understates the problem].

From earlier submission to the Reservoir CAC and City Team:

PUC LAND USE POLICY

- 1. The RFQ's section on Applicable Land Use Policies makes no reference to the PUC's own "Framework for Land Use and Management."
- 2. From the PUC website: By adoption of the Framework, the Commission is seeking to advance the analytical and decision-making process surrounding the administration of real estate assets under the SFPUC's exclusive jurisdiction.
- **3.** PUC's Land Use Framework policy allows sale only if: "Use of the land sold will not result in creating a nuisance."
- **4.** Even though the PUC Land Use Framework was formulated to focus on "Land Management Guidance for...Disposition of SFPUC Lands," The City Team has dismissed the importance of this policy document: "It is not necessary, or feasible, for an RFQ to name all of the City policies and procedures that apply to the project." [from Staff Response to "Why doesn't the RFQ discuss the SFPUC Land Use Framework?"]

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

The PUC Land Use Framework was adopted post-PEIR. Its requirement that use of the Reservoir not result in a nuisance should be enforced.

The entire Reservoir Project process has avoided discussion or application of the State Surplus Property Statute:

6

STATE SURPLUS PROPERTY STATUTE

The State Surplus Land Statute 54222 says:

Any local agency disposing of surplus land shall send, prior to disposing of that property, a written offer to sell or lease the property as follows:

(c) A written offer to sell or lease land suitable for school facilities construction or use by a school district for open-space purposes shall be sent to any school district in whose jurisdiction the land is located.

PUC's principle of market rate return is not absolute. SF Administrative Code 23 for Real Property Transactions calls for:

SF Administrative Code 23.20 states

Transfers of Real Property pursuant to this Article shall be paid for no less than 100% of the appraised value, except where the Board of Supervisors determines by resolution that a lesser sum will further a proper public purpose, and provided that the Public Utilities Commission shall be paid at least the historical cost of such Real Property.

SF Administrative Code 23.3 for Real Property Transactions calls for:

"... sales price of at least 100% of the appraised value of such Real Property, except where the Board determines either that (a) a lesser sum will further a proper public purpose, or..."

The Balboa Park Station Area Plan had called for developing the Reservoir to "best benefit the Neighborhood, City, Region as a whole." Yet any analysis of what constitutes "best benefit" has been bypassed. Instead, by fiat, the City declared that the Reservoir would be used for housing to be developed by private developers. And despite the teacher shortage, consideration for teacher housing by school has been minimized.

The Reservoir Project has apparently ducked the State Surplus Property Statute's requirement that the property be offered for school facilities construction. This omission should trigger treatment in the SEIR.

Submitted by:

Alvin Ja

From: aj

To: <u>CPC-Commissions Secretary; Poling, Jeanie (CPC); CPC.BalboaReservoir</u>

Cc: BRCAC (ECN)

Subject: INADEQUACY OF DESCRIPTION OF BASELINE EXISTING SETTING

Date: Saturday, September 14, 2019 7:28:57 AM

Attachments: Comment 11.docx

CAC-Comments-From-SaveCCSF final.doc

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Planning Commission:

INADEQUACY OF DESCRIPTION OF BASELINE EXISTING SETTING

I had raised the issue of the inadequacy of the Initial Study/SEIR's description of the Reservoir Project's baseline existing condition at the 9/12/2019 Planning Commission meeting. Here, I wish to expand on my allegation.

In an earlier written comment, I had already written the following:

The Initial Study's B. PROJECT SETTING states: The project setting and existing site land use characteristics are provided in SEIR Chapter 2, Project Description.

Going to the referred Ch.2 Project Description produces this:

The Initial Study's B. PROJECT SETTING states: The project setting and existing site land use characteristics are provided in SEIR Chapter 2, Project Description.

Going to the referred Ch.2 Project Description produces this:

Project Description

2.A Project Overview

The proposed Balboa Reservoir Project is located on a 17.6-acre site in the West of Twin Peaks area of south central San Francisco (see **Figure 2-1, Location Map**). The site is north of the Ocean Avenue commercial district, west of the City College of San Francisco Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School. The project site is owned by the City and County of San Francisco (City) under the jurisdiction of the San Francisco Public Utilities Commission (SFPUC).

This constitutes the entire description of the Project Setting's baseline existing condition for the Initial Study/SEIR.

Chapter 3 is entitled "Environmental Setting, Impacts, and Mitigation Measures." It states: "Sections 3.B through 3.D each includes descriptions of the environmental setting and regulatory framework."

In a careful search for descriptions of the environmental setting within Sections 3.B, 3.C, and 3.D, here are the descriptions provided:

3.B.4 Existing Conditions:

The project site is a 17.6-acre rectangular parcel and encompasses Assessor's Block 3180/Lot 190 in San Francisco's West of Twin Peaks neighborhood. The project location and site characteristics are described in SEIR Section 2.A, Project Overview, p. 2-1, and Section 2.D.2, Project Site, p. 2-7. The existing land use setting is described in Appendix B, Initial Study, Section E.1, Land Use and Land

Use Planning, p. B-12.

3.C.3: Summary of BPS Area Plan PEIR Noise Section:

Balboa Park Station Area Plan PEIR Setting

The noise setting for the Balboa Park Station Area Plan (area plan) discussed in the Balboa Park Station Area Plan [Program] Environmental Impact Report (PEIR) differs from the existing setting today primarily in terms of the increase in traffic volumes resulting from overall employment growth in the San Francisco area and number of noise sources that exist in the area. However, there was a decrease in annual enrollment at the adjacent City College Ocean Campus of nearly 25 percent between 2008–2009 and 2017–2018, the most recent year for which data are available.151 In addition, since the December 2008 certification of the PEIR, development has occurred adjacent to the project site. City College filled the east basin of the reservoir site and raised its grade to match

surrounding terrain to the east, and constructed the Multi-Use Building.

3.C.4 Environmental Setting:

3.C.4 contains technical information regarding noise. There is no content describing the overall existing setting.

3.D.3 Summary of BPS Area Plan Quality Section:

Balboa Park Station Area Plan PEIR Setting

The air quality setting for the Balboa Park Station Area Plan (area plan) discussed in the Balboa Park Station Area Plan Program EIR (area plan PEIR, or PEIR) differs from the existing setting today in terms of air quality conditions, the regulatory environment, and in the level of available information with respect to health risks and hazards. Specifically, at the time of the PEIR, localized concentrations of criteria air pollutants were higher than what are monitored today as many of the regulatory improvements implemented since then have improved air quality conditions. As an example, the PEIR reported that particulate emission standards were regularly exceeded in San Francisco. Since 2007, the effect of regulatory changes has resulted in a reduction in the number of violations of the particulate matter standard despite subsequent strengthening (i.e., more health protective) of the ambient particulate standards.

3.D.4 Environmental Setting:

3.D.4 Environmental Setting contains information regarding climate and meteorology, and pollutants. There is no content describing the overall existing setting.

California Code of Regulations Title 14 Section 15125

California Code of Regulations Title 14 Section 15125 contains the requirements for a description of the existing Environmental Setting in an EIR:

§ 15125 (a) An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of

1 (cont.)

the proposed project and its alternatives. The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

1 (cont.)

The descriptions of the physical environmental setting in 3.B, 3.C, and 3.D are limited to descriptions involving transportation, noise, and air quality.

Thus, in order for the public and decision-makers to acquire the "most accurate and understandable picture possible of the project's impacts", we are left with the SEIR's 2.A Project Overview contained in Chapter 2, Project Description.

Contrary to § 15125's requirement for a description of the existing condition "in the vicinity of the project", SEIR 2.A only provides a description of the project site:

The proposed Balboa Reservoir Project is located on a 17.6-acre site in the West of Twin Peaks area of south central San Francisco (see **Figure 2-1, Location Map**). The site is north of the Ocean Avenue commercial district, west of the City College of San Francisco Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School. The project site is owned by the City and County of San Francisco (City) under the jurisdiction of the San Francisco Public Utilities Commission (SFPUC).

THIS FAILS § 15125'S REQUIREMENT FOR A DESCRIPTION OF THE AFFECTED VICINITY.

14 CCR 15125 also has another relevant requirement. It has a requirement that an EIR adequately investigate environmental resources that are unique and would be affected:

§ 15125 (c) Knowledge of the regional setting is critical to the assessment of environmental impacts. Special emphasis should be placed on environmental resources that are rare or unique to that region and would be affected by the project. The EIR must demonstrate that the significant environmental impacts of the proposed project were adequately investigated and discussed and it must permit the significant effects of the project to be considered in the full environmental context.

City College is a universally recognized and unique treasure of the San Francisco Bay Area. It is an Appendix G CEQA Environmental Checklist Environmental Factor in the category of Public Services. And although having been repeatedly brought up by the public throughout the "public engagement process", the SEIR fails to adequately address impacts on CCSF and other schools in the "full environmental context."

I have attached a 2015 submission by the Save CCSF Coalition to the City Team (OEWD/Planning) and Reservoir CAC. Excerpt

Subject: Input for planning – CCSF must be considered

Comments:

CCSF is the central educational, economic, cultural focus of the neighborhood. Any planning and development at the PUC's west reservoir site cannot be allowed to impact CCSF negatively, whether it's in relation to the need for parking for students, faculty and staff; or the needs of PAEC.

1 (cont.)

Current Balboa Reservoir planning is focused on discouraging private auto use by making parking difficult and more expensive. This goal has the side effect of discouraging enrollment and attendance. Such a policy would only result in shifting car usage to other schools where parking is easier, or causing students to drop out!

Planning documents presented to date make inadequate evaluation of cumulative impacts and fail to account for past, present and reasonably foreseeable projects by completely ignoring the PAEC!

THE DSEIR FAILS TO ADEQUATELY EXAMINE IMPACTS ON CITY COLLEGE AND OTHER SCHOOLS, IN VIOLATION OF § 15125 (c).

Submitted by:

Alvin Ja

Save CCSF Coalition www.saveccsf.org

Weale City Gollege The College The College

Memo to:

OEWD: Michael Martin michael.martin@sfgov.org

Susan Exline <u>susan.exline@sfgov.org</u> Emily Lesk <u>emily.lesk@sfgov.org</u>

Planning: Jeremy Shaw <u>jeremy.shaw@sfgov.org</u>

Reservoir CAC: <u>brcac@sfgov.org</u>

From: Save CCSF Coalition

Date: November 5, 2015

Subject: Input for planning – CCSF must be considered

Comments:

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Planning documents presented to date make inadequate evaluation of cumulative impacts and fail to account for past, present and reasonably foreseeable projects by completely ignoring the PAEC!

On behalf of the Save CCSF Coalition,

Wendy Kaufmyn

Monica Collins, staff

Wendy Kanfry

Christine Hanson, student

Francine Podenski, retired Department Chair

Donna Hayes, Counselor

John Hayes

Richard Baum, Instructor Tarik Farrar, Instructor

Harry Bernstein, Instructor

Steven Brown, Department Chair Leslie Simon, Program Coordinator From: aj

To: <u>CPC-Commissions Secretary; Poling, Jeanie (CPC); CPC.BalboaReservoir</u>

Cc: BRCAC (ECN)

Subject: CONSEQUENCES OF THRESHOLD OF SIGNIFICANCE USED FOR TRANSIT DELAY

Date: Saturday, September 14, 2019 9:03:56 PM

Attachments: Comment 12.docx

RESERVOIR-RELATED DELAY.docx

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CONSEQUENCES OF THRESHOLD OF SIGNIFICANCE USED FOR TRANSIT DELAY

The "less-than-significant" determination for Impact TR-4 is invalid. It is invalid because its 4-minute threshold of significance/Performance Standard is arbitrarily high and has been arrived at with neither proper authority nor substantial evidence.

Allowance of a 4-minute Reservoir-related Transit Delay threshold of significance would violate the Transit First Policy.

Although the SEIR finds potentially significant impact for C-TR- 4, the potential impact is unfairly attributed to City College's FMP.

The actual real-world impact will be from the Reservoir Project; not City College. As such, the Reservoir Project's true impact to Transit Delay has been covered up by an egregiously liberal 4-minute threshold of significance. As such, the LTS determination for Impact TR-4 should objectively be invalid.

City College's future plans are fundamentally renovation projects to replace worn-out facilities. These renovation projects will not, in and of themselves—unlike the Reservoir Project—induce substantially greater demand for education services and resultant travel demand.

The SEIR blames the victim in its discussion of Impact C-TR-4.

I wish to reinforce my earlier analysis of the inappropriateness of using a 4-minute threshold of significance in reaching a "less-than-significant" determination for Impact TR-4.

I have already provided several critiques of various aspects of the SEIR's analyses contained in Section 3.B, Transportation & Circulation.

I have already compared the numbers for "Project-Related Increase in Delay" provided in Table 3.B-18, *Transit Delay Analysis*. I compared the Project-Related Delay to scheduled MUNI running times for the 43 line.

My analysis showed:

Option 1's "Project-Related Increase in Delay" of 115 seconds (1.9 minutes) represents a **27.4% increase in travel time** for the 7-minute running time segment

between Monterey/Gennessee and Balboa Park Station.

1 (cont.)

Option 2's contribution of 141 seconds (2.4 minutes) of Reservoir-related delay represents a **33.6% increase in travel time** over the scheduled 7 minute running time between Monterey/Gennessee to Balboa Park Station.

I have analyzed the latest MUNI schedule information. I have attached a Table entitled "Reservoir-Related Delay in Relation to Reservoir Area MUNI Characteristics."

The Table compiles information gathered from official MUNI scheduling documents. The documents are "Rotations" and "Trains" that contain information on headways and timepoints.

The Table shows the percentage contribution of real-world Reservoir-related delay relative to current MUNI timepoint-to-timepoint running times, using the SEIR's 4-minute threshold of significance.

Percentage of increase in travel time over the existing MUNI running times are:

```
<!--[if !supportLists]-->• <!--[endif]-->K Ingleside (between Geneva/San Jose and St. Francis Circle): 23.5% to 30.8%
```

<!--[if !supportLists]-->• <!--[endif]-->8/ 8BX Bayshore/ Bayshore Express (Geneva/Mission-Unity Plaza) 50.0% to 66.7%

<!--[if !supportLists]-->• <!--[endif]-->43 Masonic (Monterey/Gennessee – Geneva BART) 44.4% to 57.1%

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<!--[if !supportLists]-->• <!--[endif]-->49 Van Ness (Mission/Ocean – Unity Plaza) 50.0% to 57.1%
```

The lowest end of the range of Reservoir-related delay "authorized" by the SEIR is 23.5% increase over the K segment between Balboa Park Station and St. Francis Circle.

A threshold of significance that would allow 23.5% to 66.7% increases over existing running times is an egregiously poor threshold. FAIL and FUBAR.

Submitted by:

Alvin Ja

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From: aj

To: Poling, Jeanie (CPC); CPC.BalboaReservoir; BRCAC (ECN); Hood, Donna (PUC); Board of Supervisors, (BOS)

Cc: Yee, Norman (BOS); Maybaum, Erica (BOS); Low, Jen (BOS)

Subject: Balboa Reservoir: MISREPRESENTATION OF THE REQUIREMENTS OF 14CCR 15125(a)

Date: Monday, September 16, 2019 5:19:11 AM

Attachments: Comment 13-MISREPRESENTATION OF THE REQUIREMENTS OF 14CCR 15125.docx

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

Planning Commission, PUC, BOS:

From the very beginning, the Planning Dept/OEWD has consistently minimized and downplayed the Reservoir Project's impacts on City College.

The draft EIR for the Reservoir Project provides an example of the deliberate downplaying of City College's position in the vicinity of the Project.

The SEIR's description of the baseline environmental omits any mention of City College. In doing so, the SEIR violates the requirements of 14 CCR 15125 (a).

MISREPRESENTATION OF THE REQUIREMENTS OF 14CCR 15125(a)

The Planning Dept has made what I can only interpret to be a deliberate misrepresentation of the requirements of Title 14, Division 6, Chapter 3, Article 9, Section 15125, "Environmental Setting."

The SEIR substitutes "project site" for "vicinity of the project" when it describes its proclaimed "consistency" with §15125(a).

A proclaimed consistency is not the same as compliance with a REQUIREMENT.

THE SEIR VIOLATES THE REQUIREMENTS OF §15125(a).

The SEIR's 3.A.2, *Overall Approach to Impact Analysis* provides the following misrepresentation of §15125(a):

As described in SEIR Chapter 1, Introduction, this SEIR is a project-level EIR that is tiered from a previously certified program-level EIR, namely the PEIR. As a project-level EIR and consistent with CEQA Guidelines section 15125(a), the impact analysis is generally based on potential physical effects of the project compared to existing or baseline conditions of the physical environment at the project site at the time of publication of the NOP, which was in October 2018.

Comment:

<!--[if !supportLists]-->
 <!--[endif]-->
§15125(a) is not just a "CEQA Guideline"; it is the LAW.

1 (cont.)

<!--[if !supportLists]-->• <!--[endif]-->The language of the §15125(a) law uses the term "must", which is a REQUIREMENT.

<!--[if !supportLists]-->• <!--[endif]-->The law states: (a) An EIR must include a description of the physical environmental conditions in the vicinity of the project.

Here is §15125(a):

<!--[if !supportLists]-->(a) <!--[endif]-->An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

FAIL AND FUBAR.

Submitted by:

Alvin Ja

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Comment:

- §15125(a) is not just a "CEQA Guideline"; it is the LAW.
- The language of the §15125(a) law uses the term "must", which is a REQUIREMENT.
- The law states: (a) An EIR must include a description of the physical environmental conditions in the vicinity of the project.
- The SEIR's substitution of "project site" in place of the required "in the vicinity of the project" invalidates the Balboa Reservoir Impact Analysis.

Here is §15125(a):

(a) An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

FAIL AND FUBAR.

Submitted by: Alvin Ja From: aj

To: Poling, Jeanie (CPC); CPC.BalboaReservoir; CPC-Commissions Secretary

Cc: Yee, Norman (BOS); Low, Jen (BOS); Maybaum, Erica (BOS); Board of Supervisors, (BOS)

Subject: REVISION--- Re: COMMENT ON "Summary of Impacts of Proposed Project—Disclosed in SEIR including Initial

Study" Table s-2

Date: Sunday, September 22, 2019 1:26:13 PM
Attachments: Comment 14--Summary of Impacts.docx

Comment 14a-SOUTHBOUND 43 MASONIC DELAY.docx

Comment 14b-SEIR Project Delay.docx

Comment 14c-Reservoir-Related Delay In Relation to Reservoir Area MUNI Characteristics.docx

Comment 14d- TDM NON SEQUITUR.pdf

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Here is a revision of my comment on "Summary of Impacts..." to correct for clarity below in **red**.

What I was trying to, but failed to get across in the original version was that the determinations for TR-4 and C-TR-4 were reversed.....That the C-TR-4 significant impact finding should have been for TR-4; and that the CCSF FMP cumulative contribution to transit delay was being blamed disproportionately for contributions to transit delay.

C-TR-4 obscures the reality that most of the transit delay will be generated by the Reservoir Project, as opposed the City College's FMP which is mainly a renovation and replacement program.

--aj

On Friday, September 20, 2019, 10:24:15 PM PDT, aj <ajahjah@att.net> wrote:

COMMENT ON

"Summary of Impacts of Proposed Project—Disclosed in SEIR including Initial Study" Table s-2

IMPACT TR-4 (Operation of proposed project would not substantially delay public transit)

Table S-2 shows for Impact TR-4 **Less-than-significant** Level of Significance.

I summarize how this determination is incorrect.

- 1. The threshold of significance that is used to come to the LTS determination is based on an inordinately low standard for the threshold. The establishment of a 4-minute late threshold before Reservoir-related transit delay "might" be considered significant is big enough for a tank to go through. By defining the transit delay threshold to be 4 minutes, the Reservoir Project is issued a "get out of jail free card".
- 2. The City Charter establishes performance criteria for MUNI. Section 8.A 103 (c) establishes that a MUNI bus/car that arrives over 4 minutes late to a timepoint is considered to be late, for the purposes of the City Charter mandate.
- 3. The SEIR/Reservoir Project threshold of significance gives the Project the privilege of independently adding 4 minutes of additional delay to MUNI before the Reservoir Project transit delay "might" be considered significant. This freedom and privilege to independently add 4 minutes Reservoir-related delay flies in the face of the intent of the Transit First Policy.
- 4. Attached for your convenience, I include 3 tables:
 - a. SB 43 Masonic Delay: MUNI Standard v. Reservoir Standard
 - This Table relates to the 43 line between the Monterey/Gennessee timepoint and the Balboa Park Station timepoint:
 - o The running time between the two timepoints is 7 minutes;
 - o The MUNI late standard is 11 minutes;
 - The SEIR/Project threshold of significance is 19 minutes: a 171% increase over the scheduled 7 minutes.
 - b. SEIR Table 3.B-18 Transit Delay Analysis

time.

- This Table presents SEIR's own numbers for "Project-Related Increase in Delay"
 - o The Table lowballs the actual delay for the 43 Masonic. The SEIR presents delays of 73 seconds and 83 seconds for Options 1 and 2, respectively. The numbers presented by the SEIR omit the 43 segment between City College Bookstore and Balboa Park Station.

When the Bookstore-BPS segment (Geneva Ave EB) is factored in properly, the delays come out instead to 115 seconds (1.9 minutes) and 141 seconds (2.4 minutes) for Options 1 and 2, respectively. 115 seconds and 141 seconds of Project-related delay constitute increases of 27.4% and 33.6% over the 7-minute

Monterey/Gennessee-BP Station segment's running

o Comparing the Reservoir-related delay for the 43's Monterey/Gennessee-BP Station segment to the City-

Charter-mandated 4-minute late allowance:

- Option 1's delay of 115 seconds consumes
 48.0% of the 4 minutes of lateness allowed to
 MUNI:
- Option 2's delay of 141 seconds consumes
 58.8% of the 4 minutes of lateness allowed to
 MUNI
- These percentages of 171%, 27.4%, 33.6%, 48.0%, and 58.8% are objectively significant. These percentages can only be made "less than significant" by the establishment of a threshold of significance of 4 minutes, which is constructively a "get out of jail free card."
- c. Reservoir-Related Delay In Relation to Reservoir Area MUNI Characteristics
 - This Table is compiled from current (effective 9/5/2019) MUNI schedules for KT, 8/8BX, 29, 43, 49, 54 lines. For weekday AM Peak, Mid-day, and PM Peak, I have compiled headways and running times.
 - Using the SEIR's 4-minute threshold of significance, the last two columns provide Reservoir Project-related contribution percentages to running time delay and to MUNI's 4-minute late allowance:

o K Ingleside: 23.5% - 30.8% delay contribution between BP Station-St. Francis Circle; o 8/8BX Bayshore (IB only): 50% - 66.7% delay contribution between Unity Plaza-Geneva/Mission; o 29 Sunset: 25.0% - 33.3% delay contribution between 19th/Holloway- Balboa Park Station; o 43 Masonic: 44.4% - 57.1% delay contribution between Monterey/Gennessee- Balboa Park Station; o 49 Van Ness: 50.0% - 57.1% delay contribution between Mission/Ocean- Unity Plaza

The LTS determination for Impact TR-4 cannot be objectively sustained. The LTS determination is a case of "intelligence and facts being fixed around policy."

IMPACT C-TR-4 (The proposed project, in combination with reasonably foreseeable future projects, may result in a potentially significant cumulative impact related to public transit delay and the project could contribute considerably.)

C-TR-4 is founded on a distortion of reality. Via manipulation of the threshold of significance for evaluating transit delay, the impact of the Balboa Reservoir Project has been determined to be less-than-significant **for Impact TR-4**.

It is only with willful disregard for reality that the SEIR can come to a conclusion that a 1,110- 1,550 unit project will have less than significant impact on an area which the Nelson-Nygaard TDM Study described as having "limited roadway space, transit infrastructure, …" in Impact TR-4.

But ,the SEIR then finds significant cumulative impact for C-TR-4. In the topsy-turvy Red Queen world of the Planning Dept, the 1,100- 1,550 unit Reservoir Project is determined to have LTS impact on transit delay. Yet, the SEIR portrays the CCSF Facilities Master Plan as being a big contributor to future cumulative transit delay despite the fact that the FMP is primarily a replacement and renovation program. A replacement and renovation program will have much less of an impact in increasing travel demand than an 1,100- 1,550 unit new development of mostly market-rate/unaffordable housing.

Mitigation Measure M-C-TR-4:

As discussed in earlier submissions, Table M-C-TR-4 "Transit Travel Time Performance Standard" provides the Reservoir Project an extremely generous allowance of 4 minutes of Reservoir-related transit delay. Merry Christmas!

The damage to transit delay by the Project itself will already have been done before M-C-TR-4's Monitoring and Implementing Feasible Measures for cumulative impacts even gets rolling.

Given the Nelson-Nygaard TDM Study's recognition of limited roadway space and transit infrastructure, there will be no feasible measures to implement, other than hoping for success of TDM measures.

Regarding the effectiveness of TDM as mitigation, please examine the attached "Balboa Reservoir's TDM Non Sequitur."

Submitted by:

Alvin Ja

9/20/2019

SOUTHBOUND 43 MASONIC DELAY:

MUNI STANDARD v. RESERVOIR PROJECT STANDARD

	SOUTHBOUND 43 MASONIC DELAY:							
	MUNI STANDARD v	. RESERVOI	R STANDARD					
ROUTE SEGMENT	TIME POINT	ON-	ADDITIO	NAL DELAY TIME				
		TIME						
		MUNI	MUNI late	Reservoir				
		on-	standard	Late standard				
		time	(4 min)	(additional 4 min)				
ELAPSED TIME:	Monterey/Gennessee	0:00	0:00	0:00				
Monterey/Gennessee	4 min running time	+4 r.t.	+4 r.t. + 4 late	+4 r.t. +4 MUNI				
to Bookstore				+4 Reservoir				
Running time (r.t.)								
ELAPSED TIME:	CCSF Bookstore	0:04	0:08	0:12				
Monterey/Genn to	(City College							
Bookstore	Terminal)							
Bookstore to BPS	3 min running time	+3 r.t.	+3 r.t.	+3 r.t. + 4 Reservoir				
Running time			(4 min	(4 min standard				
			standard NOT	construed to				
			allowed to be	accumulate)				
			cumulative)					
ELAPSED TIME:	Balboa Park Station							
Monterey/Gen	(Geneva/San Jose)	<mark>0:07</mark>	<mark>0:11</mark>	<mark>0:19</mark>				
to BPS								



Transit Assessment Memorandum.

TABLE 3.B-18 TRANSIT DELAY ANALYSIS

	Weekday a.m. Peak H	our (seconds of delay)	Weekday p.m. Peak H	<mark>lour</mark> (seconds of del					
Corridor	Northbound/ Eastbound	Southbound/ Westbound	Northbound/ Eastbound	Southbound/ Westbound					
Transit Delay									
Existing Condition	ns								
Frida Kahlo Way	5	15	5	28					
Ocean Avenue	121	143	124	144					
Geneva Avenue	79	53	75	46					
Existing plus Dev	eloper's Proposed Option	1							
Frida Kahlo Way	18	74	29	101					
Ocean Avenue	187	182	182	244					
Geneva Avenue	99	127	117	127					
Existing plus Add	itional Housing Option	•		•					
Frida Kahlo Way	21	87	46	111					
Ocean Avenue	183	207	208	272					
Geneva Avenue	109	137	133	137					
	F	Project-Related Increase i	n Delay						
Developer's Propo	osed Option								
Frida Kahlo Way	13	59	24	73					
Ocean Avenue	66	39	58	100					
Geneva Avenue	20	74	42	81					
Additional Housin	g Option		•						
Frida Kahlo Way	16	72	41	83					
Ocean Avenue	62	64	84	128					
Geneva Avenue	30	84	58	91					

SOURCE: Kittelson & Associates, Inc. 2018.

NOTES:

Transit delay includes corridor delay, transit reentry delay, and passenger boarding delay.

Developer's Proposed Option

As shown in Table 3.B-18, vehicle and transit trips generated by the Developer's Proposed Option would increase transit delay by a maximum of 73 seconds along Frida Kahlo Way (southbound direction, weekday p.m. peak hour), a maximum of 100 seconds along Ocean Avenue (westbound











:::











Reservoir-Related Delay In Relation to Reservoir Area MUNI Characteristics

LINE	WEEKDAY HEADWAY		BPS AREA	RESERVOIR-RELATED TRANSIT			
	(minutes	s)	RUNNING TIME	DELAY THRESHOLD OF		
				ROUTE	SIGNIFICANCE	= 4 minutes	
				SEGMENT			
				(between MUNI			
				timepoints)			
					Percentage of	Percentage of	
					delay	delay	
SOURC	CF OF	MUN	II DAT	ΓΔ:	contribution to	contribution	
					BPS Area route	to City	
CURRE	NT O	FFICIA	AL MI	JNI	segment	Charter's	
RAILW	AV DO	тат	ONIS	AND	(deemed to be	MUNI 4-	
INVIENA	AI N	JIAI	10143	AND	insignificant!)	minute late	
TRAINS	S, effe	ective	9/5/	2019		criterion	
			0 0			(deemed to	
						be	
		l		T		insignificant!)	
K	AM	MID-	PM	KT (2	23.5% to	100%	
Ingleside	PEAK	DAY	PEAK	Geneva/San	30.8%		
				Jose-	30.070		
	ID.	10	10.	St. Francis Circle			
	IB:	IB	IB:	AM: 14			
	9-12	& OB:	9-10	MID-DAY: 13			
	OB.	10	OB.	PM: 17			
	OB: 8-10	10	OB: 8-10	AM: 15 MID-DAY: 15			
	9-10		9-10	PM: 16			
				PIVI: 10			
8/8BX	AM	MID-	PM	8/8BX	(For Inbound	100%	
Bayshore	PEAK	DAY	PEAK	Geneva/Mission	only)	100%	
					50% to		
				Unity Plaza			
	IB:	IB:	IB:	AM: 8	66.7%		
	6-7	7	6-7	MID-DAY: 6			
				PM: 8			
	OB:	OB:	OB:	(not available)			
	7	7-8	7	AM:			
				MID-DAY:			
				PM:			

LINE		DAY HEA minutes		BPS AREA RUNNING TIME FOR ROUTE SEGMENT (between MUNI timepoints)	RESERVOIR-REL DELAY THRE SIGNIFICANCE	SHOLD OF	
SOURCE					Percentage of delay	Percentage of delay	
ROT	ATIONS	9/5/3	TRAINS 2019	II RAILWAY S, effective	contribution to BPS Area route segment (deemed to be insignificant!)	contribution to City Charter's MUNI 4- minute late criterion (deemed to be insignificant!)	
29 Sunset	AM PEAK	MID- DAY	PM PEAK	29 19 [™] /Holloway-	25% to	100%	
				Ocean BART	33.3%		
	IB:	IB	IB:	AM: 12			
	9	& OB:	10-12	MID-DAY: 14 PM: 15-17			
	OB:	12	OB:	AM: 15-16			
	10		10	MID-DAY: 15 PM: 16			
43 Masonic	AM PEAK	MID- DAY	PM PEAK	43 Monterey/ Gennessee- Geneva BART	44.4% to 57.1%	100%	
	IB:	IB	IB:	AM: 9			
	9	& OB:	10	MID-DAY: 8 PM: 8			
	OB: 10	12	OB: 10	AM: 7-8 MID-DAY: 7 PM: 7			

LINE	WEEKDAY HEADWAY (minutes)			BPS AREA RUNNING TIME ROUTE SEGMENT (between MUNI timepoints)	RESERVOIR-REL DELAY THRE SIGNIFICANCE	SHOLD OF
	RENT O	FFICIA	L MUN TRAINS	II RAILWAY S, effective	Percentage of delay contribution to BPS Area route segment (deemed to be insignificant!)	Percentage of delay contribution to City Charter's MUNI 4-minute late criterion (deemed to be insignificant!)
49 Van Ness	AM PEAK	MID- DAY	PM PEAK	49 Mission/Ocean-	50.0% to	100%
	IB: 8	IB & OB:	IB: 8	Unity Plaza AM: 8-9 MID-DAY: 8 PM: 9	57.1%	
	OB: 10	9	OB: 7-8	AM: 8 MID-DAY: 7 PM: 8		
54 Felton	AM PEAK	MID- DAY	PM PEAK	54 Geneva/Mission- Geneva BART		
	IB & OB: 20 min			AM: 4 MID-DAY: 4 PM: 5 AM: 4-5 MID-DAY: 4 PM: 5		

BALBOA RESERVOIR'S TDM NON SEQUITUR (5/23/2017)

Nelson-Nygaard's "Balboa Area Transportation Demand Management (TDM) Plan: Existing Conditions" is available at http://default.sfplanning.org/plans-and-programs/planning-for-the-city/public-sites/balboareservoir/Nelson Nygaard Balboa TDM-Existing Conditions Memo.pdf

IDENTIFYING TRANSPORTATION NEEDS FOR BALBOA PARK AREA

The Nelson-Nygaard TDM Report reports on existing conditions. Using a variety of resource materials and data, the Report, in the main, accurately describes the existing conditions.

This section of the Report correctly identifies "limited roadway space, transit infrastructure, and financial resources" as problems. Yet despite the obvious fact that the elimination of student parking and new Reservoir residents will increase demand placed on limited transportation resources, the Balboa Reservoir Project Team proposes no amelioration for adverse impacts other than TDM.

The TDM Plan/solution is not a logical outcome of an objective analysis of fact, evidence and common sense. The proposed TDM Plan is a pre-ordained, ideologically-driven solution. It is based on hope, wishful thinking and generalities; not on fact and evidence.

The 4/13/2016 TDM presentation to the Reservoir CAC followed the "logic" of the non sequitur.

The TDM Report's shortcomings are significant. Here is an attempt to point out such shortcomings and their negative implications and consequences.

LAND USE

The Report's very first paragraph in the "Land Use" section describes City College in one sentence: "The CCSF Ocean Campus, zoned as public space, is located at the center of the study area and provides publically-accessible sports facilities."

• The Report's characterizes CCSF as only being a provider of "publicly-accessible sports facilities." This characterization undermines and ignores CCSF's primary importance as a critical provider of educational services to the broader Bay Area community.

It leads to minimizing the need for the Reservoir Project to mitigate its adverse impacts on CCSF enrollment and attendance.

The Report itself admits that the "information presented herein …essentially "sets the stage" for what TDM strategies and supporting measures will be considered… "

MY CONCLUSION: The Land Use section of the Report sets the stage to downplay adverse impacts to CCSF's educational mission.

MULTIMODAL CONDITIONS

"Multimodal conditions" is fancy jargon for various modes of transportation. The four modes of transportation examined in the Report are walking, biking, public transit, and driving.

Walking

Highest pedestrian activity during AM and PM peak (rush) hours were at:

- Balboa Park BART entrance on Geneva near San Jose Avenue (over 500 pedestrians/peak hours counted or modeled)
- Ocean Avenue CCSF entrance (Wellness Center) at Howth (over 500 pedestrians/peak hours counted or modeled)
- Ocean/Phelan (201-500 pedestrians)

Biking

Highest bike activity during AM peak (rush) hours [PM Peak bike counts/modeling were substantially lower] were at:

- Geneva/San Jose (over 40 bike riders)
- Monterey/Congo (30-39 riders)
- Ocean/Phelan (20-29 riders)
- Ocean/Howth (20-29 riders)

Transit

MUNI passenger data from SFMTA was only modeled for the MUNI Metro K line with no boarding data for the rubber tire lines.

K-line Peak hour boardings:

- Ocean/Lee (501-1000 riders)
- Ocean/Phelan (251-500 riders)

Driving

Highest auto activity:

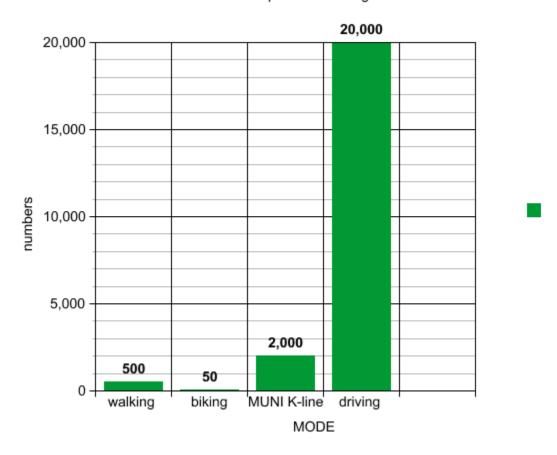
- Ocean Avenue east of Phelan (over 20,000 vehicles)
- Ocean Avenue west of Phelan (17,500- 20,000 vehicles)
- Geneva Avenue west of Phelan (12,500- 15,000 vehicles)
- Phelan Avenue south of CCSF entrance (10,000-12,500 vehicles)
- Phelan Avenue north of CCSF entrance and onto Judson (less than 10,000 vehicles)

Modal split order of magnitude

Sensible use of the data contained in the TDM Report requires an understanding of the order of magnitude of the various modes:

- Walking is on the scale of 500 max (walkers also include transit users and drivers who have to walk to reach their final destinations)
- Biking is on the scale of 50 max
- MUNI Metro K line is on the scale of 2000
- Driving is on the scale of 20,000

modal split order of magnitude



After providing a picture of the general traffic patterns for the Balboa Park Area, the Report continues on to address "CCSF Ocean Campus Vehicle Trip Generation." The Report accurately states that the Ocean Campus "is a major generator of person and auto traffic in the Balboa Area."

• That the Ocean Campus is a major generator of traffic is an indisputable truth. However no context is provided regarding this truth. Without providing context, the implication is that people who drive to CCSF harm society.

What is the unstated appropriate context? The appropriate context is that the people who drive are going to a destination to learn, teach and support the educational needs of society.

The Balboa Reservoir has utterly failed to weigh the trade-offs involved between the educational needs and housing needs of the community.

More importantly, although this is an existing conditions report, the Report fails to mention the future trip generation that the Reservoir Project itself will add to the TDM Study Area.

COMMUNITY ENGAGEMENT/SURVEYS

In the build-up to the Iraq War, the head of British Secret Intelligence Service (M16) recorded in the 'Downing Street Memo' how the war could be justified to the public: "... the intelligence and facts were being fixed around the policy."

The Balboa Reservoir Project does something similar. To its credit, the Nelson-Nygaard Report presents legitimate surveys of the neighboring community. But the survey data is not used to objectively formulate conclusions regarding transportation and parking. Rather, the solution/policy had already been fixed. To its credit, the Report admits:

"the survey findings also assessed peak utilization rates. They indicated that, during the midday period, five off-street parking lots at CCSF Ocean Campus experience peak utilization that are above the average peak parking demand. For example, the survey findings indicated that Res. 1 and Lots A, H, S, U all experience peak parking occupancies between 98% and 100%. Therefore, on any given day, the majority of employee-only lots and the student lot (Res. 1) are completely full during the midday period. The weekday peak parking utilization for Res. 2 Lot was 9%."

The policy of TDM had already been fixed, prior to, and regardless of the evidence contained in the surveys that were conducted subsequent to the TDM policy decision.

THE TDM NON SEQUITUR

The City Team, instead of formulating the Development Parameters based on evidence and data, had *a priori* concluded that TDM is the solution to adverse impacts that would be generated by new Reservoir residents and by the eviction of student parking.

TDM is a legitimate part of an overall Transportation Sustainability Program for the City as a whole. However, TDM as applied to the proposed Balboa Reservoir Project is not a suitable or realistic solution. TDM in the context of Balboa Reservoir will not be able to solve the problem of student access to education created by the Development Parameters. Nor will TDM measures be able to meaningfully solve transportation and parking problems generated by the Project.

Based on the survey results, TDM is a non sequitur:

CCSF TRANSPORTATION SURVEY

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

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

• "Travel time" and "Arrival on time" were overwhelmingly most important concerns (90% and 73.2 % respectively)

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

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

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

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

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

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

One of the components of the City's Transportation Sustainability Program is "Shift." The idea is to shift car drivers onto other more sustainable modes of transportation. However, in the Balboa Reservoir context, "shift" has another more important meaning.

The different and more important real-world meaning of "shift" is: shifting the burden of mitigation of CEQA-related adverse impacts onto school stakeholders and neighborhood residents. This is unacceptable.

COMMUNITY SURVEY (Dept of Environment)

The section on the Community Survey conducted by the Dept of Environment highlighted two survey questions. The two questions pertained to the Existing Mode Split and to "Willingness to Try Different Modes of Transportation."

The main concept of TDM is to get car drivers to walk, bike and take public transit. However the Nelson-Nygaard Report failed to show survey results for a critical question that would show the likelihood of

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respondents changing mode of travel. The Report does not show the survey results for Question #9--What is most important to you when you choose how you get to work?

Although the Report fails to provide survey results for this question, I bet it would be similar to the results for the CCSF Survey: that 'Travel Time' would be one of the most important. I would also guess that 'Reliability' would also be close to the top. If my guess about responses to this question is right, how effective would the Balboa Reservoir Project's TDM measures be able to resolve Travel Time and Reliability concerns?

• Since the data for Question 9 of the survey has not been presented in the Nelson-Nygaard Report, I will venture this unsubstantiated (but probably correct) conclusion:

The TDM objective of shifting substantial numbers of car drivers onto public transit and biking will be unsuccessful because of the real-world importance of Travel Time, Reliability, and Convenience for people leading busy lives......and who are not privileged to be members of the leisure class.

--aj 1/3/2017, updated 5/23/17

From: Eric Johnson

To: Fung, Frank (CPC); richhillissf@gmail.com; Melgar, Myrna (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC);

Moore, Kathrin (CPC); Richards, Dennis (CPC); CPC.BalboaReservoir

Subject: Support Balboa reservoir housing - support affordability

Date: Wednesday, September 11, 2019 7:22:29 PM

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

Hi - I understand you will be reviewing the Balboa reservoir project tomorrow. Please support this new housing.

I am a renter in Glen Park, struggling with astronomical rents and a total inability to buy housing like (almost) everyone else in this city. If I had to guess, I would say that the majority of those opposed to this project are already lucky enough to own a home. The fact that they would oppose building desperately needed homes on a vast parking lot is absurd and deeply unjust. Have they forgotten Joni Mitchell?

I know these opposition groups are now asking for 100% BMR units. But that request does not align with the arguments they originally put forth against this project. They are just shifting the goal posts to prevent this vital, humanitarian housing at any cost. The Planning Commission must see through these tactics. Look at what happened to the proposed affordable senior housing in Forest Hills. It's absolutely barbaric and self-interested.

Please give San Francisco a chance, and support this housing.

Thanks!

Eric Johnson

From: Wynd Kaufmyn
To: CPC.BalboaReservoir

Subject: Written Comment for DSEIR Balboa Reservoir Project

Date: Sunday, September 22, 2019 3:04:02 PM

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

The DRAFT SEIR for the Balboa Reservior Project is inadequate because it fails to consider the impacts of the project on the public service of CCSF

The Reservoir Project will have an adverse impact on higher public educational services offered by City College of San Francisco, a unique and treasured institution by all of San Francisco.

According to a CCSF Ocean Campus Survey of CCSF students and workers conducted in May 2016, 45.7% commuted by car. <u>Inside Higher Ed</u> reported on a survey that detailed Community College students' challenges. The researcher said, "The biggest surprise we had was parking [rated at #5]. This is a big issue for them because of personal schedules or work schedules."

Hence, the elimination of over 1,000 student parking spaces by the Reservoir development without first putting viable alternatives into place will limit students' access to higher education services offered by CCSF.

The impact on gig-working part-time Instructors who have to travel between multiple community college sites must also be considered as it will likely affect these workers' access to employment.

The Draft SEIR speculates that "likely, the shortfall in parking supply would cause some drivers to shift to another mode of travel, others to rearrange their schedule to travel at other times of day..." The assumption that those students and contingent faculty will transition to public transportation services is not realistic as both MUNI and BART have capacity issues. Moreover, the Balboa Reservoir project will significantly increase population density of the neighborhood and hence significantly increase demand for public transit. This will only aggravate the already unreliable service.

The DSEIR irresponsibly avoids assessing the possibility that students/contingent faculty will likely not be able to continue attending/working at CCSF.

Why is there no recommendation in the DSEIR to enhance public transit infrastructure?

The DRAFT SEIR notes that CCSF TDM/Sustainability Plan has a performance objective to reduce automobile trips, with which the removal of parking at the project site would not conflict. This is a moot point. Just because the DSEIR does not conflict with the TDM/Sustainability Plan does not mean the project has no impact on the public service of CCSF. There is no evidence that TDM would resolve the effects of lost student parking on student access to higher education.

Although New Public Resources Code Section 21099 exempts parking adequacy as a CEQA

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impact, it does not exempt the secondary impact on CCSF's ability to provide public higher educational services. It is erroneous to extend 21099's parking exemption onto the elimination of the public benefit of providing access to higher education.

5 (cont.)

The Reservoir Project's elimination of the baseline environmental setting of the 1,000-space student parking lot without first ensuring viable alternatives will have the undesirable effect of limiting students' access to higher education services offered by CCSF.

Wynd Kaufmyn
City College of San Francisco
Engineering Instructor & Faculty Adviser to WISE
Vice President AFT 2121
email: wkaufmyn@ccsf.edu

Phone: (415) 239-3159

website: http://fog.ccsf.edu/~wkaufmyn

From: Quentin Kopp
To: CPC.BalboaReservoir

Cc: Board of Supervisors, (BOS); Breed, Mayor London (MYR); ivy@voteivylee.com

Subject: Balboa Reservoir EIR

Date: Monday, September 23, 2019 2:33:28 PM

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

Please deliver to Jeanie Poling, Senior Planner in the Planning Department, my heartfelt objection to the Balboa Reservoir Draft Subsequent Environmental Impact Report. As a San Francisco resident since December 20, 1955, a 15-year member of the Board of Supervisors, and a 12-year State Senator representing the area in which the City College of San Francisco campus is located, a commencement speaker at City College, a lecturer in various City College classes since 1985, and public user of City College facilities, including its wellness center, the proposed EIR minimizes the effect of a horrendous private development of the Balboa Reservoir acreage. I am informed of a proposed construction of 1,100 residential units and a different plan for 1,550 residential units by the City and County of San Francisco, with heights from 25 feet to 88 feet. The affect upon City College will be enormous in terms of parking loss, and the EIR is limited to just the reservoir acreage. Moreover, if either of those two projects is built, that will constitute the "baseline existing condition". Any future City College facilities must not violate with adverse effect on the so-called reservoir project.

City College is a cultural and economic factor to the neighborhood and the entire City and County of San Francisco. Revise the EIR accordingly to reflect all such adverse effects.

Yours truly, Judge Quentin L. Kopp (Ret.) From: <u>Vicki Legion</u>
To: <u>CPC.BalboaReservoir</u>

Cc: Brigitte Davila; Thea Selby; John Rizzo; Shanell Williams; Alex Randolph; Tom Temprano; Ivy Lee; Fewer, Sandra

(BOS); Yee, Norman (BOS)

Subject: DSEIR: Balboa Reservoir should NOT be developed for private, mainly luxury housing

Date: Sunday, September 22, 2019 10:17:10 PM

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

Dear SF Planning Comission,

I believe that the DSEIR on the Balboa Reservoir has many deficiencies.

Policy 4.5.1. in the BPSAP says the when offering public land for development, first consideration should be given to the development of housing affordable to individuals families making less than 120% of AMI. Instead, the privatization of the lower Bal Reservoir will remove one of the most important resources for building affordable housing—public land owned by the city—turning it over to a large national for-profit real estate corporation that owns eight entirely unaffordable rental housing developments.

The Draft SEIR does not consider the established pattern of market-rate housing driving up the cost of housing in nearby areas, and its impact on OMI and nearby Excelsior, two of the last remaining affordable neighborhoods on SF.

The Draft SEIR fails to address the fact that the Reservoir project will have a negative impact on public services, specifically City College of SF, which needs to re-grow enrollment. The proposed AvalonBay project will do this by reducing student access to education by eliminating over 1000 parking places on the lower reservoir, while hundreds of other parking places on the upper reservoir will be lost to new buildings. The DSEIR provides NO concrete plans for improving public transportation. The 43 and 29 buses and BART all have serious capacity issues already, but no concrete proposals are made to increase capacity. In this context, reducing transportation demand by 15% will only limit student and faculty/staff access and shrink City College.

The Draft SEIUR doe not consider the possibility of using this public land to build dedicated educator housing, taking the dominant but inaccurate point of view that 100% affordable housing is not realistic. There is already a 100% affordable building at 1100 Ocean, which was built on land previously owned by the MTA. There are many possible sources of funding for 100% affordable educator housing.

Public land is a sacred trust that must stay in public hands forever, and be used only for public good—not for the seven-million plus annual salary that goes to the AvalonBay CEO.

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Free City! The Fight for City College of San Francisco and Free College for All

Vicki Legion activistsf@gmail.com

From: <u>Janet Lohr</u>

To: <u>CPC.BalboaReservoir</u>

Subject: Draft SEIR for Balboa Reservoir
Date: Saturday, August 10, 2019 12:22:55 PM

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

I am shocked that the report does not take into account the need for <u>parking</u> at CCSF. There are no dorms at City College. Everyone needs transportation to get there. Muni service is inadequate, especially for night classes. Students and teachers need to be able to park. The loss of this much parking will be devastating to City College.

Janet Lohr 416 Holladay Ave. San Francisco 94110 From: Ionin, Jonas (CPC)

To: Richards, Dennis (CPC); Fung, Frank (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC);

Melgar, Myrna (CPC); Rich Hillis

Cc: Poling, Jeanie (CPC); Feliciano, Josephine (CPC) FW: Public Comment on Draft EIR Balboa Reservoir Subject: Date: Monday, September 23, 2019 8:55:00 AM

Jonas P. Ionin, **Director of Commission Affairs**

Planning Department City & County of San Francisco 1650 Mission Street, Suite 400, San Francisco, CA 94103 Direct: 415-558-6309¦Fax: 415-558-6409

jonas.ionin@sfgov.org www.sfplanning.org

From: Sally <chencho415@yahoo.com> Sent: Sunday, September 22, 2019 10:33 PM To: Ionin, Jonas (CPC) <jonas.ionin@sfgov.org>

Subject: Public Comment on Draft EIR Balboa Reservoir

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

I'm writing to you about the Draft Environmental Impact Report for the Balboa Reservoir Project. I had attended your 9/12 /19 meeting but was unable to give public comment because the time for public comment had gotten moved back and I had to get to my job.

What I had wanted to say was that I'm deeply disappointed in the Draft EIR. I feel it is tragic that it fails to consider City College of San Francisco and its viability, health and importance to the community as a critical and important element in any plans for development of the Balboa Reservoir.

CCSF is San Francisco's only community college and it is a precious and AMAZING place. It is a place where EVERYONE can come to learn. It's selection of class offerings each semester is unbelievable..... I personally have a HUGE list of classes that I'm hoping to get to take sometime in my lifetime. It is accessible to students of all income levels and to students of all ages and cultural backgrounds. This place is one of the main treasures of our city and that is why the Balboa Reservoir must not be sold off for private developmentand builder greed. The city is over run with this exploitive profiteering and it can't be allowed here.

2 (cont.)

the students of CCSF in order for them to be able to access this life changing education that CCSF offers. Students attending CCSF need easy comfortable access to their classes and if the Balboa Reservoir is sold off for private development it will kill CCSF as we know it.

As a low income working mom I needed to use the Balboa Reservoir all the time to be able to get to my child development classes. I could not take my kids to school on the bus and then bus to CCSF and arrive on time and then get to work. It would have been an impossible. I would have had to drop out of school and not pursue the career in education that I dreamt of.

Please let CCSF do the job it does best which is offering rich and valuable educations to the people of San Francisco. Let's take care of this precious College and not threaten it all the time with greed based land grabs just because it 's happening ALL over the city. This is a place for future generations also ... Future generations that if they can have access to the education will be the ones able to envision and help create the changes humanity needs. Our future educators, social workers, artists musicians, political representatives, gardeners chefs, nurses, doctors, scientists, ambassadors and parents will be able to come from this place, if we keep it safe and accessible.

Please don't let these public lands be stolen from this community college that desperately t needs it. If CCSF were a Public Hospital would we consider selling off access to the hospital ... regarding it as frivolous and inconsequential and then provide no parking and thus no easy way to even BE at the hospital? Would we instead ask patients find their own way there on an erratic and congested public transit system?

CCSF offers a lifeline to at least 70,000 people per semester. It is a critical San Francisco resource and is part of the fabric of the city and it needs to be deeply considered FIRST in any type of "land grab" proposal that comes before you.

Thank you for your time and consideration.

Sincerely,

Sally Magnuson

From: Brian Marabello

To: <u>CPC.BalboaReservoir</u>; <u>Poling, Jeanie (CPC)</u>

Subject: Comment on Athletes and Air Quality - Balboa Reservoir Project SEIR

Date: Monday, September 23, 2019 1:10:28 PM

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

Planning Commission:

This comment is submitted in response to the Balboa Reservoir Project Draft SEIR.

FAILURE TO INCLUDE A SIGNIFICANT SENSITIVE RECEPTOR — STUDENT-ATHLETES

Both the PEIR (page 251) and BAAQMD guidelines (http://www.sparetheair.org/understanding-air-quality/air-pollutants-and-health-effects/whos-at-risk) include persons engaged in strenuous exercise as sensitive receptors.

The SEIR does not do so similarly for a sizable group that exercises routinely and strenuously adjacent to the project area — CCSF athletes. It does not designate them, many of whom train and compete outdoors within 1/4 mile of the BR, as sensitive receptors. It fails to mention this significant group altogether. Thus they were not included in any of the analyses, including the Health Risk Assessment.

This is a violation of San Francisco Administrative Code chapter 31.

There are hundreds of CCSF student-athletes exercising strenuously, outdoors and indoors, who need to be factored in to required air quality analyses.

Plus there are many more who are strenuously exercising in CCSF Ocean Campus physical eduction courses that should be accounted for.

Also, if health risk assumptions used in the SEIR's air quality analyses are different for athletes than they are for students, and they probably are, then the athletes among the student body at Archbishop Riordan should be their own receptor type in the analyses.

Submitted by: Brian Marabello bmarabello@yahoo.com 379 Staples Ave SF, CA 94112

From: Brian Marabello

To: <u>CPC.BalboaReservoir</u>; <u>Poling, Jeanie (CPC)</u>

Subject: Comment on Work Day Estimates and Air Quality - Balboa Reservoir Project SEIR

Date: Monday, September 23, 2019 1:15:57 PM

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

Planning Commission:

This comment is submitted in response to the Balboa Reservoir Project Draft SEIR.

INADEQUACY OF ESTIMATED NUMBER OF CONSTRUCTION WORKING DAYS PER YEAR

To calculate Average Daily Emissions of ROG, NOx, PM10, and PM2.5, the SEIR's analyses use a multiplier of 260-262 days. This would grossly underestimate the emissions in the very likely scenario where construction happens on more than 262 days per year. Commercial construction sites all around the city are routinely working 6 or even 7 days a week.

And this project will be no different. As you know, the developer is allowed to construct seven days a week, which is consistent with San Francisco Police Code section 2908.

And to keep this project on schedule and keep costs in line, the developers will work many weekends.

Thus, the estimates for emissions and necessary mitigation offsets should account for more working days.

If construction happens on just an additional 27 Saturdays and/or Sundays, this will increase all emissions by 10%. If developers average 6 construction days a week, this will inflate emissions by 19.8%. That percentage doubles if construction averages 7 days a week.

Let's assume a very likely average of construction occurring 6 days a week. This would cause the NOx levels to cross the significance threshold for both the Developers Proposed Option and the Additional Housing Option under both the six-year and compressed three-year schedules. As well, PM10, and PM2.5 will increase significantly. Thus, all lifetime excess cancer risks should be adjusted.

All four of the proposed option-schedule scenarios would trigger the implementation of Mitigation Measure M-AQ-2d. Thus, mitigation offsets would need to increase dramatically.

It's deceptive to use an unrealistic construction working days per year. Why not use a

I-Marabello2

more realistic number so the developer and the public know the maximum or at least truer impacts? Should they come in under the number of estimated days, great. The monitoring will support them and they'll save money and lives.

1 (cont.)

Submitted by: Brian Marabello bmarabello@yahoo.com 379 Staples Ave SF, CA 94112
 From:
 Anita Martinez

 To:
 Poling, Jeanie (CPC)

 Cc:
 CPC.BalboaReservoir

Subject: Balboa Reservoir Project DSEIR

Date: Monday, September 23, 2019 10:54:03 AM

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

September 23, 2019

Dear Members of the San Francisco Planning Commission,

As San Francisco residents, my husband and I are committed to seeing housing stock increased in San Francisco. Early in the current process, we built ADUs in the two San Francisco homes we own, one occupied by the two of us, the other by my daughter and her family, and soon, new tenants in each new ADU. We are living by our values, a San Francisco value that says we are **committed to increasing housing**.

Our first home (daughter-occupied) is in Westwood Park. We have seen traffic congestion steadily increase near our property to the point where we are unable to find parking when we drive to visit our daughter's home on Keystone Way, probably due to all the Ocean Avenue development since we bought our first home in 1976. (We must drive our small all-electric vehicle to get around due to a walking limitations.) We are living **our value for clean air** by installing solar power in our home and using an electric car and a plug-in hybrid powered by the sun. We cannot imagine how the residential areas nearer to the proposed development will be impacted by increased traffic and vehicle pollution.

Has the Planning Department truly assessed the environmental impact, more cars and more pollution, on the neighbors around the Balboa Reservoir? I'm guessing that the people who could afford market rate housing on Frida Kahlo way could also afford cars to get back and forth to Silicon Valley, a phenomenon that we are all too familiar with in our Noe Valley neighborhood. People buy houses in Noe Valley because of its quick access to Highway 280. The Balboa Reservoir has even quicker access to Highway 280.

A third value that we hope we share with you is that **public lands must be used for the public good.** The Balboa Reservoir should not be turned over to for-profit developers to build market rate housing and maybe some affordable housing that perhaps in reality is not for low income, working class people. There is such scant open space available for new housing that the City of San Francisco focus on more housing for those who cannot buy market rate housing: teachers and other public servants who would likely use transit or walk or bike to work at nearby schools or at City College.

We encourage the Planning Commission to live up to these San Francisco values. Build housing on public open space, but build it for those who would otherwise be shut out of the market and who would likely use transit or walk/bike to work (nonpolluting alternatives to cars).

Sincerely,

Anita Martinez 4400 25th Street San Francisco, CA 94114 1

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From: Stephen Martinpinto
To: CPC.BalboaReservoir
Subject: EIR feedback

Date: Monday, September 23, 2019 3:01:55 PM

Attachments: BALBOA EIR 2.docx

BALBOA EIR commentary.docx

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

Please see following comments to EIR

--

Stephen Martinpinto President Sunnyside Neighborhood Association (760) 271-1877

Together, we can effect positive change in our neighborhood

Impact PS-1: The proposed project would not be expected to increase demand for public services (in order to maintain acceptable service ratios, response times, or other performance objectives for public services) to the extent that it would require new or physically altered governmental facilities, the construction of which could result in significant environmental impacts.

This Statement is an erroneous assumption. Response times for emergency vehicles located at Fire Station 15 (address 1000 Ocean Avenue) will be adversely affected, as well as response times from the next nearest three fire stations (Fire Station 33 at 8 Capitol Avenue, Fire Station 39 at 1091 Portola Drive, and Fire Station 19 at 290 Buckingham Way). It is generally assumed that with new residences comes new traffic, which will undoubtedly slow response times. Although response priority 3 emergency calls (also known as code 3 calls) permit the use of emergency lights and sirens to safely bypass traffic signals and other traffic control devices, response priority 2 calls (code 2 calls) do not. Because code 2 calls require that emergency vehicles negotiate traffic at regular speeds, code 2 calls have the potential to become severely extended. Furthermore, upon arrival to the scene of a code 2 call, often times the situation is found to be more severe than previously thought, and calls are often upgraded to code 3.

With the addition of 500 – 1550 new units, an additional 1000 – 3000 or more residents will arrive. This will undoubtedly increase demand on the emergency response system, depending on the demographics of the new residents (statistically, senior citizens and low-income people are more frequent users of 911). Increased demand of the emergency response system combined with increased response times puts a strain on the ability of the SFFD to meet their 4 minute response time criteria (4 minutes from dispatch of call to patient contact).

Another significant impact to public services is in public transit, i.e. MUNI. Currently, according to city charter, if a MUNI vehicle is 4 or more minutes late to any timepoint, it is considered late. A timepoint is a MUNI passenger stop with a specific time of MUNI vehicle arrival tied to it. For example, if a bus is scheduled to arrive at the intersection of Market and Castro Sts. at 0700 hrs, it is not considered late until it arrives after 0704 hrs.

A 4 minute delay on a bus route such as the 43 Masonic, which is a 9 mile cross town bus route will have effects that resonate throughout the entire bus line. If the 43 northbound is delayed by 4 minutes arriving to Balboa Park BART station, it would be considered significantly late by city charter standards. However, the SEIR doesn't consider MUNI to be late through the Balboa Reservoir project zone unless it is delayed by 4 minutes, independent of the city charter. Thus, if the 43 Masonic was late to Balboa Park BART station by 3 minutes and further delayed through the BR Project zone by another 3 minutes, it would not be considered significant by SEIR standards, but it would be considered significant by city charter standards. Thus the allowable delay of 4 minutes through the BR project zone could be in violation of city charter standards.

What does the project propose to do to expedite bus service, and what does the project propose to do to improve emergency vehicle response times?

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<u>↓</u> Γ: Impact UT-1: Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay Delta Plan Amendment is implemented; in that event the SFPUC may develop new or expanded water supply facilities to address shortfalls in single and multiple dry years but this would occur with or without the proposed project. Impacts related to new or expanded water supply facilities cannot be identified at this time or implemented in the near term; instead, the SFPUC would address supply shortfalls through increased rationing, which could result in significant cumulative effects, but the project would not make a considerable contribution to impacts from increased rationing.

The loss of the 17.6 acre reservoir space will present a lost opportunity to store drinking water during an emergency, as was originally intended in 1957 when it was constructed. In San Francisco, there are three terminal reservoirs; the Sunset Reservoir, the University Mound Reservoir, and the Merced Manor Reservoir. Together, they contain about 327 000 000 gallons of water, which represents 79% of all the water in San Francisco Reservoirs. According to the November 2018 issue of the Westside Observer, only 33% of this water belongs to San Francisco. State Water Code 73503 states that the water is jointly owned by San Francisco and the 27 wholesale water customers (cities on the Peninsula). This means when a disaster occurs, San Francisco is legally obligated to share the water equitably with Peninsula cities. According to the August 12, 2003 minutes of the SF Public Utilities
Commission, after a major Earthquake, San Francisco could have as little as 86 000 000 gallons of water to serve a 900 000 population, or slightly less than 100 gallons of water per person.

It is important to remember that our water comes to San Francisco from Hetch Hetchy reservoir, approximately 170 miles away via transmission lines, which must cross four significant faults in the SF Bay Area alone (the Calaveras, Greenville, Hayward, and San Andreas). If a 9.0 earthquake were to occur, which is the theoretical maximum magnitude of Earthquake to occur in San Francisco, it would be about 10 times stronger than the 1906 earthquake and 100 times stronger than the 1989 earthquake. This has the potential to sever all transmission of water from Hetch Hetchy to San Francisco.

The Balboa Reservoir represents an opportunity to store an additional $110\ 000\ 000$ gallons approximately (based on $17\ acres\ x\ depth$ of $20\ feet$). This water storage capacity is not insignificant.

What does the project propose to do to increase our water storage when it comes to firefighting capacity?

From: jacqueline mauro
To: CPC.BalboaReservoir
Subject: Balboa reservoir

Date: Wednesday, September 11, 2019 6:51:58 PM

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

Hi, I'm a local resident and I want to express my support for the balboa reservoir project. 50/50 affordable and market rate seems like a great balance. Thank you!

of affordable and market rate seems like a great balance. I nank you!

Jacqueline Mauro

--

Jacqueline A. Mauro Postdoctoral fellow iSchool, UC Berkeley From: <u>Tomasita Medal</u>

To: <u>CPC.BalboaReservoir</u>; <u>Poling, Jeanie (CPC)</u>

Cc: Tomasita Medál

Subject: "Balboa Reservoir" SDEIR

Date: Monday, September 23, 2019 10:16:59 AM

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

To the Planning Department:

Your SDEIR does not consider what would be the impact of this massive project on the Native American students, the Pacific Islander students, the Latina and Latino students,

the Black students, the Asian students, and the disabled students of City College of San Francisco. All of these students desperately need the education that City College offers.

The SDEIR needs to consider what would be the impact of this project on the students of color, the working class students, and the disabled students of City College who need

a place to park while they snatch a class among their many work and family obligations. **What will happen to them if they lose access to a parking lot that they need?**

The voters of San Francisco in 2001 and 2005 voted to approve and fund a Performing Arts Education Center on the upper parking lot, with the assumption that the lower parking lot, now being called "Balboa Reservoir", would always be a part of the City College of San Francisco campus, as it has been for a century, and leased from the Public Utilities Commission since the 1940's. The design that was vetted for many years, and put on hold by a hostile "Trustee with Extraordinary Powers", Robert Agrella, during the suspiciously timed bogus accreditation crisis based on lies, then revived under the current elected trustees once they were re-installed, used up most of the upper parking lot, and assumed the lower parking lot would be there for the use of the students during class times, as well as the audiences who came to attend performances at the Performing Arts Education Center.

This project would totally disrupt the plans for a CCSF Performing Arts Education Center, which was approved by San Francisco voters in 2001 and 2005. **The voters' approved PAEC should take precedence**. The "Balboa Reservoir" should remain available for the use of City College students and PAEC attendees. There are plenty of vacant lots throughout San Francisco that can be and should be used for housing, but there is only one City College that serves people from throughout the entire City and enables them to better their lives significantly. A for-profit development that crushes opportunities for the people of color of this entire City should not go forward.

Not having parking would make attending classes for working class students who have family and work obligations impossible. This project should be built in a different location.

Tomasita Medál P.O. Box 22551 San Francisco, CA., 94122 tomasitamedal@gmail.com

From: <u>Madeline Mueller</u>
To: <u>CPC.BalboaReservoir</u>

Subject: Fwd: Balboa Reservoir Project, case # 2018 - 007883 ENV

Date: Monday, September 23, 2019 11:25:44 AM

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

Please include this with my response to the Balboa Reservoir DSEIR. I tried to send it with my response, but it may not have remained attached. My email account returned both, but my gmail seems to be working.

Thanks, Madeline Mueller Music Department Chair CCSF

----- Forwarded message -----

From: Madeline Mueller < madelinenmueller@gmail.com >

Date: Mon, Nov 12, 2018, 15:31

Subject: Balboa Reservoir Project, case # 2018 - 007883 ENV

To: < <u>jeanie.poling@sfgov.org</u>>

Jeanie Poling San Francisco Planning Department

Dear Ms Poling

Please enter the following into the administrative record for Balboa Reservoir.

San Francisco is listed as a city with housing more dense than Tokyo and Hong Kong. In America, San Francisco is second in density only to New York City. The proposed housing project for the lower Balboa Reservoir would have housing five times more dense than the surrounding area.

Thirty years ago a similar proposal involving a smaller number of housing units on the Reservoir site was rejected by San Francisco voters. One of the major concerns for housing at the site came from the fire department. The Chief had many reasons to not recommend housing in the Balboa Reservoir, citing conditions which have become even more dangerous over the years.

Increasing drought and the extreme winds coming through the reservoir gulch make a perfect storm for the type of fires that we now see devastating entire towns in California. The situation was dire before and now it's impossible to overstate the fire danger involving that particular basin (and all surrounding neighborhoods), a basin which is being proposed for impossibly dense housing. The lack of immediate water sources made and still makes the situation very bad. We've all seen what fires fed by strong horizontal winds, minus enough water, can do to houses and buildings.

The recent MUB building at City College and soon-to-be-built Performing Arts Education Center on the college portion of the reservoir use geothermal energy sources. Has there been research on the compatibility of the college's system with other projects?

It should be obvious that proposing an unsafe density of housing units next to one of the largest and most successful Community Colleges in the State is not appropriate. It was wrong 30 years ago and it's wrong now.

The sheer noise factor of thousands of new residents warehoused next to a college with a daily enrollment the size of a small city makes the educational environment totally compromised. Plus, traffic gridlock in an area, already at the most negative level possible, would with a large additional population pose tremendous problems (and dangers!) to both the college and all of the surrounding neighborhoods. The area is not "transit rich", it is "transit gridlocked".

Also, since over 1,000 units of affordable student parking (available via PUC leases to CCSF since 1958) will be lost under the proposed development, doesn't it become inappropriate that in order for a commuter school like City College to survive, it must ask San Francisco taxpayers to fund parking structures on the college land. This land is already the site of one of the most densely populated campuses in the State when comparing the number of students per acre (and many of these CCSF acres are vertical)?

The State Chancellor's office for Community Colleges will not fund parking structures. The cost must be borne by local residents. So in order to maintain a Community College that adult learners in San Francisco wish and need, citizens will ngeed to pay hundreds of millions of dollars via bond measures for parking structures!

In effect the PUC is being asked to transfer public land to private profit makers while at the same time charging the public millions of dollars to do so if they wish to maintain their college -----that truly does not make sense (!)

In reading through the Appendix B, CEQA Checklist, I have noted the following areas that at the very least must be addressed during a full environmental review. This includes:

Aesthetics, section d

Air Quality, all sections

Community Resources, sections a through h

Hydrology and Water Quality, probably all sections, especially f

Land Use and Planning, section a

Noise, sections a through d

Population and Housing, section a

Public Services, entire section (with the definition of a community college as a governmental facility)

Recreation, all sections

Transportation/Traffic, all sections (a through g)

Utilities and Service Systems, all sections (a through g)

Mandatory Findings of Significance, sections b and c

Please include the language of all the above sections in the scoping requirements for CEQA.

Thank you,

Madeline Mueller
Faculty member and Music Department Chair, A-44, Room: Arts 209
415 239-3641
mmueller@ccsf.edu
City College of San Francisco
Freda Kahlo Way 94112

2

From: <u>Madeline Mueller</u>
To: <u>CPC.BalboaReservoir</u>

Subject: Fwd: Balboa Reservoir Project, case # 2018 - 007883 ENV plus DSEIR update

Date: Monday, September 23, 2019 11:17:48 AM

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

----- Forwarded message -----

From: Madeline Mueller < mmueller@ccsf.edu >

Date: Mon, Sep 23, 2019, 11:03

Subject: Fwd: Balboa Reservoir Project, case # 2018 - 007883 ENV

To: Madeline Mueller < mmueller@ccsf.edu >, madelinenmueller@gmail.com

<madelinenmueller@gmail.com>

Sent from my T-Mobile 4G LTE Device

----- Original message -----

From: Madeline Mueller < mmueller@ccsf.edu >

Date: 9/23/19 10:55 (GMT-08:00) To: CPC.BalboaResevoir@sfgov.org

Subject: Fwd: Balboa Reservoir Project, case # 2018 - 007883 ENV

The email below was sent during last year's CEQA process preceding the current Balboa Reservoir DSEIR. In it, I noted areas which should have been reviewed in this environmental impact report. Many were not; only a few were cherry-picked to be addressed. I do not believe that this is fully legal. In particular, the areas of water supply and safety have been largely ignored.

Appendix F: Water Supply Assessment contains the report given at a PUC hearing some months ago concerning the availability of water for the proposed development. I was at that hearing and clearly understood that such a supply was not actually assured except perhaps under the somewhat mythical consideration: "during normal years". However, it is pretty apparent that with climate change reality upon us, we cannot consider anything in the future to be 'normal years' (!)

At that hearing and in appendix F, it was also made clear that detailed research into water safety and the potential for urban fires was not addressed. Reports of lack of appropriate water supplies in the western half of San Francisco, should there be fires, has been reported as recently as a few days ago.

Also, the particular situation of the land under consideration for this extremely dense proposed

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housing development was not fully researched in conjunction with the high wind velocity coming directly from the ocean to that property through what is commonly called The Gap. In this DSEIR, the only comments about wind concerned the effects that may be generated involving tall buildings. It did not describe the actual complex wind situation in this particular land area.

4 (cont.)

Please include these and my original concerns forwarded below into the DSEIR record.

Madeline Mueller Music Department Chair City College of San Francisco

Sent from my T-Mobile 4G LTE Device

From: Fred Muhlheim

To: CPC.BalboaReservoir

Subject: Public Comment on the draft SEIR

Date: Monday, September 23, 2019 4:49:08 PM

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

Dear Ms. Poling:

I find the draft SEIR for the Balboa Reservoir deficient in many ways. He is my comment on some of them.

<!--[if !supportLists]-->1. <!--[endif]--> This is not a complete report. It does not re-study many areas of the original Balboa Station Area Plan that included a much smaller housing project. Much larger project = larger impact.

<!--[if !supportLists]-->2. <!--[endif]-->I find the report's statements regarding transportation and traffic greatly underestimate the impacts of the proposed project. As a transit first person, who has commuted to CCSF on MUNI from Castro and Market for several years, I have had experience with existing delays and trouble spots. Especially troubling are statements where mitigation is not found necessary. I disagree.

<!--[if !supportLists]-->3. <!--[endif]-->Here are some areas where I find mitigation will be necessary if based on the already overburdened streets and transit options. It is my fear that in many of these cases, satisfactory mitigation is not feasible.

<!--[if !supportLists]-->• <!--[endif]-->Over the last year my commute has frequently gone from 35 minutes to over an hour.

<!--[if !supportLists]-->• <!--[endif]-->Heading to CCSF I can take the Muni K directly from Castro and Market to Lee Avenue station or transfer at Forrest Hill to the 43.

Unfortunately K cars frequently stop for up to 10 minutes at St Francis Circle to reconfigure and even during non peak times, the ride down Ocean Avenue is very slow. Also there are frequent delays in the tunnel. Busline 43 has its own set of issues. Scheduled busses frequently fall out. Much of the route is on curvy or very narrow streets and traffic on Frieda Kahlo way can pack up to the point that walking from the Judson/Kahlo stop to the Bookstore stop can be faster than staying on the bus.

<!--[if !supportLists]-->• <!--[endif]-->The central islands on Ocean Avenue are dangerous. Undergrounding the K line on Ocean would help in many areas, but is this a realistic possibility?

<!--[if !supportLists]-->• <!--[endif]-->When I walk past Lee Ave, it is clear to this non-professional eye that entry to the housing project via Lee Ave. extension will be a disaster. Traffic and loading in and out of the Parking lot off Lee is already problematic. Vehicular entry onto Ocean Ave. off neighboring side streets is also already difficult.

<!--[if !supportLists]-->• <!--[endif]-->Many residents in the proposed project will opt for ride sharing services. We are seen the negative effects of this on congestion in other parts of the city.

To date there is not a plan in place to provide mitigation for exacerbated traffic and transportation conditions that will be caused by construction of a project that is many times denser that the surrounding neighborhoods. This monster sized project is inappropriate for this site.

Fred Muhlheim

Fred Muhlheim

fmuhlheim@yahoo.com

415-516-7425C

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From: <u>Ed Osawa</u>

To: <u>CPC.BalboaReservoir</u>

Subject: Public Comment on draft SEIR for Balboa Reservoir development

Date: Sunday, September 22, 2019 9:53:00 AM

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

Dear Members of the Committee -

I am a resident of the neighborhood adjacent to the proposed Balboa Reservoir development. The following are my comments in response to the recently released draft SEIR.

The SEIR acknowledges that for all options there will be "significant and unavoidable negative impact to traffic that cannot be mitigated". While this statement is diluted in the SEIR by other boilerplate environmental analyses, and while the CEQA guidelines have unfortunately replaced "automotive delay" with a less-meaningful "vehicular miles traveled" (VMT) metric, it is undoubtedly the greatest single impact to the environment and to the safety of the neighborhood of the proposed site.

Most critically, according to the proposal *the only vehicular inlet into an 1100 unit housing development is a single lane northbound on Lee Avenue from Ocean Avenue*. This would seem to be wholly inadequate. Additionally, that single lane on Lee will also be potentially occupied by truck loading activities for Whole Foods and neighboring businesses.

Ocean Avenue is already beset with heavy traffic at most hours of the day. Traffic is often down to a single lane due to Muni traffic, cars turning left, and double-parked vehicles. This will now become intolerably congested. The existence of several offset intersections (at Ocean/Geneva/Frida Kahlo, Ocean/Brighton, and Ocean/Plymouth) also contributes to poor traffic flow and to vehicular safety issues.

The analysis of an additional automotive access route (Alternative C, pages 6-29 to 6-44) focuses disproportionately on the impact on a short tab of a street that will access the project (San Ramon Way) rather than the broader impact on the narrow streets that would feed into that access. These feeder streets are two-way but *de facto* single lane roads due to parking, and even today cars routinely must leapfrog from driveway cutout to cutout as they pass in opposite directions. A somewhat comical argument is made in the Alternative C analysis that the increased congestion will result in safer driving conditions as traffic speed will be reduced; indeed, it is difficult to have an injurious accident in a gridlock situation. The analysis also fails to adequately account for the likely increase in bicycle traffic along Plymouth and other feeder streets, as San Ramon will become a useful shortcut for bicyclists to get to City College.

There will also be significant impact to freeway traffic. Even today, the off-ramp from NB280 to Geneva is frequently backed up well onto the main traffic of NB280, resulting in extremely hazardous traffic conditions. It is noted that most of the exiting cars are turning east onto Geneva away from the proposal site, as this ramp is the primary access to the Outer Mission and Cow Palace areas – with the project site added as a destination in the westbound direction from the ramp, one can expect a bad situation to grow much worse. The off-ramp from SB280 to Ocean is likewise backed up onto the freeway proper during most commute hours.

The proposed site is indeed closely situated to many public transit options. However, given the proximity to I-280, the uphill walk to BART, and the remoteness from many of the attractions of the city, it is highly optimistic to assume that there will be a mass influx of non-automotive households that would mitigate the traffic and parking burden.

I appreciate the need for more housing in San Francisco, but the current proposals are out of scale for the neighborhood and have not adequately addressed critical deficiencies in traffic flow and parking. I would urge the adoption of the lowest density alternative option for the development. By no means should the higher density option be considered.

Other suggestions and comments include the following:

• Widen the Lee Avenue access to two lanes (no parking zones, narrower sidewalk) with the construction of a truck loading zone off the street, and have dedicated turn lanes off of Ocean.

- Reconfigure the intersection of Ocean/Geneva/Frida Kahlo to remove the offset and improve traffic flow.
- The lanes in the Phelan Loop bus terminal are often vacant and underutilized and could be reconfigured to provide another vehicle access to and from the development.
- If the San Ramon access alternative must be implemented, perhaps Plymouth Ave can be configured as one way northbound from Ocean (not southbound, as the offset intersection at Ocean/Plymouth would get congested).
- There must be an increased frequency of mass transit options (Muni). Transit vehicles according to current schedules often are completely full.
- Take traffic pressure off of Ocean Avenue by improving the San Jose / Mission St off-ramp from SB280 and the Sagamore/Alemany/Brotherhood corridor to make that the primary westbound route off of 280.
- Consideration must be given to the impact of construction noise on the classrooms at Riordan High, as work will be done during school hours.

Respectfully,

Ed Osawa

40 Eastwood Drive

San Francisco, CA 94112

sfosawa@yahoo.com

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From: Scott

To: <u>CPC.BalboaReservoir</u>

Subject: Balboa Park Reservoir Development

Date: Thursday, September 19, 2019 7:56:38 AM

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

As the homeowners at 1222 Plymouth Avenue, we are opposed to any proposal for more than the least amount of density, number of units possible and the highest percentage of parking spaces.

We are also opposed to the opening of San Ramon Avenue to traffic as this would directly impact parking and activity in front of our home.

Thank you.

G. Scott Osten Ralph J. Torrez

Sent from my iPhone

From: <u>Christopher Pederson</u>
To: <u>CPC.BalboaReservoir</u>

Cc: Yee, Norman (BOS); Jones, Sarah (MTA)

Subject: Comments on Draft SEIR for Balboa Reservoir project

Date: Monday, September 23, 2019 10:31:22 AM

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

Dear Ms. Poling:

Thank you for this opportunity to comment on the draft subsequent environmental impact report ("Draft") for the Balboa Reservoir project.

Although the Draft is sufficient in most respects, it is deficient in three different ways: it misidentifies the environmentally superior alternative, it fails to adequately evaluate the environmental impacts of the 750-space public parking garage included in the developer's proposed option, and it does not adequately address potential impacts to public transit.

A. The Additional Housing Option is the Environmentally Superior Alternative.

The Draft identifies the no project alternative as the environmentally superior alternative. Aside from the no project alternative, it identifies the alternative that requires a six-year construction period as environmentally superior. It also opines that a reduced density version of the project constructed over a six-year period, if feasible, would further reduce environmental impacts.

The Draft's evaluation of which alternative is environmentally superior is fundamentally flawed because it fails to address the adverse environmental consequences of providing less housing than proposed in the Additional Housing Option and of constructing the public parking garage component of the developer's proposed option.

The most urgent environmental problem that the world and the state face today is climate change. (IPCC, Climate Change 2014, Synthesis Report; Cal. Health & Safety Code, section 38501.) In 2017, transportation accounted for 41% of California's greenhouse gas ("GHG") emissions and 46% of San Francisco's GHG emissions. (California Air Resources Board (CARB), California Greenhouse Gas Emission Inventory: 2000-2017 (2019 Edition); sfenvironment.org/carbonfootprint.) The California Air Resources Board has concluded that California cannot meet its GHG reduction goals unless it substantially reduces vehicle miles travelled ("VMT"). (CARB, California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target; CARB, 2018 Progress Report, California's Sustainable Communities and Climate Protection Act (Nov. 2018), pages 5, 27-28.) A primary strategy for reducing VMT is locating multi-family housing close to major employment centers, public transit, and other amenities such as neighborhood commercial districts. Unfortunately, restrictions on residential development within the major urban cores of the state present a major obstacle to accomplishing the state's GHG emissions reduction goals. (CARB, 2018 Progress Report, pages 46, 53, 63-64.)

The Balboa Reservoir is unusually well-suited to be the location of high-density residential development because it is (1) immediately adjacent to City College, a major employment

4 (cont.)

center and trip generator; (2) within easy walking distance of multiple transit lines, including BART and Muni lines KT, 8, 8BX, 29, 43, 49, 54, and 91 (and also the J, M, 28R, and 88 lines, which serve the Balboa Park BART station); and (3) adjacent to the Ocean Avenue neighborhood commercial district. To deny or reduce the amount of multi-family housing there would directly impede the state's efforts to reduce the most significant environmental impact of them all: climate change.

The potential adverse environmental impacts identified in the Draft all pale in comparison to the environmental impacts of climate change. To treat temporary construction-related noise and air quality impacts and traffic challenges associated with loading for the adjacent Whole Foods grocery store as more significant than climate change is self-evidently ludicrous. More importantly, the Draft's failure to provide a reasonable evaluation of the magnitude and significance of the very different kinds of environmental impacts that the City's action on this project might have means that it is not adequately informing decision-makers and the public about the potential environmental consequences of the City's action.

In addition, as discussed in more detail below, the Draft fails to address how the proposed public parking garage will undercut City College's efforts to reduce automobile commuting and thereby induce more GHG emissions and VMT than would occur if the public parking garage is not constructed.

The Draft's alternatives analysis should therefore be revised to address the environmental consequences of providing less housing than proposed in the Additional Housing Option and of providing the public parking garage. Once that analysis is provided, the SEIR should conclude that the Additional Housing Option is the environmentally superior alternative because it provides the most housing in a manner that is likely to result in the lowest per capita VMT and GHG emissions, thereby advancing the state's strategy for addressing the climate crisis.

B. The Draft fails to identify and evaluate the environmental impacts of the proposed public parking garage.

The Draft's assertion that the public parking garage included in the Developer's Proposed Option will not have any environmental impacts because it is replacing parking that already exists is fundamentally flawed.

According to the City College of San Francisco Transportation Demand Management (TDM) and Parking Plan (March 15, 2019), City College currently has excess parking even during the peak parking demand period of the first week of each semester. It has almost 1,000 excess parking spaces on typical semester days. It has an excess supply even though City College provides parking for free to its employees and at very low cost to its students (\$40 per semester, \$20 per semester for those receiving financial aid, or \$3 for a daily pass).

In light of its glut of free or low-cost parking, it is unsurprising that City College has very high rates of commuting by solo drivers. 66 percent of City College employees drive alone to the Ocean campus. This is almost double the citywide average of 34% (Metropolitan Transportation Commission data for 2018). Similarly, only 5 percent of City College employees walk or bike to the Ocean campus in comparison to the citywide average of 10%, even though a substantial portion of City College employees and students live within three miles of the Ocean campus. A lower percentage of students drive alone to campus (33%), but the TDM and Parking Management Plan concludes that student drivers are especially likely to

switch modes of transportation if parking is restricted or becomes more expensive.

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Projecting into the future, assuming 25% growth in student enrollment, the TDM and Parking Management Plan projects that a robust TDM program would be sufficient to avoid any parking shortfall on a typical semester day even if the Balboa Reservoir is developed without any replacement parking. If the Performing Arts and Education Center (PAEC) is constructed on an existing City College-owned parking lot, there might be unserved parking demand of up to 415 spaces on a typical semester day, but that assumes no shift in parking demand due to limited supply. According to surveys of employees and students, up to 60% of drivers are likely to shift modes if parking becomes more difficult to obtain. Adding that shift in demand, the unserved parking demand if the Balboa Reservoir is developed without replacement parking, the PAEC is constructed, and enrollment increases by 25% is only 166 spaces.

The Draft has no discussion whatsoever about how construction of a 750-space public parking garage would affect parking demand or the effectiveness of City College's TDM program. Given that the availability of parking encourages more people to drive, the Draft should be revised to address how the proposed public parking garage is likely to result in more VMT and GHG emissions than if it weren't included in the project.

The Draft is also entirely silent about the rationale for the size of the public parking garage. Even if both the Balboa Reservoir project and the PAEC are constructed and the student body increases by 25%, the unserved parking demand on a typical semester day (either 415 spaces or 166 spaces, depending on how supply constraints affect demand) would be far less than 750 spaces if City College implements a robust TDM program. Given that the peak parking demand during the first week of each semester occurs only about 20 hours each year, the peak parking demand hardly seems a plausible rationale for the size of the garage. The only remaining rationale would appear to be a desire to perpetuate current commute patterns and parking demands despite the VMT and GHG emissions that those generate. The Draft should be revised to explain the reason for the size of the proposed public parking garage, the environmental impacts of a garage of that size (e.g., increased VMT and GHG emissions), and whether those environmental impacts could be reduced by shrinking or eliminating the public parking garage.

The Draft is also silent about how the public parking garage will be financed. If the developer will fund the garage with proceeds from the residential development, that raises the question about why those proceeds couldn't instead be used to fund more below-market rate housing. If the public parking garage will be paid for with public funds (either the City's or City College's), that should be disclosed as well. The Draft should address how any subsidy (whether public or private) for the garage would reduce the parking fees and thereby generate additional parking demand, VMT, and GHG emissions.

If the public parking garage will be financed entirely by parking fees paid by users of the garage, the Draft should address whether the garage will be financially viable. Those who currently commute to City College either park for free or pay nominal fees. It is unlikely that they would be willing to pay the kind of substantial fees that would be necessary to pay for construction of a 750-space garage.

If the users of the parking garage are instead anticipated to be the residents of the Balboa Reservoir project, that would be an end run around the City's and the developer's agreement that the overall parking ratio for the residential component of the project would by 0.5 parking spaces per residence. Using the public parking garage as residential parking would also mean

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that the project would exceed the zoning code's maximum 1:1 parking ratio for the site.

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Finally, the Draft is entirely silent about how the parking rates for the garage would be structured. For example, would the daily rate be lower than 8 hours of the hourly rate? Would weekly, monthly, semester, or annual rates be allowed? If rates for periods longer than one day would be allowed, the Draft should address whether such rates would reduce incentives for commuters to take transit, walk, or bike on days during those periods when the commuter doesn't need to drive. Finally, would the rates and any leasing arrangements be structured so that any employer who pays for spaces within the garage on behalf of its employees would be subject to California's parking cash-out statute? (See Cal. Health & Safety Code, section 43845.) The Draft should address how the fee structure and the applicability of the parking cash-out statute would affect VMT and GHG emissions.

C. The Draft does not adequately address the impacts of the project on transit.

The Draft does not adequately explain how the City determined that an additional four minutes of delay for Muni routes in the vicinity of the project should be the threshold of significance for transit delays. Muni currently experiences significant delays related to traffic congestion when City College is in session and to congestion caused by drivers attempting to turn at the intersection of Ocean and Brighton, where the entrance to the Whole Foods parking garage is located. In light of already existing delays for Muni service, the threshold of significance for additional transit delays should be less than four minutes.

In addition, in order to minimize VMT and GHG emissions associated with the project and with reasonably foreseeable development and expansion at City College, the City should implement transit improvements prior to occupancy of the project. Appropriate prior-to-occupancy mitigation measures include:

- <!--[if !supportLists]-->1. <!--[endif]-->Restrict left turns at the intersection of Ocean and Brighton.
- <!--[if !supportLists]-->2. <!--[endif]-->Install transit signal preemption or priority at all traffic lights on Ocean between San Jose and Junipero Serra and on Geneva between San Jose and Ocean. (Preemption is preferable, though priority might be acceptable at intersections with major cross streets such as Frida Kahlo and Junipero Serra.)
- <!--[if !supportLists]-->3. <!--[endif]-->Give Muni lines higher priority at St. Francis Circle and West Portal. (Although St. Francis Circle and West Portal are a fair distance away from the project, delays there significantly degrade the speed and reliability of the K.)
- <!--[if !supportLists]-->4. <!--[endif]-->Modify Muni stops along Ocean so that they can all accommodate two-car boarding for the K line.
- <!--[if !supportLists]-->5. <!--[endif]-->Require Whole Foods to install electronic signage on Ocean Avenue to indicate when its garage is full. (This could potentially be done as part of an enforcement action to address Whole Foods' violation of loading requirements.)

D. Miscellaneous

The Draft should address whether dedicating a substantial portion of the project to housing City College employees and/or students would minimize traffic-related impacts of the project and whether such dedication would be feasible.

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The Draft should clarify why potential loading impacts caused by Whole Foods' failure to comply with permit requirements are treated as impacts caused by the Balboa Reservoir project. The City could resolve those impacts by simply requiring Whole Foods to comply with existing legal requirements.

Thank you for your consideration of these comments.

Sincerely,

Christopher Pederson

18 Dorado Terrace Apt. 28 San Francisco, CA 94112

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From: <u>Yonathan</u>

To: <u>CPC.BalboaReservoir</u>

Subject: Balboa Reservoir EIR comments

Date: Monday, September 23, 2019 3:34:40 PM

Attachments: balboa PDA.png

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

Thank you for this draft program EIR for the <u>Balboa Reservoir Project</u>. San Francisco and the Bay Area are in desperate need of more housing in order to reduce displacement, increase access to opportunity, and reduce wealth inequality. This SEIR is a necessary step in the development of the Balboa Reservoir.

However, I think it is deficient in its discussion of cumulative greenhouse gas emissions and traffic impacts.

In two tables (Table S-3, Table 6-6) and in the discussion of the alternatives in 6.C (p. 6-14), the EIR says that the No Project Alternative would have No Impact (NI) on greenhouse gas (GHG) emissions, whereas the proposed project would have a Less than Significant (LTS) impact on GHG emissions. Therefore, section 6.D concludes that "the No Project Alternative would be the environmentally superior alternative because it would result in no impacts to all resources".

I believe this is in direct conflict with the <u>Plan Bay Area 2040</u> FEIR, which finds that the "No Project and Main Streets Alternatives would result in a greater number of significant and unavoidable impacts compared to the proposed Plan" of concentrating jobs and housing in Priority Development Areas (PDAs) (p. ES-8). Indeed, the whole purpose of SB 375 (2008) and Plan Bay Area was to reduce GHG emissions by concentrating jobs and housing near transit. The Plan Bay Area 2040 EIR may be used "as the basis for cumulative analysis of specific project impacts" (Section 1.1.6).

This is relevant because the Balboa Reservoir is the biggest single development in the Balboa Park PDA (see screenshot of PDA map, below). It is minutes away by foot from the Balboa Park BART station and numerous Muni light rail and bus lines.



If the project were not built, the people who would have lived there do not simply vanish. Instead, they move further away in the Bay Area or elsewhere in the United States with worse transit service. By excluding reasonable estimates of per capita GHG emissions under the No

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Project Alternative, the Draft EIR makes it impossible to compare GHG impacts among the No Project, Reduced Density, Developer's Proposed Project, and Additional Housing alternatives.

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The same reasoning applies to VMT, though to your credit Table 3.B-9 includes a comparison of local VMT to Bay Area VMT that shows that Balboa Park area residents are likely to drive less per capita.

In my opinion, developing the Balboa Reservoir to the highest density is likely to have lower cumulative 2040 impacts on greenhouse gas emissions and traffic than any of the alternatives, including the no project alternative.

Thank you. Yonathan Randolph From: Benjamin Schneider

To: Fung, Frank (CPC); richhillissf@gmail.com; Melgar, Myrna (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC);

Moore, Kathrin (CPC); Richards, Dennis (CPC); CPC.BalboaReservoir

Subject: Support the Balboa Reservoir Plan

Date: Wednesday, September 11, 2019 7:27:03 PM

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Dear Members of the Planning Commission,

As a resident of Ingleside Terraces in District 7, and a frequent patron of the Ocean Avenue corridor, I'm writing to ask that you support the Balboa Reservoir plan at tomorrow's meeting. The 50-50 affordable and market rate housing mix is an excellent ratio, similar to what is seen in many other countries with more enlightened housing policies. The neighborhood will greatly benefit from more foot traffic, and more people to advocate for better transit and bike infrastructure. My only reservation is that there are not more units planned for this site. We should not be afraid to go up to 10 or more stories. Please do not let the naysayers "preserve" this parking lot.

Thank you,

Benjamin Schneider

From: <u>Leslie Simon</u>

To: CPC.BalboaReservoir; Poling, Jeanie (CPC)

Subject: Re: SDEIR Balboa Reservoir Project

Date: Tuesday, September 17, 2019 12:13:13 PM

Attachments: Bal REs Alternative 081118 copy.pdf

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

Leslie Simon 117 Brewster Street San Francisco, CA 94110 lsimon@ccsf.edu

September 17, 2019

Jeanie Poling
San Francisco Planning Department
1650 Mission Street,Suite 400
San Francisco, California 94103
Re: Balboa Reservoir Project

Dear Jeanie Poling:

Case No: 2018-007883ENV

This letter is to describe an adverse impact on City College of San Francisco (CCSF) of the development in the Balboa Reservoir, which has NOT been addressed by the Draft Subsequent Environmental Impact Report (DSEIR). The Balboa Reservoir Project DSEIR fails to place CCSF as being the main feature of the vicinity's "existing or baseline conditions." Since CCSF is not made the main feature of the baseline condition, the Reservoir's impact on CCSF is discounted and minimized as "less than significant." This is an unacceptable and justifiably illegal consequence of the DSEIR.

This letter also asserts that the DSEIR does not adequately address the alternative for 100% affordable housing on the Balboa Reservoir site.

Impact on City College of San Francisco

1. Transportation

The DRAFT SEIR says: "... it would be speculative to conclude that the loss of parking would lead to substantial adverse impacts..." and concludes that loss of parking for City College would be "less than significant, and no mitigation measures are necessary." Yet the Draft SEIR itself relies on the speculation that "likely, the shortfall in parking supply

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would cause some drivers to shift to another mode of travel, others to rearrange their schedule to travel at other times of day..." It avoids assessing the possibility that students might stop attending CCSF. The report must consider the true impact on student attendance and enrollment and also on gig-working part-time instructors who have to travel between multiple community college sites.

3 (cont.)

The DRAFT SEIR claims that CCSF TDM/Sustainability Plan has a performance objective to reduce automobile trips, with which the removal of parking at the project site would not conflict. But just because it doesn't conflict with the TDM/Sustainability Plan doesn't mean there is no impact on the public service of CCSF. The current use of the Reservoir serves a public benefit in providing physical access to education.

The description of the existing condition avoids identifying the project site as a student parking lot that furthers a public purpose and benefit by providing physical access to a commuter school's educational public service.

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CEQA requires a baseline determination of existing conditions upon which environmental impact of a project will be assessed.

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In reality it serves an important public purpose of providing student parking that enables community access to education. It also keeps students away from parking in the neighborhoods, blocking residential driveways.

From the beginning of the Reservoir Project's public engagement process, The City Team had already substantively disregarded community concern about parking and transportation. Disregard for community concerns regarding parking and circulation was due to the realignment in the assessment of Transportation from Level of Service (LOS) to Vehicle Miles Travelled (VMT). The City Team has relied on the interpretation of parking and circulation impacts to merely be social and/or economic effects not covered by CEQA.

There is no substantial evidence that the TDM would be able to resolve the effects of lost \perp student parking on student enrollment.

Although New Public Resources Code Section 21099 exempts parking adequacy as a CEQA impact, it does not exempt the secondary impact of adequate parking on CCSF's public educational service. Student parking, being the existing condition and setting, cannot be bypassed by extending 21099's parking exemption onto the elimination of the public benefit of providing access to a commuter college.

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The DRAFT SEIR must consider the impact of reduced parking without first putting viable transportation options in place. According to a CCSF Ocean Campus Survey of CCSF students and workers conducted in May 2016, 45.7% commuted by car. City College is a commuter school.

<u>Inside Higher Ed</u> reported on a survey that detailed Community College students' challenges. The researcher said, "The biggest surprise we had was parking [rated at #5]. This is a big issue for them because of personal schedules or work schedules." (February 12, 2019)

7 (cont.)

Although reducing car usage in general is a commendable goal, the Reservoir Project's elimination of the baseline environmental setting of the 1,000-space student parking lot will have the undesirable effect of discouraging enrollment at City College.

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The Balboa Reservoir Project will bring in 2,200 adult residents and will supplant all 1,007 spaces from the Lower Lot decreasing capacity parking for City College students by 50%. This will further erode enrollment at the College. The Balboa Reservoir Project will succeed in permanently shrinking City College, a deeply adverse impact on the College.

FYI the proposed public parking by the Balboa Reservoir Project will be too expensive (estimated cost is \$12-\$20/day while students now pay \$3/day or \$40/semester) for City College students. Instead it will serve BART commuters with high paying jobs.

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The proposed Reservoir development has forced City College to include in its Facilities Master Plan two to three new parking structures to make up for the loss of existing parking in the PUC Reservoir. This secondary impact must be addressed.

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To alleviate this impact consider these proposals:

- --establish a shuttle to BART from Frida Kahlo Way and offer free public transportation for college students (won for K-12 students in 2013);
- --increase service on the lines serving the Reservoir area: K, 29, 43, 54, 15, and 8 Bayshore, and 49.

Only then can students with multiple responsibilities consider public transit as a means of getting to and from jobs and children's schools. Only then can they give up parking in the Balboa Reservoir allowing 100% affordable housing to be built on public land, leaving green space and enough parking for those students for whom even improved public transit will not alleviate their need to drive to school.

2. Unfair Burden on CCSF's Facilities Master Plan

The Balboa Reservoir Project is forcing City College to include new parking garages in its Facilities Master Plan (FMP). But where will the funding for the ambitious FMP come from? One of the proposed sources is a nearly billion-dollar bond measure not even on the ballot yet, let alone approved by the voters. Why force this added burden on one of the most treasured of San Francisco's institutions when it is struggling to regain its health?

The project has already cost the college. The original PAEC (Performing Arts Education Center) is going through a major re-design to accommodate the loss of parking.

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When the Performing Arts and Education Center (approved by voters in bond measures in 2001 and 2005) is built on the Upper Reservoir, aka Upper Lot, at least 200 spaces will be lost, boosting usage to 80% of available space. When the 25% drop in enrollment is restored, then approximately 400 more parking spaces will be needed **pushing the combined lot's usage back to about 100% capacity.**

3. Alternative Plan

We refer you to an article by Joseph Smooke and Dyan Ruiz "Five Reasons Why San Francisco Must Not Give Up Public Land for Market Rate Development" (Truth-out, April 3, 2015). Smooke and Ruiz argue "You can't solve an affordable housing problem by building luxury housing." They further explain "...for every 100 market-rate units the city allows on public sites, there are another 43 affordable units that need to be built to compensate." This data comes from a 2007 study commissioned by the Planning Department. The people who serve folks in the market-rate housing will be forced to live far away from San Francisco contributing to further traffic congestion in the Bay Area region and seriously reducing their quality of life.

At most the Balboa Reservoir Project will offer 33% housing that is affordable to people with teachers salaries and below. That would provide about 350 units. An alternative plan would build **350 units only**, all of them affordable (100%) to people with teachers' salaries and below. A model for this plan exists adjacent to the Balboa Reservoir at 1100 Ocean, a development built on public land and 100% affordable. The possibility of this model must be explored.

I have attached a sketch that shows how these units would fit into the Lower Lot of the Reservoir. Alternative funding sources could include a proposed municipal bank and a reassessment of under-assessed commercial properties or a change in the Twitter tax. It is not necessary to use unneeded luxury housing, which create the need for a substantial number of additional affordable units, to fund affordable units.

Until funding for 100% affordable housing for the number of units that could be established in the Lower Lot in a sequenced manner so as not to radically reduce parking before public transit has been improved, no housing should be built on the Balboa Reservoir because it will have an adverse impact on the enrollment and consequent health of City College of San Francisco.

The attached alternative plan shows three structures, which could be built in phases, so that when the promised better transit services are established, some of the Lower Lot could be dedicated incrementally to affordable housing. I request that this alternative

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plan be explored.

4. DSEIR 6-58 100% Affordable Housing

The DRAFT SEIR must consider the option of using this public land to build 100% affordable housing. San Francisco is woefully behind in creation of affordable housing, and yet, this Draft SEIR simply dismisses the option of dedicating this publicly owned property to affordable housing only. It does not even consider the recommended option of its own PEIR of 500 housing units for the lower Balboa Reservoir dedicated to those earning less than 120 percent of median area income.

Instead it accepts the premise of creating market rate housing in order to obtain affordable housing without exploring possible funding for a greater number of affordable units, without the market rate housing—which would have a smaller environmental impact to the areas already identified: noise, air quality and transportation.

One of the greatest obstacles to building affordable housing is the price of land. In San Francisco this obstacle is even more formidable than in other areas of the country. The City of San Francisco already owns this parcel, so why is the City of San Francisco planning to sell public land that it already owns to a private developer that will build mostly market rate housing in a neighborhood where affordable housing makes more sense?

A development solely devoted to affordable housing would better blend with the residents of this working class neighborhood. The proposed development of mostly market rate units leaves these residents vulnerable to displacement due to gentrification. The adjacent neighborhood, Excelsior, is also a working class neighborhood vulnerable to displacement due to gentrification.

I again refer you to an article by Joseph Smooke and Dyan Ruiz "Five Reasons Why San Francisco Must Not Give Up Public Land for Market Rate Development" (Truth-out, April 3, 2015).

Policy 4.5.1 in the BPSAP says that when offering public land for development, first consideration should be given by these agencies to the development of housing affordable to individuals or families making less than 120 percent of the area median income.

The DRAFT SEIR does not consider the impact of increasing the number of units from the original recommendation in the PEIR. The Reservoir Project's two options are for 1,100 units and for 1,550 units. The Balboa Park Station PEIR's Housing option for the Reservoir referred to 425-500 units.

From the 425-500 units indicated in the PEIR to the 1,100-1,550 units indicated in the Draft SEIR constitutes an increase of 109.9% to 264.7% over and above the Balboa Park Station PEIR. The increased number of units between the BPS Program EIR to the Reservoir Subsequent EIR constitutes "substantial unplanned growth."

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5. Educator Housing (Alternative Plan/100% Affordable)

The DRAFT SEIR must consider the possibility of using this public land to build dedicated educator housing. Most recently, the City of San Francisco has committed current and future funding for educator housing. Since approval of the PEIR the City of San Francisco has also identified a great need for housing dedicated to educators. The lower Balboa Reservoir is surrounded by schools whose teachers would be able to walk to work if they lived there.

Thank you for addressing this complaint and alternative suggestion that was NOT taken into consideration in the DSEIR for Balbo Reservoir.

Sincerely, Leslie Simon Faculty, City College of San Francisco

Leslie Simon
Interdisciplinary Studies Instructor
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www.ccsf.edu/groundswell
fridakahloway.wordpress.com

Please sign up for "Introduction to Museum Studies," IDST 3, for Fall 2019 CRN: 78260 Thursdays, 2:10-5 p.m. at Downtown Campus and multiple museums





From: <u>Aaron Smith</u>

To: Fung, Frank (CPC); richhillissf@gmail.com; Melgar, Myrna (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC);

Moore, Kathrin (CPC); Richards, Dennis (CPC); CPC.BalboaReservoir

Subject: Balboa Reservoir Project

Date: Thursday, September 12, 2019 11:50:48 AM

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Dear public servants,

As a member of your community I am thankful for the hard work you put in to improve our city and support our citizens. I am writing to register my viewpoint on the matter of the development of the Balboa Reservoir parking lot --which is up for public comment today.

Everyone in SF is shouldering the burden of an extreme lack of housing supply. This state of affairs puts enormous strain on those among us with the least means, and drives people to blame any number of important but ultimately tertiary reasons for the strain. I am writing this note to make clear that as a member of the community I wholeheartedly support attempts like this one to increase housing density while supplying (50%!! amazing) subsidized units. Unfortunately, I am afraid the folks in the community who speak the loudest will be the ones who oppose all development, not understanding that by restricting development of new housing they will only increase our peril.

Please do the right thing by your community and your city and forward this beneficial project. Aaron Smith,

San Francisco, CA

From: Zack Subin

To: Fung, Frank (CPC); richhillissf@qmail.com; Melgar, Myrna (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC);

Moore, Kathrin (CPC); Richards, Dennis (CPC)

Cc: <u>CPC.BalboaReservoir</u>; <u>Poling, Jeanie (CPC)</u>

Subject: Please support more homes and less parking at the Balboa Reservoir!

Date: Wednesday, September 11, 2019 9:59:53 PM

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

Dear Commission Members,

I recently moved to Ocean View with my husband in 2018 after my parents'-in-law helped us buy a house, after 2 years of living at their house. It is a small house (1000 square feet), and one of the few places we could afford in SF-- even with pretty good incomes. As an older Millennial, many of my peers and colleagues are not so lucky, and I keep seeing them move away or continue to live with parents because of the cost of housing-- not to mention the surge in homelessness and the new class of supercommuters.

Under these conditions, building new housing on a vast surface parking lot near a college and the biggest transit hub in the western half of the city, with 50% dedicated affordable housing, should be an absolute no-brainer. I would love to have seen more units than the 1,500 units considered, but we should absolutely have 1,500 rather than 1,100: we need homes for people, not cars! Reserving large amounts of off-street parking does not effectively reduce congestion and parking scarcity but rather facilitates continued car-dependence-- which is in direct contradiction to the city's recently published "Focus 2030" report that set a strong goal for getting people out of cars into healthier, more sustainable modes of transportation. I hope that the draft EIR appropriately considered this: the reductions in greenhouse gas emissions associated with allowing more dense urban infill in a transit-rich neighborhood, rather than seeing those same people housed in distant sprawl, have been well-documented and should be noted.

Finally, these new homes would be a great improvement to the neighborhood-- I would get access to new green space, new bike routes, and have more people on the street to make for safe, vibrant conditions on Ocean Ave. that will help local businesses thrive.

Sincerely, Zack Subin 192 Caine Ave

Zoale Cultin

Zack Subin San Francisco, CA 94112

subin@post.harvard.edu | subin@berkeley.edu | zachary.subin@ethree.com

https://www.facebook.com/zsubin

https://twitter.com/zack_subin

https://www.linkedin.com/in/zachary-subin-9b6435bb/

2

3

5

6

From: <u>esleve@yahoo.com</u>
To: <u>CPC.BalboaReservoir</u>

Subject: NO to selling Balboa Resevoir to Private Developer **Date:** Thursday, September 12, 2019 3:03:50 PM

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

I'm frankly terrified at the idea of having the reservoir sold to a Private developer. PLEASE don't.

I live in Westwood Park. I'm a student and a former instructor of CCSF. As a former coordinator of a CCSF academic program, it is now very difficult to find instructors as there aren't affordable housing and many of the positions are part time. Even full time instructors find it difficult to live in S.F. SO:

* The DRAFT SEIR must consider the option of using this public land to build 100% affordable housing

The Draft SEIR states the need to "DEVELOP THE RESERVOIRS IN A MANNER THAT WILL BEST BENEFIT THE NEIGHBORHOOD, THE CITY, AND THE REGION AS A WHOLE".

* The DRAFT SEIR must consider the possibility of using this public land to build dedicated educator housing

The DRAFT SEIR is inadequate because it fails to recognize the baseline condition of the Reservoir's current use by City College to serve a public benefit for its students.

* The DRAFT SEIR must consider the impacts on the public service of City College of San Francisco

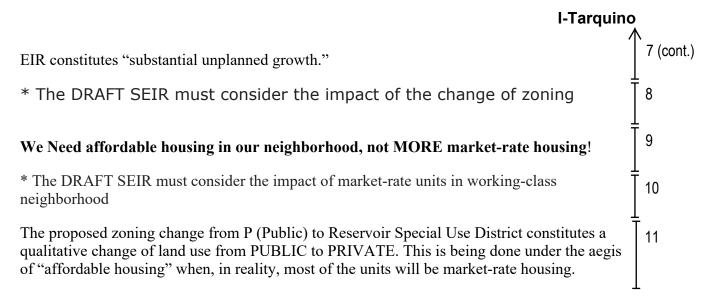
educational services. The elimination of over 1,000 student parking spaces by the Reservoir development will limit students' access to CCSF-- a commuter school.

The City already owns this land, why sell it to developers that will not use it for affordable housing? The City can build affordable housing and instructor housing so our city dwellers can be supported.

2. I is already almost impossible to get home to Westwood Park, get into City College Ocean Campus as the traffic is already impacted by new growth. There is usually stopped traffic, sometimes backed up onto the 280 south bound freeway going to the Ocean Ave. exit. With any more than the original 425 -500 units, it will be a more dangerous and frustrating situation.

From the 425-500 units indicated in the PEIR to the 1,100-1,550 units indicated in the Draft SEIR constitutes an increase of 109.9% to 264.7% over and above the Balboa Park Station PEIR.

The increased number of units between the BPS Program EIR to the Reservoir Subsequent



And Finally...best said as it has been written:

* The DRAFT SEIR must consider the impact of creating a nuisance

The Land Use Framework adopted by the Public Utilities Commission in 2012 (PUC Resolution 12-0044) states that Land may be sold or transferred when.... Use of the land sold is not to result in activities creating a nuisance.

Given the limited street parking in the surrounding neighborhoods, and the fact that the main ingress/egress to the Reservoir Housing project will be Kahlo Way, the 1100-1550 unit Balboa Reservoir Project will result in creating a substantial traffic and parking nuisance [The word "nuisance" understates the problem].

Please listen to the people of S.F. and this neighborhood.

Eve Tarquino

From: <u>Dan Tasse</u>

To: Fung, Frank (CPC); Rich Hillis; Melgar, Myrna (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin

(CPC); Richards, Dennis (CPC); CPC.BalboaReservoir

Subject: Please build the Balboa Reservoir project! **Date:** Wednesday, September 11, 2019 7:22:58 PM

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

Dear Planning Commission,

I live in Noe Valley, pretty close to the planned Balboa reservoir project. Please build it! 1100 units of housing would be a huge help, and 50% of that being affordable is even better. And if it's on the site of a parking lot, we don't even lose much of anything.

I know some people are concerned that it's not *more* affordable. Well, I'd much rather see 550 units of affordable housing plus 550 market rate, than nothing. And I'd much rather see these 1100 units now than anything delayed. As they say, "justice delayed is justice denied" - the same is true for housing. Any units we build will eventually make all of our housing more affordable.

Thank you for your consideration. Dan Tasse 201 27th St Apt 5, San Francisco

From: Priti Tripathi

To: Fung, Frank (CPC); richhillissf@gmail.com; Melgar, Myrna (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC);

Moore, Kathrin (CPC); Richards, Dennis (CPC); CPC.BalboaReservoir

Subject: Balbao Reservoir

Date: Wednesday, September 11, 2019 7:40:35 PM

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Dear Commissioners,

I am writing to urge you to approve the market rate and subsidized affordable housing project that has been proposed on the Balboa Reservoir.

We are in desperate need for both types of housing and this project will add may needed units. Without additional housing our city can not grow. Please approve this project immediately.

Thank you,

Priti Tripathi

2

From: Hold Sall Vesselenyi

To: CPC.BalboaReservoir

Subject: Balboa Reservoir Buildings

Date: Monday, September 23, 2019 3:55:08 PM

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

Hello, my name is Hold Sall and I'm a student at CCSF.

I'm writing to you to express my concerns about the following plans. The Draft Environmental Impact Report is not valid as it does not include City College as a primary feature of the neighborhood and does not consider the project's impact on student's access to City College. Plenty of students have no choice but to get to school by car and my peers who drive are already having a hard time finding parking on busy days.

Thank you for reading.

Hold S. V. (he pronouns)

From: Christine Martinez Weibel

To: Poling, Jeanie (CPC); CPC.BalboaReservoir; Yee, Norman (BOS)

Subject: Balboa Reservoir SEIR: Natural Gas

Date: Thursday, September 19, 2019 2:40:42 PM

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

Hi, Ms Poling and Supervisor Yee.

I saw in the Balboa Reservoir Project Draft Environmental Impact Report that natural gas will be installed in the development for space heating, cooking, and gas fireplaces.

In light of the climate crisis, I would like to request that no natural gas be installed in the development.

Supervisor Yee, I was impressed by Berkeley's ordinance that bans natural gas in new developments, and I hope you will lead a similar resolution here in San Francisco -- not just for city buildings, as Supervisors Brown and Mandelman have proposed, but for all new construction and major renovation. What a show of leadership it would be to have an 1100+ unit development on all renewable resources, and what a step in the right direction it would be.

On the eve of the global climate strike,

Sincerely,

Christine Weibel Sunnyside Resident San Francisco District 7

 From:
 Andy Weyer

 To:
 CPC.BalboaReservoir

 Subject:
 Balboa Reservoir DSEIR

Date: Friday, September 20, 2019 2:32:14 PM

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Hi,

I have read about the Balboa Reservoir DSEIR and feel that I must formally express my opposition to the current draft. The Balboa Reservoir, as I understand it, is currently owned by the public. Given the high cost of living in this city, the number of people living on the streets or in their automobiles/campers, and the general difficulty the city has had in trying to encourage more developers to build affordable housing, it strikes me as absolutely ludicrous that the proposed project does not prioritize below-market rate housing options. We the public own this land, and this land should be used to benefit the public. While I acknowledge that it may be difficult to entice a for-profit developer to build an entirely market-rate complex, I think that at least 50% of the units should be market rate in order to serve the public good. Furthermore, why not give the land to a non-profit developer - work with them to build a complex that is entirely for the public good. Quit lining the pockets of the developers just because they are lining the pockets of our politicians.

Additionally, I am concerned about how the project might impact students at City College. I frequently see cars parked in the reservoir because the main parking lot is full. City College serves a huge number of students who are juggling full or part-time jobs and do not have the ability to depend on MUNI (which is notoriously unreliable) to get to campus. If all of this parking is removed, I fear that we will be limiting the types of students that we are trying to serve in our community. There is nothing more American than people putting in extra effort and working hard to better their situation in life, and I feel that this seemingly "minor" loss of parking could result in a significant negative impact on these individuals.

Sincerely, Andy Weyer

2

From: Kathleen White
To: CPC.BalboaReservoir
Subject: Public Comment

Date: Thursday, September 19, 2019 9:58:32 PM

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

Homelessness and housing insecurity impacts some of my students every semester. It is commonplace for students to leave school due to housing loss or a housing crisis. Please help our community college students by creating short term housing options for CCSF students experiencing an emergency. Short term housing for students is needed in San Francisco and the Balboa Reservoir is the best location. Prevent homelessness while supporting individuals engaged in activities that will lead to wage increases and financial self sufficiency. Support students..provide a roof over their heads while they are in school! Help them to complete their education! Kathleen

Kathleen White
Teacher Prep Center Coordinator
Child Development & Family Studies Dept.
City College of San Francisco
50 Frida Kahlo Way - MUB 247
San Francisco, CA 94112
(415) 239-3891 or (415) 239-3172
www.ccsf.edu
FAX - (415) 239-3861

Consider becoming a teacher!!!! FREECCSF starts you on your journey!

From: Debra Sue Wilensky
To: CPC.BalboaReservoir

Subject: Public Comment regarding Balboa Reservoir and City College SEIR

Date: Monday, September 23, 2019 1:11:31 PM

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

Dear Ms. Poling:

As a San Franciscan, I of course recognize the need for more housing, especially affordable housing. I am however very concerned about the housing project proposed for the Balboa Reservoir, especially its impact on City College and I am especially concerned that the Draft SEIR fails to recognize CCSF as the main feature of the vicinity's "existing or baseline conditions"

The Balboa Reservoir is currently used for student parking. This is clearly not the most efficient use of the space, but the need for parking is very real and is not going away any time soon. Students and faculty coming from work or other campuses cannot get to CCSF by public transportation in a timely fashion. Major improvements in public transportation need to occur before people can give up their cars. On public transit, it takes at least an hour to get to CCSF from my home, but only 20 minutes by car, and before I owned a car I avoided going to the Ocean Campus. Removing this parking without replacing it with a parking structure will severely limit student access to education.

Furthermore, In 2001 and again in 2005 San Francisco voters approved bond measures to build the Performing Arts Education Center (PAEC), which was already shovel ready in fall 2013, when it was put on hold. The college has already invested \$30 million toward its construction, including the basement (which the PAEC shares with the Multi-Use Building), which is already finished. When this long-awaited and much needed building is finally built, CCSF will need additional parking to replace the parking that will be lost and provide additional parking for any performances that will occur in this building.

If the proposed housing is built with only .5 parking spaces per unit, the community will have to absorb the additional cars per unit as well as the current student needs, the future student needs arising from the loss of parking at MUB when the PAEC is built, and the needs of visitors to performances at the PAEC. Many households in San Francisco consist of several adults, either because even so-called affordable housing is only affordable when shared by several adults or by adult children living at home, all of whom might have cars. Even if the residents of the housing units take public transit to work, they are likely to have cars that they will leave parked all day, tying up parking spaces. At the meeting about this project that I attended at John Adams Campus, I was told, more or less, "we have to build with the future in mind and in the future we won't need cars and so won't need parking!" I am sorry, but that future is not here now and won't be here anytime soon, especially if public transit is not improved first. And as we age we are even more dependent on our cars. The need for parking will not go away just because we wish it too.

And none of this addresses future needs that CCSF might have for this land. Ideally, the SFPUC should transfer the 'reservoir' land once and for all to the College. Public land should

I-Wilensky

be preserved for the public and not sold to private developers.

Please remember the current and future needs of City College students and faculty and the needs of the current residents of the neighborhood in regard to this plan for housing. Don't allow crisis thinking regarding the obvious need for affordable housing to push ahead with this ill-conceived plan that will have harmful consequences long into the future.

3 (cont.)

Sincerely,

Debra Wilensky 1568 48th Avenue San Francisco, CA 94122

retired ESL Instructor (1979-2017), ESL Coordinator (Spring 2016-Spring 2017), now retired John Adams Campus City College of San Francisco

From: Jenny Worley
To: CPC.BalboaReservoir

Cc: Alex Randolph; Tom Temprano; Ivy Lee; bdavila@ccsf.edu; tselby@ccsf.edu; Shanell Williams; John Rizzo; and

Subject: AFT 2121 PUBLIC COMMENT ON THE DRAFT SEIR OF THE BALBOA RESERVOIR PROJECT

Date: Monday, September 23, 2019 12:42:36 PM

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

AFT 2121 PUBLIC COMMENT ON THE DRAFT SEIR OF THE BALBOA RESERVOIR PROJECT

The DRAFT SEIR is inadequate because it fails to place CCSF as the main feature of the vicinity's "existing or baseline conditions"

The DSEIR does not include CCSF as the main feature of the baseline conditions, despite the fact that CCSF abuts the parcel and has utilized it since 1946. CCSF is one of the most treasured institutions in San Francisco, offering higher public education to a wide range of communities, and a life line for many marginal and disenfranchised communities. Its value is incalculable. This omission means that, going forward, CCSF development priorities will become secondary to the interests of the Reservoir Project since the Reservoir Project will be considered the baseline condition.

The DRAFT SEIR is inadequate because it fails to consider the option of building 100% affordable housing

The Draft SEIR states the need to "DEVELOP THE RESERVOIRS IN A MANNER THAT WILL BEST BENEFIT THE NEIGHBORHOOD, THE CITY, AND THE REGION AS A WHOLE".

San Francisco is woefully behind in creation of affordable housing, and yet, this Draft SEIR does not consider the option of dedicating this publicly owned property to 100% affordable housing. Nor does it even consider its own PEIR (<u>Balboa Park Station Area Plan</u>) which http://generalplan.sfplanning.org/Balboa_Park_Station.htm states that when offering public land for development, first consideration should be given to the development of housing affordable to individuals or families making less than 120 percent of the area median income.

One of the greatest obstacles to building affordable housing is the price of land. In San Francisco this obstacle is even more formidable than in other areas of the country. The City of San Francisco should not sell this public land to a private developer that will build mostly market rate housing.

The DSEIR accepts the unexamined premise that creating market rate housing in conjunction with some affordable housing is the only path forward. It does not explore the possibility of funding units which are 100% affordable.

The DRAFT SEIR is inadequate because it fails to consider the possibility of using this public land to build dedicated educator housing

Since approval of the PEIR, the City of San Francisco has identified an urgent need for housing dedicated to educators. The lower Balboa Reservoir is surrounded by schools

whose teachers <u>and students</u> would be able to walk to work/<u>school</u> if they lived there. The DSEIR needs to examine this alternative.

The DRAFT SEIR is inadequate because it fails to consider the impact of market-rate units in working-class neighborhoods

The Draft SEIR does not consider the impacts of the project on the nearby working-class neighborhoods of Ingleside and The Excelsior. The development of mostly market rate units puts the residents at risk of displacement due to gentrification. A development solely devoted to affordable housing would better blend with these working class neighborhoods.

The DRAFT SEIR is inadequate because it fails to consider the impact of the zoning change

The proposed zoning change from P (Public) to Reservoir Special Use District constitutes a qualitative change of land use from PUBLIC to PRIVATE with no analysis of the impact this would have. The change is justified by the fiction of offering "affordable housing" when, in reality, most of the units will be market-rate housing.

The DRAFT SEIR is inadequate because it fails to consider the impact on public transit and recommend that public transit capacity be expanded

The Developer is counting on a 15% reduction in City College student parking in order to achieve a special project status under AB 900. Moreover, the Balboa Reservoir project will significantly increase population density of the neighborhood and hence significantly increase demand for public transit. This will only aggravate already unreliable and inadequate transit service. However, the SEIR fails to mandate improvements in infrastructure for public transit, carpooling, cycling, walking, and other environmentally responsible modes of transportation.

The DRAFT SEIR is inadequate because it fails to consider the impact of monetary costs incurred to CCSF

The proposed Reservoir development has already cost the college money due to the major redesign of the original PAEC (Performing Arts Education Center).

The DRAFT SEIR is inadequate because it fails to consider secondary environmental impacts

The significant secondary environmental impacts of potential new CCSF parking construction replacing spaces eliminated by the project must be addressed.

Jennifer Worley President, AFT 2121 City College of San Francisco Federation of Teachers 311 Miramar Ave San Francisco, CA 94102

415-585-2121

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6

www.aft2121.org

From: <u>Mike Zonta</u>

To: <u>CPC.BalboaReservoir</u>

Subject: Support for Balboa Reservoir project **Date:** Thursday, August 08, 2019 10:24:41 AM

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

Let's get moving on this.

Mike Zonta ingleside

From: <u>Mike Zonta</u>

To: <u>CPC.BalboaReservoir</u>

Subject:Balboa Reservoir housing projectDate:Tuesday, September 03, 2019 3:11:46 PM

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

I think we ought to get on with this. As long as there are affordable units included, I'm good to go.

1

Mike Zonta Ingleside San Francisco, CA From: Neighbors Against Flooding
To: CPC.BalboaReservoir

Cc: <u>Jessica@Waterboards</u>; <u>solutionsnotsandbags@gmail.com</u>

Subject: Public Comments to Balboa Reservoir EIR

Date: Tuesday, September 17, 2019 4:22:58 PM

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

Dear Ms. Poling:

We would like to submit the following comments to the 2018-007883ENV: Balboa Reservoir Project (Assessors Block 3180, Lot 190) Environmental Impact Report:

San Francisco's sewer collection system and storm drain system are a combined sewer system (CSS). The vast majority of stormwater should be conveyed through the CSS, which includes the streets and their curbs, catch basins, and underground storm drain, which is then collected and treated. However, the sewers on Ocean Avenue between Frida Kahlo Way (formerly Phelan Avenue) and Miramar are undersized and unable to convey the combined sewage from the sewers uphill from them. Excess combined sewage flow is discharged from the sewers into the streets causing heavy overland flow along Ocean Avenue during moderate storm situations which has resulted in combined sewage, including human waste, flooding downstream of the Balboa Reservoir.

The following CCSF EIR report excerpt from the EIR report (Page 4.6-5 of https://www.ccsf.edu/MP/Docs/046Services DEIR.pdf) documents that:

"The area west of Phelan Avenue is served by a 30-inch reinforced concrete sewer in Phelan Avenue that carries flow south to Ocean Avenue. Although the sewer's condition is unknown, it is severely undersized. According to the SFDPW, the sewers surrounding the Main Campus, while adequate for the dry weather flow from the campus, are inadequate for flows that occur in a 5-year storm event. Currently, the City does not have the funds to upgrade the under-sized sewers surrounding the campus. The SFPUC is in the process of revising its 1973 Wastewater Master Plan. Among other things, this Plan would include upgrading the City's hydraulically and structurally inadequate sewers."

In addition, low lying areas are already negatively impacted by flow from upstream projects like the 2011 Colon/Greenwood/Plymouth/Southwood/Wildwood/Miramar sewer system improvement project which resulted in a transfer of flood risk to Ingleside Terraces:

City and County of San Francisco 2030 Sewer System Master Plan TM505 (http://sfwater.org/modules/showdocument.aspx?documentid=592), Section 5.7.3.1, "Conveyance along Ocean Avenue (Upsizing and Auxiliary, page 107, "This alternative will lower the HGL and alleviate flooding in the upstream portions of the reach, along Ocean Avenue between Phelan and Miramar avenues. However, the extra conveyance capacity provided by the relief and auxiliary sewers serve to move larger peak flows downstream to the Legion Court area west of Ashton Avenue. Predictably, the higher arriving peak flows will cause elevated HGLs and effectively transfer the flooding problems to this area."

Even though the Balboa Reservoir project would not "substantially" alter the existing drainage pattern, **any** additional waste from additional residents would increase the quantity of human waste discharged during these events and increase the exposure to residents and businesses downstream in low lying areas. The Balboa Reservoir EIR fails to address this issue and fails to fully disclose the project's dry and wet-weather impact on the existing sewer system.

The constant expansion of lines upstream, continued development, and the failure to correct the defects in the existing sewer lines have created and continues to create a

nuisance and public health risk by subjecting those residents in low lying areas to the risk of exposure to hazardous waste. $^{\prime}$

1 (cont.)

The sewer lines downstream of the Balboa Reservoir project must be enlarged, and all known and foreseeable deficiencies corrected, prior to the start of this development.

Sincerely,

Ingleside Terraces Residents

Patricia Hechinger Vanessa Quesada Gina Buschiazzo Jane Huey Adrienne Sciutto Irene Creps

cc: Jessica Watkins, P.E.

Senior Water Resource Control Engineer San Francisco Bay Regional Water Quality Control Board

Sunnyside Neighborhood Association

From: Amy O'Hair

SNA Sunnyside Representative, Balboa Reservoir Community Advisory Committee
Secretary, Sunnyside Neighborhood Association

RECEIVED

Date: Sept 12 2019

SEP 1 2 2019

To: San Francisco Planning Commission

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
CPC/HPC

Dear Commissioners:

Please urge the Planning Dept to **open San Ramon Way to all traffic** at the Balboa Reservoir housing site, which was studied as Alternative C in the Balboa Reservoir SEIR. The current two plans include only two openings for vehicle traffic into and out of the site, at Lee Avenue and Ocean, and onto Frida Kahlo Way near Cloud Circle. By opening San Ramon Way, a third street access would be added to the building site, mitigating some of locked-in nature of the site.

When AECOM did the initial transportation analysis in March 2015, they concluded: "Extending San Ramon Way would **reduce local traffic** at bottlenecks into the neighborhood....The extension would likely attract a portion of the reservoir site traffic heading to or from the west end and could likely be accommodated **without resulting in substantial negative effects** on the existing Westwood Park neighborhood."

The Balboa Reservoir draft SEIR states that opening San Ramon Way to vehicles would redistribute traffic from Ocean Avenue and Frida Kahlo Way, where it would otherwise contribute to transit delay (p.6-37). It would provide emergency vehicles better access to the western portions (p.6-36). Further, this alternative would reduce project-generated traffic volumes at the Lee Avenue-Ocean Avenue intersection (p.6-37), which is identified as a point of heavy traffic congestion (p.3.B-3).

In 1917, Westwood Park was laid out with the several stub-end streets, including San Ramon, abutting its periphery. The original planners naturally envisioned these stubs connecting up with new streets in future adjacent residential developments. Connecting San Ramon Way might seem an obvious part of effectively developing the site, but apparently the barrier to doing so lies far in the past.

Page 1/2



Sunnyside Neighborhood Association

In $\underline{1950}$ the Westwood Park homeowners association decided that a completed street at this location was something they wanted to prevent forever.

1 (cont.)

On Jone 30, 1955 the City and County of San Francisco sold a tenfoot wide strip of the public street to the Westwood Park Homeowners Association (3178/018), for just \$1.30.

Thus a HOA of 600-some households, owning a thin strip of previously public land, now stands against a better distribution of traffic, better emergency vehicle access, and the alleviation of transit delay.

The Commission can and should correct this incomplete street. Please urge the Planning Department to pursue Alternative C. Thank you for your consideration.

Sincerely,

Amy O'Hair

Page 2/2

* See attacked conveyance from the St Assessor's

¹ Memorandum from AECOM to the SF Planning Dept about Balboa Reservoir existing conditions, dated March 17, 2015. http://default.sfplanning.org/plans-and-programs/planning-for-the-city/public-sites/balboareservoir/Balboa-Reservoir-Study Existing-Conditions-Transportation.pdf

BOOK A 141 PAGE 553

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SOLD FOR NONPAYMENT OF PROPI		
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From: Francine Lofrano

To: <u>CPC.BalboaReservoir</u>; <u>Poling, Jeanie (CPC)</u>

Cc: Michael Ahrens; Anita Theoharis; Anne Chen; Joe Koman; Ravi Krishnaswamy; Francine Lofrano; Yee, Norman

(BOS); Low, Jen (BOS); Ivy Lee

Subject: Written Comments of Westwood Park Association regarding Balboa Reservoir Project Draft Subsequent

Environmental Impact Report (DSEIR).

Date:Sunday, September 22, 2019 3:10:55 PMAttachments:Westwood Park Association Comment Letter.pdf

Exhibit 1 - Kittelson Study.pdf

Exhibit 3 - Related California Proposal.pdf

Exhibit 4 - Comments on Scope of Balboa Reservior EIR.pdf

Exhibit 5 - Jenney Perez Declaration.pdf
Exhibit 6- Anne Chen Declaration.pdf

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To All Concerned:

Attached please find the written comments of Westwood Park Association regarding the Balboa Reservoir Project DSEIR along with exhibits. We look forward to reviewing your responses to our comments.

Thank you,

Francine Lofrano, Secretary Westwood Park Association

Via Electronic Mail

September 22, 2019

Jeanie Poling San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103

RE: Written Comments of Westwood Park Association regarding Balboa Reservoir Project Draft Subsequent Environmental Impact Report (DSEIR).

Dear Ms. Poling:

The Westwood Park Association ("WPA") represents the interests of the residents of the Westwood Park Community that was developed more than 100 years ago and directly adjoins the proposed Balboa Reservoir Project ("Project").

This letter constitutes the written comments of the WPA on the DSEIR prepared for the Project, which was published and made available for public review on August 7, 2019.

1. Cumulative Impacts and City College Parking

As will be discussed below, WPA believes the analysis of the cumulative transportation impacts is flawed in that the analysis does not properly consider the impacts of the City College's ("CCSF") pending Ocean Campus projects, as shown in the recently adopted CCSF "Facilities Master Plan."

Cumulative Secondary Parking Impacts

The most significant impact of the Project as it relates to CCSF's concurrent expansion plans is the loss of the Project site's parking for CCSF staff, students and visitors. Although parking impacts are not considered

environmental impacts under CEQA, the DSEIR still must include an analysis of secondary parking impacts caused by the loss of existing parking, including impacts on public transit and other private ride share arrangements.

(cont.)

As noted in the DSEIR, secondary impacts related to CCSF are analyzed only in the initial study as part of the discussion of impacts on Public Services (DSEIR Appendix B, p, B-91.) This analysis assumes that CCSF will be constructing a 1200 space parking garage on the East Basin, as shown in the CCSF Facilities master plan, adopted in March 2019. However, at the May 2019 CCSF Board of Trustee's meeting the CCSF staff presented an update on a potential bond measure to fund construction of the CCSF master plan projects which eliminated funding for the East Basin Parking Garage. (DSEIR, p. 3.A-14.) In addition, the Transportation background information in the DSEIR Appendix C are dated April 29, 2019 and June 25, 2019. Please explain where the secondary impact of the elimination of virtually all the existing available parking on the East and West Basins on public transit and local traffic is analyzed and why the impact on SFMTA ridership and capacity analysis are presented in the appendices as "for information" only. For these reasons, the secondary impacts related to CCSF on transit and transit delay are not based on the most recent information related to the foreseeable CCSF Master Plan projects available to the Planning Department prior to publication of the DSEIR.

Moreover, the DSEIR does not analyze the secondary impacts of the elimination of parking as part of the cumulative impacts on transportation. As noted in a non-CEQA parking study prepared by Kittelson & Associates dated August 1, 2019 for the Project, it anticipates that parking shortages caused by the project and the CCSF development will lead to both an increased reliance on public transportation and an increase in drivers looking for parking spaces in adjacent residential neighborhoods such as Westwood Park. A copy of the Kittelson non-CEQA study is attached hereto as Exhibit 1.

Many of the streets within Westwood Park provide on-street parking that results in narrowing the effective roadway width and making two-way vehicle traffic difficult. (DSEIR, p. 6-34) This potentially hazardous condition would be exacerbated by additional vehicles looking for parking due to the shortage created by cumulative development. This is a potentially significant secondary transportation impact that is not adequately addressed in the DSEIR.

The number of vehicles that currently use the East Basin and West Basin parking lots are not accurately described in the DSEIR. In fact, on the very cover of the DSEIR is a picture of only the lower West Basin with only a few cars present. Attached as Exhibit 2 is an accurate picture of both the East Basin and West Basin taken at a peak period when student classes are in session. As you can see, the parking lots are full, with numerous cars parked in the CCSF parking spaces as well as in the parking lot which is the Project site.

The developer has stated on its website that there will be a public garage on the site "sized to meet City College demand". The number and location of the replacement parking spaces should be discussed as should the elimination of the off-street parking spaces from the CCSF Master Plan development.

CCSF Enrollment Increase

CCSF has stated that the need for upgraded facilities is based on an approximately 55% increase in anticipated enrollment by 2026 but the cumulative transportation impact discussion is projected to year 2040. The additional enrollment between 2026 and 2040 for CCSF is not discussed. It can be assumed that the annual increase hence forth would be substantially greater than the annual percentage increase used by the Department based on a citywide average. The extraordinary growth in the student enrollment at CCSF as a consequence of free tuition mandates a cumulative analysis that accurately reflects the impacts of the cumulative growth of CCSF on transportation. We believe the DSEIR impact analysis is understated.

CCSF Student Housing Project

The DSEIR fails to mention in the cumulative analysis that CCSF will proceed with the construction of 500 units of student housing on the campus which was discussed at a Balboa Reservoir CAC meeting on June 10, 2019. Such a project would only exacerbate the lack of adequate parking, as well as creating additional secondary impacts on transportation, air quality and noise. The related impacts from this foreseeable Project should be included in the cumulative impact analysis.

2. Alternatives Analysis

CEQA requires that an EIR "consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public

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participation" (CEQA Guidelines Section 15126.6(a). The Project DSEIR considers three alternatives, plus the required "No Project" alternative. This may be a "reasonable range" of alternatives, but as discussed below, the WPA believes the specific alternatives selected, and the discussion of those alternatives, fails to meet the CEQA alternative analysis requirement that the alternative analysis will "foster informed decision-making and public participation."

8 (cont.)

9

Alternative B: Financial Feasibility of Reduced Density Alternative

The WPA objects to the conclusion regarding the financial feasibility of Alternative B, the Reduced Density Alternative, that would reduce the number of housing units from either 1550 or 1100 units to 800 units. The DSEIR incorrectly states that "the financial feasibility of the reduced density alternative is unknown" (DSEIR, page 6-17). As noted on pages 2-5 in the Project Description/Background section of the DSEIR, the SFPUC issued a request for qualifications for development of the property in November 2016. From the submissions, SFPUC selected three developers to submit comprehensive proposals: Avalon, Emerald Fund and Related California. The proposal from Avalon and its development partners was selected by SFPUC to enter into exclusive negotiations for the development.

The Related California RFP proposal was to develop 680 units, of which 50.2% were proposed to be affordable and work force housing units, or 120 fewer units than the Alternative B project with 800 units. Therefore, there is no factual basis for the conclusion in the DSEIR that the financial feasibility of the Alternative B project is unknown as this is contrary to Related California's proposal with fewer units that they clearly considered to be financially feasible. A copy of the Related California's Response to the RFP proposal is attached to this letter as exhibit 3.

The WPA submitted a Scoping Letter on November 12, 2018, which is attached hereto as Exhibit 4. That Scoping Letter fully discussed the financial feasibility of a reduced density project. As WPA stated in that letter, the Related California proposal was for 680 units but in addition, Related California disclosed to WPA that a project with fewer units than 680 was feasible. Footnote 1 of the Scoping Letter, states that "In discussion with the Westwood Park Community, Related California acknowledged that a 500 unit development is financially feasible". Hence, the statements in the DSEIR that the "financial feasibility of the reduced density alternative is unknown" are simply incorrect, contrary to the evidence, and ignores the factual evidence that is readily available to the Planning Department.

Alternative B: Reduced Density Alternative Mitigates Construction Impacts on Riordan High School and the Childcare Center

A noise monitoring report was prepared to establish the existing noise levels within 900 feet of the project site as part of the DSEIR. This report included a long term (24 hr. or longer) and a short term (15 min.) study. The closest Noise-Sensitive Receptor is Archbishop Riordan High School ("Riordan High School") which is within 80' of the North Access Road which is the route to be used by construction haul trucks for 4 months, and approximately 50' from the standard construction activities for the Lee Avenue extension and the Block G building. The estimated duration of construction noise from the project is six years.

Table 3.C-7 provides a list of equipment that generates noise between 74 (Welder, Concrete Truck) and 90 dBA (Hoe Ram, Concrete Saw, Rock/concrete Crusher) at a distance of 50' and at 110' the noise is reduced to 68 dBA (a welder) to 84 dBA (Hoe ram, Concrete Saw, Rock/Concrete Crusher). After Phase 1 is complete, in addition to the construction noise there will be an increase in noise from project related traffic. The noise impact on the Riordan High School as well as other nearby sensitive receptors such as the Ingleside Library and the Shining Stars Family Childcare Center will be significant.

The project included multiple buildings and is proposed to be constructed in two phases. Therefore, construction haul trucks will use the North Access Road not just during the estimated 4 months of the excavation and grading phase of the Project but for the full six years of the proposed construction. Although the DSEIR describes the construction noise as intermittent, these noisy periods will be disruptive to students and teachers throughout the Riordan High School day. The most effective way to mitigate construction impacts is to decrease the density of the project so as to not prolong the construction schedule and require a noise buffer zone adjacent to Riordan High School. We request that the analysis of the lower density alternative be included as a variant. A noise buffer zone next to Riordan High School and the Childcare Center should also be included as a mitigation measure.

Alternative C: San Ramon Way Passenger Vehicle Alternative

It is WPA's opinion that Alternative C, the San Ramon Way Passenger Vehicle Alternative should be rejected as an alternative by the Planning Department. As described in the DSEIR, San Ramon Way currently terminates just west of the Project site and that the WPA owns the 10-foot

11

wide parcel that separates the end of the street and the Project site. Implementation of this alternative would require purchase of this parcel by the Developer or the City.

11 (cont.)

Allowing San Ramon Way to be used for vehicle access would create significant adverse consequences. Attached to this letter as exhibit 5 is the declaration of Jenny Perez, a resident who has lived on lower Plymouth Avenue near San Ramon Way for 37 years. Ms. Perez submitted a declaration commenting on the inaccuracies in the DSEIR relating to the alternative use of San Ramon Way for vehicle traffic and to the additional adverse consequences if San Ramon is opened to through vehicle traffic.

Also attached as exhibit 6 is the declaration of Anne Chen, a resident of lower Plymouth for 40 years. Ms. Chen's declaration comments on the inaccuracies in the DSEIR relating to the alternative of using San Ramon Way for Vehicle traffic. WPA could have solicited many more similar declarations from WPA residences, and is willing to do so if that would be helpful.

The residents residing in WPA believes that this alternative, if implemented, would have a negative traffic and noise impact on the Westwood Park neighborhood, especially on Plymouth Avenue and San Ramon Way. WPA objects to this alternative and will not sell the WPA owned parcel to allow access to the project site. Thus, this alternative is not reasonably feasible and should have been rejected by the Department as an Alternative.

Alternative D: Six Year Construction Alternative

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Alternative D is the "Six-Year Construction Alternative". This Alternative does not meet the criteria of an alternative as it is clearly nothing more than a variant of the proposed Project with a two phase construction schedule. The discussion of Alternative D in the DSEIR does not provide any additional information or analysis of potential impacts that are not already provided in the impact analysis of the Project. A potential six year construction schedule is noted as realistic and possible in the Project description, which can be imposed as a condition of approval by the Planning Commission. For Alternative D to be a true alternative, it must also include a comparison the impacts of Alternative B that would be constructed in two phases over a six year period. This is necessary so that there will be an objective basis for determining which project variant or alternative will have the least impact on the environment. Thus, the analysis in Alternative D does not provide any meaningful comparison of potential impacts or the "comparative merits of the

alternatives", as required by CEQA Guidelines Section 15126.6(a). If the DSEIR is to include a two phase project as an alternative, then it should also include a two phase Alternative B in the Alternative D discussion.

12 (cont.)

Environmentally Superior Alternative

13

The DSEIR concludes that Alternative D is the "Environmentally Superior Alternative." (DSEIR, pp. 6-49 - 6-50.) This conclusion contradicts the evidence provided in the DSEIR which states that the combination of the reduced density alternative (Alternative B) and Alternative D "would result in less environmental impacts than the Project options and variants." (DSEIR, p. 6-50.) Therefore, it is clear that the combination of alternatives B and D would result in fewer environmental impacts. The inescapable conclusion would be that the environmentally superior alternative is Alternative B constructed over six years in two phases. As written, the alternative section of the DSEIR is drafted to lead, or mislead, the public and decision-makers into approving the Project or the Additional Housing Option that has a higher density even though neither the Project or the Additional Housing Option is the environmentally superior alternative.

Additional Housing (1,550) Unit Project Option

14

A representative of the developer has informed the Chair of the BRCAC that the developer will not develop the 1,550 unit Additional Housing Option. The Planning Department should verify the accuracy of this representation to the BRCAC. If correct, the 1,550 Unit Project option should be added to the list of alternatives considered but rejected by the Planning Department since its development will not be undertaken by the developer.

Rejection of the Alternative to use Project Site for CCSF

15

Parties of interest in the Scoping Process submitted requests for Alternatives to be considered in the DSEIR. Various parties requested that one Alternative that the City should include in the DSEIR is the use of the Project Site solely for CCSF [DSEIR, page 6-60]. The Planning Department rejected this alternative on the basis that the significant impacts cannot be eliminated and that the Project Sponsor's objectives would not be implemented [DSEIR, page 6-60]. CCSF is a tuition free higher educational institution serving the educational needs of the residents of San Francisco, many of whom are immigrants. Since implementation of the free tuition policy, the student body of CCSF is estimated to increase by 55% by 2026. The new buildings in the CCSF Master Plan would occupy the current parking lot, which is the only

undeveloped portion of the CCSF Ocean Campus leaving this campus no additional room to expand. Public land should be used for public use and not private residential use. In this case, educational buildings and housing for CCSF students, staff, and teachers (both CCSF teachers and those in nearby public schools) should have been included and analyzed as an alternative use of the Project site.

15 (cont.)

3. Conclusion

The WPA looks forward to reviewing your responses to our comments. Please feel free to email the WPA at the email address: board@westwoodpark.com if you require additional information. We thank you for your consideration.

Very truly yours,

WESTWOOD PARK ASSOCIATION

Michael Ahrens, President

cc: Anita Theoharis, Director of WPA
Anne Chen, Director of WPA
Joe Koman, Director of WPA
Francine Lofrano, Director of WPA
Ravi Krishnaswamy, Director of WPA
Norman Yee, Supervisor, District 7
Jen Low, Legislative Aide to Supervisor Norman Yee
Ivy Lee, Legislative Aide to Supervisor Norman Yee

Encls: Exhibit 1 – Kittelson Study

Exhibit 2 – Photo of East & West Basin Parking Lots

Exhibit 3 – Related California Proposal

Exhibit 4 – Comments on Scope of Balboa Reservoir EIR

Exhibit 5 – Jenny Perez Declaration Exhibit 6 – Anne Chen Declaration 1161 MISSION STREET, OFFICE #563 SAN FRANCISCO, CA 94103 P 415 579 1778

TECHNICAL MEMORANDUM

Date: August 1, 2019

To: Reservoir Community Partners, LLC

From: Kittelson & Associates, Inc.

Subject: Balboa Reservoir – Non-CEQA Analysis, Overview and Executive Summary

INTRODUCTION

This memorandum summarizes the supplemental transportation analyses for the Balboa Reservoir development (proposed project). The supplemental transportation analyses covers topics not analyzed under California Environmental Quality Act (CEQA) that were identified in the scoping and project development process to support project development efforts and address community concerns. The analysis was conducted for informational purposes and is not intended to identify or develop recommendations for implementation. The following topics were analyzed:

- Parking supply and demand. The purpose of this analysis is to present parking supply and
 occupancy counts, present a methodology and framework for ongoing monitoring and reporting
 of parking utilization rates, and assess the effect of the proposed development on existing offstreet and on-street parking.
- Vehicle operations. The objective of the analysis is to evaluate existing and existing plus project corridor operations along Ocean Avenue and Ridgewood Avenue-Frida Kahlo Way and intersection operations at select study intersections to estimate the changes in travel time attributable to the project and to evaluate potential modifications to improve traffic flow and vehicle progression at intersections along Ocean Avenue. Data on existing transit operations is used to inform the evaluation.
- **Shuttle feasibility.** The purpose of this analysis is to assess the feasibility of a shuttle operating between the Balboa Reservoir site, the City College of San Francisco (CCSF) campus, and the Balboa Park BART/Muni station.

The key findings of the parking analysis, operations analysis, and shuttle study are presented in this memorandum. The technical memorandums are included as attachments.

PARKING ANALYSIS

The key findings of the parking supply and utilization data collection and the parking demand analysis are summarized in this section.

Off-Street Parking Supply and Utilization

The project site is located west of City College of San Francisco's (CCSF) Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School. The project site is currently occupied by a 1,007-space surface parking lot ("Lower Lot" or west basin) accessed by two driveways on Frida Kahlo Way. The Lower Lot serves as overflow parking for the CCSF's 1,167-space Upper Lot (or east basin), which is accessed from the same two driveways on Frida Kahlo Way.

Parking inventory and occupancy data was collected at both the Upper and Lower Lots on Thursday, December 7, 2017, Wednesday, January 31, 2018, and Wednesday, April 18, 2018 when CCSF was in session. The peak hourly utilization of both the Lower Lot and Upper Lot was observed to occur between 10 a.m. and 1 p.m. The observed maximum combined occupancy rate of 73% (1,596 cars parked and 578 spaces available) occurred on Wednesday, January 31, 2018 between 11 a.m. and 12 p.m.

The Upper Lot can accommodate the existing combined parking demand (the total demand observed at both the Lower Lot and Upper Lot) during the a.m. and p.m. periods (7 to 9 a.m. and 5 to 7 p.m.) but would not meet the combined parking demand during the weekday midday period (10 a.m. to 12 p.m.). During the weekday midday peak hour of parking demand, assuming parking was available only at the Upper Lot, there would be a shortfall of up to 239 parking spaces.

Neighborhood (On-Street) Parking Supply and Utilization

On-street parking utilization data were collected by IDAX Data Solutions¹ in the site vicinity on two weekdays in February 2019. Each block face within the neighborhood on-street parking study area was observed three times a day for two days: at 9:00 a.m. (a.m.), 2:00 p.m. (midday), and 8:00 p.m. (p.m.). Days with street cleaning or abnormal parking behavior were avoided. Parking supply data in the form of number of available parking spaces per block were provided by San Francisco Municipal Transportation Agency (SFMTA).

Based on this data, there are a total of 906 parking spaces within the parking study area and between approximately 200 and 300 on-street spaces are available on weekdays during any given time period (a.m., midday, and p.m.). The highest levels of occupancy were generally observed to occur during the weekday p.m. period.

Parking Demand Analysis

Parking demand was calculated for residential, short-term retail and daycare visitors, and long-term employee parking for both the retail and childcare uses. This parking demand estimation focuses on the midday time period when the retail and childcare are active and existing CCSF parking demand would exceed capacity of the Upper Lot. While adjustments were made to account for the proposed

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¹ IDAX Data Solutions is a multimodal data solutions company providing transportation data with an office in San Francisco, CA.

transportation demand management (TDM) plan and affordable housing on site, the estimated project-generated parking demand can be considered conservative and likely overstates demand based on the site context and travel characteristics, transit proximity and quality, and existing and expected travel characteristics.

The Developer's Proposed Option would generate a total midday parking demand for 455 vehicle parking spaces (426 residential, 29 retail and childcare visitor, 18 retail and childcare employee). The Additional Housing Option would generate a total midday parking demand for 631 vehicle parking spaces (602 residential, 29 retail and childcare visitor, 18 retail and childcare employee).

The vehicle parking supply proposed under each development scenario was evaluated against the estimated parking demand generated by the project and the existing CCSF overflow demand. Based on this analysis, the projected residential parking demand can be met on-site with the currently proposed 0.5:1 parking ratio under the Developer's Proposed Option during the midday and overnight periods and the Additional Housing Option during the midday period. There would be a 101 space residential parking space shortfall during the overnight period with the Additional House Option.

The parking demand associated with the retail and child care visitor and employee demand (29 spaces) and CCSF overflow demand (239 spaces) could be met by available on-street parking spaces within the neighborhood parking study area (316 spaces during the midday period, 217 spaces during the overnight period). The analysis of the Developer's Proposed Option does not include the 750-space parking garage that is analyzed in the EIR. Some or all of these parking spaces could be included in the final project to meet projected demand. Alternatively, the parking demand from the retail and daycare visitors and employees and overflow CCSF vehicles could be accommodated by a combination of reducing CCSF parking demand through planned TDM measures and/or a shared parking agreement with the Balboa Reservoir project.

The Balboa Reservoir development intends to monitor and manage its parking efficiently while working to encourage the use of transportation modes other than the single occupancy vehicle. Shared or flexible parking designations between residential, retail, and CCSF uses would help to minimize the total number of parking spaces needed to meet project-generated parking demand and overflow CCSF parking demand resulting from the redevelopment of the Lower Lot. Implementation of TDM measures and a shared parking agreement with CCSF would reduce any secondary effects of parking shortfalls on the neighborhood parking supply.

OPERATIONS ANALYSIS

Analysis was conducted for existing and existing plus project conditions. Existing plus project conditions reflects the existing transportation network with the inclusion of vehicle trips generated by the Additional Housing Option. For the purposes of a more conservative analysis, the Additional Housing Option was evaluated, as it would generate more vehicle trips and would therefore have a greater effect on corridor delay and intersection operations. The Developer's Proposed Option would generate about 25 percent

fewer vehicle trips and as a result, would be expected to result in less delay compared to the Additional Housing Option.

Corridor Analysis

The corridor delay analysis considers the change in vehicle delay with the addition of project-generated vehicle trips during the weekday a.m. and p.m. peak hours along the following two corridors:

- Ocean Avenue, from Plymouth Avenue to San Jose Avenue
- Ridgewood Avenue-Frida Kahlo Way, from Ridgewood Avenue/Monterey Boulevard to Frida Kahlo Way/Geneva Avenue/Ocean Avenue

The Additional Housing Option would increase delay along the Ocean Avenue study segment by one second in the eastbound direction during the weekday a.m. peak hour and by two seconds and eight seconds in the eastbound and westbound directions, respectively during the weekday p.m. peak hour.

The Additional Housing Option would increase delay along the Frida Kahlo Way study segment by one second in the northbound and southbound directions during the weekday a.m. peak hour and by three seconds in the southbound direction during the weekday p.m. peak hour.

Intersection Operations Analysis

A detailed intersection operations analysis was conducted to identify more specifically how operations may change with the addition of project-generated vehicle trips from the Additional Housing Option during the weekday a.m. and p.m. peak hours at the following three study intersections:

- Brighton Avenue/Ocean Avenue
- Lee Avenue/Ocean Avenue
- Frida Kahlo Way/Geneva Avenue/Ocean Avenue

These three study intersections were selected for analysis to address concerns raised by the community regarding operations at these locations.

The analysis considers the delay, queue length, and level of service for each approach and for the intersection overall. Intersection volumes were adjusted to reflect the peak hour and lane utilization factors². Overall, vehicle trips generated by the Additional Housing Option are not anticipated to substantially increase delays at study intersections during the weekday a.m. and p.m. peak hours. The

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² Peak hour factor is defined as the hourly volume divided by the peak (fifteen) minute flow rate within that same hour. The lane utilization factor indicates the "uniform" use of available lanes. It is the ratio of the average volume per lane to the heaviest volume in one lane.

key findings of the intersection operations analysis comparing existing with existing plus project conditions are summarized in this section.

Brighton Avenue/Ocean Avenue

- There would not be a substantial change to the delay, queue lengths, and level of service with the addition of project-generated vehicle trips.
- With the addition of project trips, the overall intersection delay may be slightly reduced (by less than one second per vehicle and by 1.3 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively), as a larger proportion of trips travelling through the intersection are doing so on the coordinated phase, thereby increasing the efficiency of the signal and reducing average vehicle delay.

Lee Avenue/Ocean Avenue

- With the addition of project-generated vehicle trips, the overall intersection delay is projected to slightly increase (by 2.0 and 4.2 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively).
- The southbound approach is projected to experience the greatest change in delay, queues, and level of service with the addition of project-generated vehicle trips. The delay is estimated to increase by 11.6 seconds per vehicle during the weekday a.m. and p.m. peak hours. The queue length is estimated to increase by 87 feet during the weekday a.m. peak hour and by 81 feet during the weekday p.m. peak hour. The level of service is estimated to change from LOS C to LOS D during the weekday a.m. and p.m. peak hours.

Frida Kahlo Way/Geneva Avenue/Ocean Avenue

- The overall intersection delay is anticipated to increase by 18.4 seconds per vehicle during the weekday a.m. peak hour and by 37.2 seconds per vehicle during the weekday p.m. peak hour with the addition of project-generated vehicle trips.
- The westbound approach is projected to experience the greatest change in delay, queues, and level of service with the addition of project-generated vehicle trips during the weekday a.m. and p.m. peak hours. The delay is estimated to increase by 28.1 and 70.5 seconds per vehicle, respectively. The queue length is estimated to increase by 38.6 and 115 feet, respectively. The level of service is estimated to worsen from a LOS E to a LOS F during the weekday p.m. peak hour.

Potential Intersection Modifications

Intersection modifications can be made to increase safety and capacity, improve vehicle progression, and reduce congestion on the road. The most common strategies include optimizing or modifying signal timing and implementing physical changes or turn movement restrictions at intersections to increase

efficiency of intersection or corridor operations. Potential intersection modifications were described and analyzed in the Operations Analysis technical memorandum. Key findings are presented in this section.

Signal Timing Modifications

One of the major objectives of traffic signal optimization is to increase the capacity of at-grade intersections. For this analysis, at each study intersection, five seconds of green time was reallocated from the north/south approaches to the east/west approaches. In other words, green time on Ocean Avenue was increased by five seconds for each phase while the overall cycle length remained fixed. Increasing green time on Ocean Avenue would:

- Decrease overall intersection delays at Brighton Avenue/Ocean Avenue and Frida Kahlo Way/Geneva Avenue/Ocean Avenue by between 1 and 5 seconds and between 45 and 51 seconds, respectively. However, Synchro may overestimate the change in delay and queue lengths reported at Frida Kahlo Way/Geneva Avenue/Ocean Avenue, which operates at, or near, capacity.
- Increase overall intersection delay at Ocean Avenue/Lee Avenue by between 1 and 5 seconds.
- Reduce delay and queue lengths on the eastbound and westbound approaches and increase delay and queue lengths on the northbound and southbound movements at all study intersections.

Signalized intersections along Ocean Avenue operate as actuated-coordinated signals³ with maximum recall⁴ that operate on a fixed cycle length. Signal timing modifications implemented at these three intersections in isolation may adversely affect vehicle progression and have unintended consequences for operations along the corridor. Any adjustments to signal timing would need to be reviewed and approved by SFMTA.

Other Modifications

In addition to signal timing modifications, other intersection modifications and treatments along the corridor may be implemented to increase efficiency of operations and reduce vehicle delay and queue lengths along the corridor. These include installation of left-turn lanes, installation of right-turn lanes, implementation of turn restrictions, and intersection redesign. These treatments can be costly if

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³ Actuated signals prioritize the through movement of the major street and use sensors to respond to the traffic present at actuated approach, so that the pattern of the signal (the length and order of each phase) depends on the traffic and can be different at every cycle. Sensors report to the signal computer and green is provided for those actuated lanes only when traffic is present and only until the traffic has vacated those lanes or the maximum time set for that phase has been reached.

⁴ Each phase in a signalized intersection is given a recall mode of either no call, minimum, maximum, or pedestrian. No recall implies that a phase can be skipped if no vehicles are present/detected. Minimum recall indicates that a phase is being called for its minimum green time, independent of a vehicle's presence. Maximum recall specifies that a phase is being called for its maximum green time. Pedestrian recall means that a phase will always service the pedestrian walk and clearance interval times independent of a pedestrian's presence.

additional right-of-way is needed and there may be other tradeoffs to consider, such as potential adverse effects on conditions for bicyclists and pedestrians. Modifications that would require roadway widening, additional right-of-way, rail reconfiguration, or signal relocation would be major infrastructure projects and may not be feasible or appropriate within the context of the corridor.

Planned projects that are intended to improve safety, access, and comfort for people traveling along Ocean Avenue include the Ocean Avenue Safety Project and I-280 Interchange Modifications at Balboa Park Project.

SHUTTLE STUDY

A shuttle feasibility assessment was conducted to evaluate the potential for shuttle service operating between the Balboa Reservoir Site, CCSF Ocean Avenue campus, and the Balboa Park BART/Muni station. The analysis includes a ridership assessment, service concept, and feasibility analysis. Key findings from the assessment are summarized in this section.

The Balboa Reservoir development is expected to generate up to 2,700 transit trips⁶ each day, many to/from the Balboa Park BART/Muni station, approximately 0.6 mile east of the project site. While the total travel demand between these destinations is high, and the shuttle would have convenient stop locations, the shuttle's indirect loop route would have to compete with the high frequency and direct travel of the existing transit service and the flexibility and speed of walking.

The conceptual shuttle route is approximately 2.25 miles long with an estimated peak hour travel time of approximately 31.5 minutes, with variability based on congestion, signal delay, passenger boarding/alighting, final routing, and layover scheduling. The shuttle system route would have stops within the Balboa Reservoir site, on CCSF campus, at City College Terminal, and at the Balboa Park BART/Muni station.

Muni currently offers convenient connections to the Balboa Park BART/Muni station. The K/T Third/Ingleside light rail and Muni bus routes 8, 29, 49, and 91 have stops on Ocean Avenue or the City College Terminal near the project site. Muni route 43 operates on Frida Kahlo Way adjacent to CCSF and on Geneva Avenue to the Balboa Park BART/Muni station. Typical wait times are under five minutes during the weekday a.m. and p.m. peak periods.

The Balboa Reservoir shuttle demand model is calibrated to high shuttle use estimates to serve as a proof of concept. The convenience of a free shuttle was estimated to be more appealing than, and capture the majority of, the BART riders that may otherwise walk, take other transit options, drive alone/carpool, or be dropped off in a taxi or transportation network company vehicle (e.g., Uber, Lyft). With the shuttle

⁶ Source: Balboa Reservoir Transit Assessment Memorandum, June 25, 2019.

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operating with at least two vehicles in service, approximately half of the walk trips and the majority of transit, drive alone, and kiss and ride modes would be expected to switch modes and use the shuttle.

However, given that multiple Muni lines serve stops near Balboa Reservoir and CCSF operating on 8-10 minute headways during weekday a.m. and p.m. periods and typical waiting times are under five minutes, the shuttle would have to operate at high frequencies throughout the day to effectively compete with the existing transit service and walking trips. With three shuttle buses in operation, vehicle headways and average waiting time would match that of existing peak hour service. This level of shuttle service is forecast to have an estimated cost of \$762,500 to over \$1 million per year without considering factors, such as regulatory requirements and operator staffing and scheduling, which would increase costs and may present substantial hurdles to implementation. If a lower frequency and less costly service were provided as an alternative, it would not be competitive with the existing transit and walking alternatives and would see less use. Overall, the shuttle system route would be duplicative with existing transit connection to the Balboa Park BART/Muni station for passengers able to walk to nearby bus and light rail stops. The costs and convenience associated with providing shuttle service should be weighed against alternatives, such as subsidized first mile/last mile taxi or transportation network company rides for those with mobility needs.

ATTACHMENTS

- A. Parking Analysis Technical Memorandum
- B. Operations Analysis Technical Memorandum
- C. Shuttle Study Technical Memorandum

ATTACHMENT A: PARKING ANALYSIS TECHNICAL MEMORANDUM

1161 MISSION STREET, OFFICE #563 SAN FRANCISCO, CA 94103 P 415 579 1778

TECHNICAL MEMORANDUM

Date: August 1, 2019

To: Reservoir Community Partners, LLC

From: Kittelson & Associates, Inc.

Subject: Balboa Reservoir – Parking Analysis Memorandum

This memorandum summarizes the results of a parking study conducted for the Balboa Reservoir development (proposed project). The project site is located west of City College of San Francisco's (CCSF) Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School. The project site is currently occupied by a 1,007-space surface parking lot ("Lower Lot" or west basin) accessed by two driveways on Frida Kahlo Way. The Lower Lot serves as overflow parking for the CCSF's 1,167-space Upper Lot (or east basin), which is accessed from the same two driveways on Frida Kahlo Way.

The purpose of this analysis is to present parking supply and occupancy counts, present a methodology and framework for ongoing monitoring and reporting of parking utilization rates, and assess the impact of the proposed development on existing off-street and on-street parking under several development scenarios. The memorandum is organized as follows:

- Data collection summary
- Parking demand analysis
- Parking monitoring plan
- Conclusion

DATA COLLECTION SUMMARY

Off-Street Parking

Parking inventory and occupancy data was collected at both the Upper and Lower Lots on Thursday, December 7, 2017, Wednesday, January 31, 2018, and Wednesday, April 18, 2018 on a typical non-holiday, non-registration period day when CCSF was in session. Parking data was collected on an hourly basis between 7:00 a.m. and 9:00 p.m. The number of spaces in the Upper and Lower Lots were counted with the use of aerial photography and then verified in the field. Parking occupancy was collected manually by field technicians. The parking lots were divided into areas with a field technician responsible for collecting data in each. Technicians walked the lots every hour, manually counting the number of full and empty stalls in each area. Data was marked by hand in the field and transferred to spreadsheets. The spreadsheet data entries were then checked against the manual entries.

Parking supply and occupancy data are summarized in Exhibit 1 and Exhibit 2. Exhibit 3 illustrates the average utilization from all three dates.

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Exhibit 1: Existing CCSF Upper/Lower Lot Parking Supply and Occupancy

	Lower	Lot (1,007 S	paces)	Upper	Lot (1,167 S	paces)	Comb	ined (2,174 S	paces)
Time	Parked	Available	Utilization	Parked	Available	Utilization	Parked	Available	Utilization
				Thursday, De	ecember 7, 2	017			
7	0	1007	0%	39	1128	3%	39	2135	2%
8	3	1004	0%	181	986	16%	184	1990	8%
9	11	996	1%	614	553	53%	625	1549	29%
10	133	874	13%	1078	89	92%	1211	963	56%
11	235	772	23%	1071	96	92%	1306	868	60%
12	253	754	25%	1083	84	93%	1336	838	61%
13	167	840	17%	1058	109	91%	1225	949	56%
14	101	906	10%	813	354	70%	914	1260	42%
15	87	920	9%	693	474	59%	780	1394	36%
16	40	967	4%	476	691	41%	516	1658	24%
17	26	981	3%	361	806	31%	387	1787	18%
18	9	998	1%	429	738	37%	438	1736	20%
19	6	1001	1%	537	630	46%	543	1631	25%
20	2	1005	0%	445	722	38%	447	1727	21%
21	1	1006	0%	184	983	16%	185	1989	9%
			,	Wednesday,	January 31, 2	2017			
7	1	1006	0%	79	1088	7%	80	2094	4%
8	4	1003	0%	298	869	26%	302	1872	14%
9	139	868	14%	958	209	82%	1097	1077	50%
10	407	600	40%	1094	73	94%	1501	673	69%
11	533	474	53%	1063	104	91%	1596	578	73%
12	483	524	48%	1046	121	90%	1529	645	70%
13	297	710	29%	963	204	83%	1260	914	58%
14	186	821	18%	876	291	75%	1062	1112	49%
15	135	872	13%	726	441	62%	861	1313	40%
16	76	931	8%	555	612	48%	631	1543	29%
17	55	952	5%	482	685	41%	537	1637	25%
18	17	990	2%	621	546	53%	638	1536	29%
19	12	995	1%	745	422	64%	757	1417	35%
20	8	999	1%	612	555	52%	620	1554	29%
21	4	1003	0%	251	916	22%	255	1919	12%
				Wednesday	, April 18, 20	18			
7	3	1004	0%	56	1111	5%	59	2115	3%
8	4	1003	0%	265	902	23%	269	1905	12%
9	9	998	1%	706	461	60%	715	1459	33%
10	126	881	13%	847	320	73%	973	1201	45%
11	238	769	24%	1078	89	92%	1316	858	61%
12	181	826	18%	1009	158	86%	1190	984	55%
13	187	820	19%	939	228	80%	1126	1048	52%
14	85	922	8%	792	375	68%	877	1297	40%
15	67	940	7%	633	534	54%	700	1474	32%
16	39	968	4%	536	631	46%	575	1599	26%
17	22	985	2%	449	718	38%	471	1703	22%
18	17	990	2%	489	678	42%	506	1668	23%
19	10	997	1%	563	604	48%	573	1601	26%
20	5	1002	0%	510	657	44%	515	1659	24%
21	5	1002	0%	141	1026	12%	146	2028	7%

Sources: Kittelson & Associates, Inc. 2019; Quality Counts, 2017 & 2018.

Note: Parking utilization was rounded.

- Lower Lot Capacity

Exhibit 2: Existing CCSF Upper/Lower Lot Parking Supply and Occupancy – Thursday, December 7, 2017

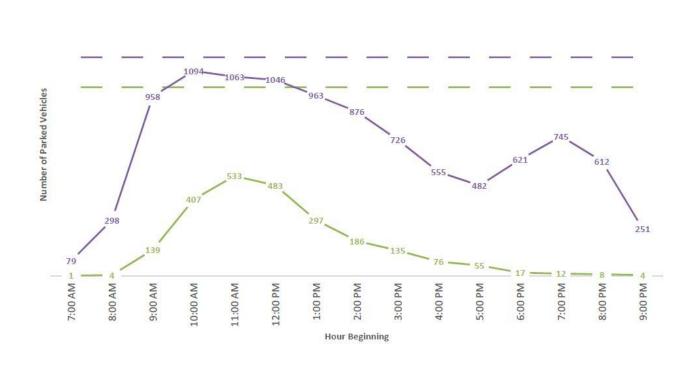


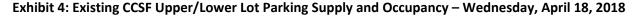
Exhibit 3: Existing CCSF Upper/Lower Lot Parking Supply and Occupancy – Wednesday, January 31, 2018

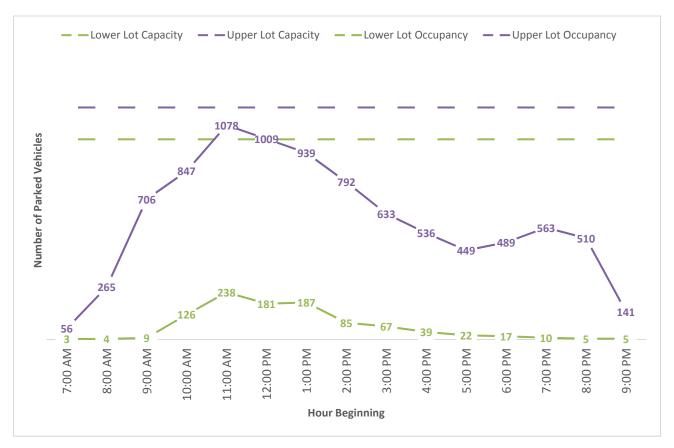
- Lower Lot Occupancy

- Upper Lot Occupancy

- Upper Lot Capacity







As shown in Exhibit 1 through Exhibit 4, the peak hourly utilization of both the Lower Lot and Upper Lot occurs between 10:00 a.m. and 1:00 p.m. during all three days of observation.

- On Thursday, December 7, 2017, the peak hour of occupancy occurred between 12:00 p.m. and 1:00 p.m. in both the Lower Lot and Upper Lot; at this time, there were 253 cars parked (754 spaces available) in the Lower Lot and 1,083 cars parked (84 spaces available) in the Upper Lot. This represents a utilization rate of 25% in the Lower Lot and 93% in the Upper Lot and a combined occupancy rate of 61%.
- On Wednesday, January 31, 2018, the peak hour of occupancy occurred between 11:00 a.m. and 12:00 p.m. in the Lower Lot and between 10:00 a.m. and 11:00 a.m. in the Upper Lot; during these times, there were 533 cars parked (474 spaces available) in the Lower Lot and 1,094 cars parked (73 spaces available) in the Upper Lot during the peak hours. This represents a utilization rate of 53% in the Lower Lot and 94% in the Upper Lot.
- On Wednesday, April 18, 2018, the peak hour of occupancy occurred between 11:00 a.m. and 12:00 p.m. in both the Lower Lot and Upper Lot; at this time, there were 238 cars parked (769 spaces available) in the Lower Lot and 1,078 cars parked (89 spaces available) in the Upper Lot. This represents a utilization rate of 24% in the Lower Lot and 92% in the Upper Lot and a combined utilization rate of 61%.

• The maximum combined occupancy rate of 73% (1,596 cars parked and 578 spaces available overall) occurred on Wednesday, January 31, 2018 between 11:00 a.m. and 12:00 p.m.

Neighborhood (On-Street) Parking

On-street parking utilization data were collected by IDAX Data Solutions¹ traffic data collection staff in the site vicinity on weekdays in February 2019 for the block faces shown in Exhibit 5. Each block face was observed three times a day for two days: at 9:00 a.m. (a.m.), 2:00 p.m. (midday), and 8:00 p.m. (p.m.). Days with street cleaning, holidays, events, or other abnormal parking behavior were avoided.

Each observation included the number of parked cars and for each vehicle:

- License plate numbers
- Parking regulation for parking space
- If legally parked
- If parked in a curb cut

Vehicles parked illegally or across driveways/curb cuts were disregarded as the parking supply consists of only legal parking spaces. While these vehicles constitute parking demand, the spaces these vehicles occupy are not included in the parking supply, so they have no impact on the total available spaces, defined by remaining legal spaces. Each observation period averaged 4.8 illegally parked vehicles and 28.3 vehicles parked in curb cuts, primarily in residential blocks south of Ocean Avenue and north of CCSF.

Parking supply data in the form of number of remaining legal parking spaces per block were provided by San Francisco Municipal Transportation Agency (SFMTA). For blocks where the number of observed legally parked vehicles exceed the SFMTA provided supply, the maximum observed occupancy count was used as the parking supply.

Existing Parking Utilization

The parking utilization and supply data was grouped into four parking areas (north, east, south, and west) shown in Exhibit 5. Percent occupancy and number of available spaces were determined for each observation period for each area as shown in Exhibits 6 and 7. The parking supply and availability by area is presented in Exhibit 8.

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¹ IDAX Data Solutions is a multimodal data solutions company providing transportation data with an office in San Francisco, CA.

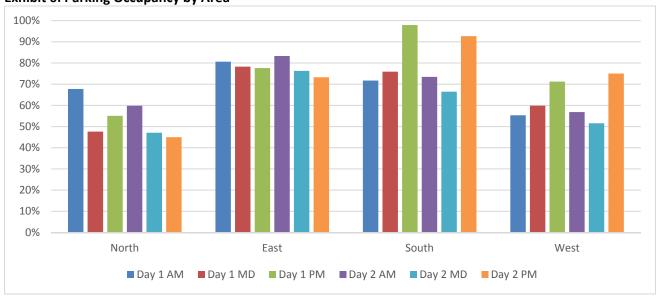


Source: Kittelson & Associates, Inc., 2019

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Exhibit 5: Neighborhood (On-Street) Parking Study Area







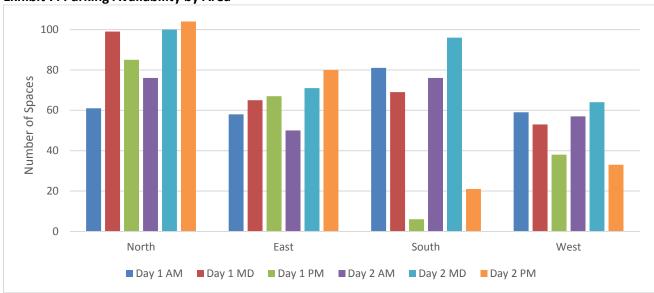


Exhibit 8: Available Street Parking Spaces by Area and Time Period

Parking		Available Street Parking Spaces by Time Period						
Area	Supply	Day 1 AM	Day 1 MD	Day 1 PM	Day 2 AM	Day 2 MD	Day 2 PM	Average
North	189	61	99	85	76	100	104	88
East	299	58	65	67	50	71	80	65
South	286	81	69	6	76	96	21	58
West	132	59	53	38	57	64	33	51
Total	906	259	286	196	259	331	238	262

Sources: Kittelson & Associates, Inc. 2019; IDAX 2019; SFMTA 2019.

Notes: AM = weekday a.m. (9 a.m.); MD = weekday midday (2 p.m.); PM = weekday p.m. (8 p.m.)

Data presented represents the total available parking spaces by area and time period for each parking area as calculated by subtracting the observed legally parked vehicles from the maximum of the SFMTA parking supply and greatest legally parked vehicle observation.

Exhibit 8 indicates that there are a total of 906 parking spaces within the parking study area and between approximately 200 and 300 on-street spaces are available on streets within the parking study area on weekdays during any given time period. The North and West parking areas have the highest proportion of available street parking with average occupancy of less than 60% (equivalent to 88 and 51 available spaces, respectively). The South area has the highest average occupancy at 80% (equivalent to about 58 available spaces) with the weekday p.m. period approaching 100% utilization. The weekday p.m. period was generally observed to have the highest occupancy.

Parking in the site vicinity is controlled by a combination of the following types of regulation:

- Parking meters
- Residential Permit Parking (RPP): 2-hour time-limited parking between 8:00 a.m. and 6 p.m. weekdays, except with residential permit
- Time Limit: 2-hour time-limited parking without exception
- Unregulated: no apparent parking regulations outside of street sweeping hours

The supply and average number of available parking spaces distributed by parking regulation type is presented in Exhibit 9. As shown in Exhibit 8, over 300 on-street parking spaces are available in the onstreet parking study area during the midday period (2 p.m.). As shown in Exhibit 9, the parking demand from overflow CCSF vehicles can be accommodated by the available on-street parking supply, though parking regulations may hinder use.

Exhibits 1 through 4 summarize the parking utilization in the Upper Lot and Lower Lot (project site). Exhibit 10 presents the combined occupancy for the Upper Lot and Lower Lot and assumes that no parking spaces would be provided on the Lower Lot. The number of parked vehicles is calculated as the sum of the number of vehicles parked in the Lower Lot and the number of vehicles parked in the Upper Lot. The available spaces and utilization rate are calculated based on the Upper Lot supply of 1,167 parking spaces assuming the Lower Lot has a parking supply of zero spaces. A utilization rate less than 100% indicates that the Upper Lot could accommodate the existing combined parking demand.

As shown in Exhibit 10, the Upper Lot can accommodate the existing combined parking demand during the a.m. and p.m. periods (7 to 9 a.m. and 5 to 7 p.m.) but would not meet the combined parking demand during the weekday midday period (10 a.m. to 12 p.m.). During the weekday midday peak hour of parking demand there would be a shortfall of up to 239 spaces. A similar analysis in the March 2019 CCSF Ocean Campus TDM Plan and Parking Analysis reported a shortfall of 91 spaces without the Lower Lot. The CCSF Ocean Campus TDM Plan and Parking Analysis was prepared by Fehr & Peers and commissioned by CCSF.

Exhibit 9: Average Available Street Parking Spaces by Area and Parking Regulation

		Parking Regulation						
Parking Area	Parking Count Type	Parking Meters	Residential Parking	Time Limit	Unregulated	Total		
			Permit					
North	Supply	0	0	70	119	189		
NOTH	Available	0	0	53	35	88		
Foot	Supply	0	0	45	254	299		
East	Available	0	0	9	56	65		
Carrella	Supply	42	244	0	0	286		
South	Available	16	42	0	0	58		
Most	Supply	0	79	0	53	132		
West	Available	0	35	0	16	51		
Total	Supply	42	323	115	426	906		
	Available	16	77	62	107	262		

Sources: Kittelson & Associates, Inc. 2019; IDAX 2019; SFMTA 2019.

Notes: Data presented represents average available parking spaces by block attributed to the predominate parking regulation for that block.

Exhibit 10: Existing City College Upper/Lower Lot Parking Occupancy and Upper Lot Supply

	Combined Occupancy ¹			
Time Period	Time (Hour Beginning)	Parked Vehicles	Available Spaces, Upper Lot	% Utilization, Upper Lot
Weekday a.m. Peak Period	7 a.m.	59	1,108	5%
Weekday a.iii. Feak Feilou	8 a.m.	252	915	22%
	10 a.m.	1,228	-61	105%
Weekday Midday Peak Period	11 a.m.	1,406	-239	120%
	12 p.m.	1,352	-185	116%
Weekday p.m. Peak Period	5 p.m.	465	702	40%
Weekday p.iii. Feak Fellod	6 p.m.	527	640	45%

Sources: Kittelson & Associates, Inc. 2019; Quality Counts, 2017 & 2018.

Notes: Data presented represents the average across three days of data collection: Thursday, December 7, 2017, Wednesday, January 31, 2018, and Wednesday, April 18, 2018.

The City College of San Francisco March 2019 Facilities Master Plan Final Draft recommends a new West Parking Garage with up to 1,200 spaces to be constructed on the Upper Lot in conjunction with additional buildings. However, the plan states "the size of the structure does not include specific consideration for the potential loss of parking in the lower Balboa Reservoir." The plan also calls for transportation demand management measures to reduce vehicle and parking demand on campus.

PARKING DEMAND ANALYSIS

The project site is the 17.4-acre parcel located across Frida Kahlo Way from the City College of San Francisco campus and adjacent to a City College parking lot that fronts onto Frida Kahlo Way. The project

¹ Parked vehicles calculated as the sum of the number of vehicles parked in both the Lower Lot and Upper Lot. Available spaces and utilization rate calculated based on the Upper Lot supply of 1,167 parking spaces, assuming zero parking spaces provided in the Lower Lot.

site is currently used as an approximately 1,000-space surface parking lot (known as the "Lower Lot") for City College, supplementing the 1,167 vehicle parking spaces in the Upper Lot.

Proposed development scenarios are shown in Exhibit 11 including 0.5:1 residential unit parking ratio. The proposed development, both options, is assumed to be comprised of 40% one-bedroom, 30% two-bedroom, 30% three-bedroom units with 50% of the units being affordable housing. The unit mix is a conservative estimate used for analysis purposes. The actual unit mix may differ.

Exhibit 11: Proposed Land Use Program

		Options			
Land Use	Unit of measurement	Developer's Proposed Option	Additional Housing Option		
Residential ¹	Total Dwelling Units	1,100	1,550		
	Total Square Feet	1,283,000	1,547,000		
General Retail	Gross Square Feet	7,500	7,500		
Childcare & Community Room	Gross Square Feet	10,000	10,000		
Residential Vehicle Parking ²	Spaces	Up to 550	Up to 650		

Source: Reservoir Community Partners, LLC

Parking demand for the proposed development, both options, was estimated based on the methodology in Appendix G of the 2002 Transportation Impact Analysis Guidelines² (2002 Guidelines) with adjustments to account for the proposed affordable housing and transportation demand management (TDM) measures. The parking demand formulas and parameters from the 2002 Guidelines were used directly to estimate the parking demand associated with the residential units and the retail and daycare space. Affordable housing units were assumed to have a reduced parking demand relative to market rate units to reflect the lower rates of auto ownership, price of unbundled parking, and quality of transit service near the project site.

Transportation Demand Management

The development will implement transportation demand management (TDM) measures to encourage the use of non-auto modes and reduce vehicle trips. Proposed TDM measures are identified in Exhibit 12, along with the estimated vehicle trip reduction rate associated with implementation.

Kittelson & Associates, Inc. San Francisco, California

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¹ Based on information provided by Reservoir Partners LLC, the analysis assumes the following bedroom unit mix: 40% one-bedroom, 30% two-bedroom, 30% three-bedroom units. The unit mix is a conservative estimate used for analysis purposes and the actual unit mix may differ.

² Under the Developer's Proposed Option, up to 750 additional public parking spaces are being considered.

² An update to the 2002 Guidelines was published in February 2019. However, the parking demand methodology presented in the 2019 Guidelines is based on the neighborhood parking rate for non-residential uses only. The 2002 Guidelines methodology was determined to be more appropriate for the proposed development.

Exhibit 12: TDM Measures and Estimated Vehicle Trip Reduction

TDM Measure	Range of Vehicle Trip Reduction Rate	Estimated Vehicle Trip Reduction Rate for Developer's Proposed Option and Additional Housing Option ¹	
Improve Biking/Walking Network	0% to 2%	1.0%	
Provide Bicycle Parking	0.625%	0.6%	
Implement Car Share Program	5% to 15%	5.0%	
Unbundle Parking	2.6% to 13%	4.3%	
Limit On-Site Parking Supply	5% to 12.5%	8.8%	
Improved Design of Development ²	3% to 21.3%	10.7%	
TDM Progr	30.4%		

Source: California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, August 2010. Notes:

The range of effectiveness for vehicle trip reductions (VTR) identified for each measure is based on information included in the California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, August 2010 (CAPCOA Report). The quantification methods provided in the CAPCOA Report are based on an extensive literature review and are appropriate for use in this project-level analysis. The estimated vehicle trip reduction rate is based on the anticipated level of adoption and aggressiveness of implementation of a given strategy. Vehicle trip reduction is estimated by applying the vehicle trip reduction rate to the vehicle trips generated by the target user group, which would include residents, employees, and visitors to the site.

As shown in Exhibit 12, the selected TDM measures would reduce vehicle trips generated by the project. Similar to how these treatments would facilitate non-auto trips, these amenities would reduce parking demand. Reduced auto demand reduces parking demand for visitors and employees. Actions such as unbundling parking from residential units and limiting parking supply directly impact residential parking demand. Therefore, the TDM measures were estimated to reduce residential parking demand by 30.4%.

Project Parking Demand

Parking demand was calculated for residential, short-term retail and daycare visitors, and long-term employee parking for both the retail and childcare uses, as shown in Exhibit 13. This parking demand estimation focuses on the midday time period when the retail and childcare are active and existing CCSF parking demand would exceed capacity of the Upper Lot. While adjustments were made to account for the TDM plan and affordable housing, this parking estimate is conservative and likely overstates demand based on the site context and travel characteristics, transit proximity and quality, and existing and expected travel characteristics. Additionally, this parking analysis reflects 2019 parking costs and regulations; future parking policies may influence parking demand for CCSF and the Balboa Reservior.

¹ Vehicle trip reduction rate estimated based on the estimated level of adoption and aggressiveness of implementation of a given strategy and account for the implementation of other TDM program elements so as not to overestimate vehicle trip reduction for the overall program.

² Design elements include: multimodal wayfinding, real-time information displays, on-site bikeshare, bicycle repair station, showers and lockers, delivery supportive amenities, and tailored transportation marketing.

Exhibit 13: Estimated Midday Site Parking Demand with Travel Demand Management

	Project Options				
Land Use	Developer's Proposed Option	Additional Housing Option			
Residential (Midday 80% of Overnight) ¹	426	602			
Retail & Childcare Short-Term	11	11			
Retail Employee ²	9	9			
Childcare Employee ³	9	9			
Total Development Midday Parking Demand	455	631			

Notes:

As shown in Exhibit 13, the Developer's Proposed Option would generate a total midday parking demand for 455 vehicle parking spaces (426 residential, 29 retail and childcare visitor, 18 retail and childcare employee). The Additional Housing Option would generate a total midday parking demand for 631 vehicle parking spaces (602 residential, 29 retail and childcare visitor, 18 retail and childcare employee).

The vehicle parking supply proposed under each development scenario was evaluated against the estimated parking demand generated by the project and the existing CCSF overflow demand. The summary results are shown in Exhibit 14.

Exhibit 14: Total Parking Analysis Summary (0.5:1 Parking Ratio [currently proposed])

		Develop	er's Pro	posed Option	n (0.5:1)	Additional Housing Option (0.5:1)			
			Supply					Supply	
Time Period	Parking Scenario	Dem- and	On- Site	Neighbor -hood ²	Total	Dem- and	On- Site	Neighbor -hood ²	Total
	Residential	426	550	0	550	602	650	0	650
Midday	Public/CCSF ³	268	0	316	316	268	0	316	316
	Total	694	550	316	866	870	650	316	966
	Residential	533	550	0	550	751	650	0	650
Overnight	Public/CCSF ³	0	0	217	217	0	0	217	217
	Total	533	550	217	767	751	650	217	867

Notes: (0.5:1) denotes a parking ratio of 0.5 residential parking spaces for 1 residential unit; green-shaded cells have excess parking supply while red-shaded cells have parking deficits

As shown in Exhibit 14, the currently proposed 0.5:1 parking ratio meets residential parking demand under the Developer's Proposed Option during the midday and overnight periods and the Additional

¹ Based on distribution of unit sizes and affordable housing; 20% midday reduction based on page G-2 of 2002 Transportation Analysis Guidelines. Overnight parking demand is 514 vehicles for the Developer's Proposed Option and 724 for the Additional Housing Option.

² Daily non-work automobile trips calculated by adjusting Table 6 of the Travel Demand Memorandum trips by Table C-2 values of 2002 Transportation Analysis Guidelines; vehicle occupancy based on SD-3 retail trips per 2002 Transportation Analysis Guidelines.

³ Number of employees based on Table C-1 of 2002 Transportation Analysis Guidelines; Mode split per Table 4 of Travel Demand Memorandum.

¹ Developer's Proposed Option supply does not include the 750-space parking garage that is analyzed in the EIR. Some or all of these parking spaces could be included in the final project to meet projected demand.

² Neighborhood supply includes available street parking spaces within the parking study area during the given time period (Midday and Evening/Overnight).

³ Includes 29 retail and child care visitor and employee demand and 239 overflow CCSF vehicles.

Housing Option during the midday period. There would be a 101 space residential parking space shortfall during the overnight period with the Additional House Option. The parking demand associated with the retail and child care visitor and employee demand (29 spaces) and CCSF overflow demand (239 spaces) could be met by available on-street parking spaces within the study area (316 spaces during the midday period, 217 spaces during the overnight period).

Alternatively, the parking demand from the retail and daycare visitors and employees and overflow CCSF vehicles could be accommodated by a combination of reducing CCSF parking demand through planned TDM measures and/or a shared parking agreement with the Balboa Reservoir project. Additionally, under the Developer's Proposed Option, the supply shown in Exhibit 14 does not include the 750-space parking garage that is analyzed in the EIR. Some or all of these parking spaces could be included in the final project to meet projected demand.

PARKING MONITORING PLAN

Goal of the Monitoring Plan

The goal of the monitoring plan is to conduct ongoing monitoring and evaluation of vehicle parking supply and utilization on the Balboa Reservoir project site and nearby City College of San Francisco parking facility. Data will be collected and reviewed to help inform the construction of parking facilities and to determine if parking and transportation demand management strategies are needed.

Background

The Balboa Reservoir Parking Utilization Study (2017-2018) presented above, is an analysis of the parking conditions on the proposed project site ("Lower Lot") and the adjacent Upper Lot. Data was collected at three time periods when school was in session to gauge when parking utilization would be at its highest levels of the year.

The Parking Utilization Study (2017-2018) was intended to monitor and evaluate parking supply and usage to understand the potential effects of the proposed Balboa Reservoir development on the Lower Lot and the resulting loss of parking on City College of San Francisco staff and students. This initial study will be used to develop the framework and methodology for ongoing monitoring and evaluation of parking supply and utilization on the Balboa Reservoir site and the Upper Lot to guide management of Balboa Reservoir and City College of San Francisco parking facilities. Proposed methodology and implementation of the parking monitoring plan is discussed in the following sections.

Methodology

Balboa Reservoir Parking Utilization Study (2017-2018) Methodology

For the Balboa Reservoir Parking Utilization Study (2017-2018), parking data was collected on an hourly basis over a 14-hour time period, between 7:00 a.m. and 9:00 p.m. Data was collected on three separate mid-week days (Tuesday, Wednesday, or Thursday) when CCSF was in session. The number of spaces in the Upper and Lower Lots were counted with the use of aerial photography and then verified in the field. Parking occupancy was collected manually by field technicians. The parking lots were divided into areas with a field technician responsible for collecting data in each area. Technicians walked the lots every hour, manually counting the number of full and empty stalls in each area. Data was marked by hand in the field and transferred to spreadsheets. The spreadsheet data entries were then checked against the manual entries. The cost of data collection was \$560 for each of the Upper Lot and Lower Lot, or \$1,120 total, for each 14-hour observation period.

Ongoing Monitoring and Evaluation

The following methodology for ongoing monitoring is recommended to provide efficient and accurate data collection, to align reported space types with parking management categories, and to make the utilization report simple and accessible to all audiences.

- **Survey Study Area.** Collect data within the Lower Lot and Upper Lot. When construction of the Balboa Reservoir project begins, collect data within the Upper Lot only. After construction of the Balboa Reservoir project, if public parking is provided on the Balboa Reservoir site, collect data at the public parking facility and the Upper Lot.
- **Survey Time Period.** Conduct the survey over a four-week period, during the third, fourth, fifth, and sixth weeks of the fall academic term, alternating weekly between Wednesday and Thursday in order to capture daily variations in class schedules and allow for two surveys on each day to get a broader representation of parking demand. This survey period is intended to be inclusive of the period of peak CCSF enrollment.
- **Survey Duration.** Conduct data collection between the hours of 7 a.m. and 9 p.m. to capture hourly variation and peak periods of parking demand.
- Parking Space Classification. Classify vehicle parking spaces into the following categories to align with existing parking types provided by CCSF³ and the Balboa Reservoir project: student; faculty/staff; Americans with Disabilities Act (ADA); reserved; short-term/metered; public (free); public (paid); and private (residents only). Additional categories that could be considered depending on applicability, include electric vehicle charging spaces and dedicated carpool spaces. The Balboa Reservoir Parking Utilization Study (2017-2018) collected and reported

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³ City College of San Francisco 2019 Facilities Master Plan, March 2019. P. 2-32. https://www.ccsf.edu/en/about-city-college/administration/vcfa/facilities planning/facilities-master-plan.html, accessed April 5, 2019.

- utilization data for each facility but did not classify the parking spaces into categories. This approach made data collection and reporting simple and easy to understand, however, it offers limited utility to match space types with parking management categories and patterns of parking demand.
- Parking Capacity. Parking capacity is a measure of the number of parking spaces available
 within the surveyed locations at the time of the survey. Year-to-year changes in capacity are
 influenced by the physical addition or removal of parking lots and spaces as well as by changes
 in the management of individual spaces and lots.
- Parking Utilization. The overall parking utilization rate is calculated as the ratio of occupied spaces to the total number of parking spaces in the surveyed lots. The percent utilization reported would be an average of the four survey days. Parking utilization should be reported overall (for both facilities combined), by location (for each individual facility), and by parking space category.
- **Reporting.** The parking utilization study should be conducted on an annual basis and build on prior year's data to allow for a longitudinal/historical evaluation.

Future Management of Parking Facilities

Balboa Reservoir development intends to manage its parking efficiently while working to encourage the use of transportation modes other than the single occupancy vehicle. These efforts are being pursued concurrently and in partnership with City College of San Francisco, Public Utilities Commission, and the City of San Francisco to address the future parking needs for CCSF Ocean Campus.

City College of San Francisco approved its Facilities Master Plan in March 2019. The document outlines a vision for the future of the campus that directs cars to routes at the perimeter of campus, emphasizes a more pedestrian atmosphere on Frida Kahlo Way, and limits on-campus circulation to ADA and service vehicles. City College of San Francisco is developing a transportation demand management program aimed at actively reducing single occupancy vehicle trips to the campus through strategies including designated carpool and carshare vehicle parking and provision of passenger loading and short-term parking spaces. According to information included in the Facilities Master Plan, the West Parking Structure could replace surface parking in the Upper Lot due to the construction of the Performing Arts Education Center. The structure may include up to 1,200 vehicle parking spaces on six floors. Additional vehicle parking would be provided in the East Surface Parking lot located on the east side of the east campus.

With regular monitoring of parking utilization and careful management, Balboa Reservoir and CCSF can support efficient use of the facilities by implementing transportation demand management measures and parking strategies that could include, but are not limited to:

 Private parking partnerships. Shared parking arrangement between Balboa Reservoir and City College of San Francisco.

- Parking policies. Implement changes to policies and practices that optimize parking occupancy and turnover, such as adding time limits or paid parking, including variable demand-based pricing.
- Physical improvements. Make physical improvements, including sidewalk widening, installation
 of bike facilities and amenities, and wayfinding to increase use of non-auto modes.
- **Shuttle service**. Provide fixed-route or on-demand shuttle service between the project site and key destinations to increase use of non-auto modes.
- Valet parking. Implement centralized valet service, thereby increasing capacity of existing
 parking facilities by enabling tandem parking.
- Increase parking supply. Construct a new garage or expand the existing facility.

SUMMARY OF FINDINGS

The key findings of the parking supply and utilization data collection and the parking demand analysis are summarized below:

- The peak hourly utilization of both the Lower Lot and Upper Lot occurs between 10 a.m. and 1 p.m. The observed maximum combined occupancy rate of 73% (1,596 cars parked and 578 spaces available) occurred between 11 a.m. and 12 p.m.
- Under existing parking pricing policy, the Upper Lot can accommodate the existing combined parking demand (the total demand observed at both the Lower Lot and Upper Lot) during the a.m. and p.m. periods (7 to 9 a.m. and 5 to 7 p.m.) but would not meet the combined parking demand during the weekday midday period (10 a.m. to 12 p.m.). During the weekday midday peak hour of parking demand, assuming parking was available only at the Upper Lot, there would be a shortfall of up to 239 parking spaces.
- There are a total of 906 parking spaces within the neighborhood on-street parking study area and between approximately 200 and 300 on-street spaces are available on weekdays during any given time period (a.m., midday, and p.m.).
- Projected residential parking demand can be met at a 0.5:1 parking ratio except during the overnight period for the Additional Housing Option, which would have a 101 space shortfall.
- Projected parking demand from the retail and daycare visitors and employees and overflow CCSF vehicles could be accommodated by available on-street parking spaces, reduced Balboa Reservoir and CCSF parking demand through planned TDM measures, and/or a shared parking agreement with the Balboa Reservoir project.
- The Balboa Reservoir development intends to monitor and manage its parking efficiently while working to encourage the use of transportation modes other than the single occupancy vehicle. Shared or flexible parking designations between residential, retail, and CCSF uses would help to minimize the total number of parking spaces needed to meet project-generated parking demand and overflow CCSF parking demand resulting from the redevelopment of the Lower Lot. Implementation of TDM measures and a shared parking agreement with CCSF would reduce the impacts of parking shortfalls on the neighborhood parking supply.

ATTACHMENT B: OPERATIONS ANALYSIS TECHNICAL MEMORANDUM



1161 MISSION STREET, OFFICE #563 SAN FRANCISCO, CA 94103 P 415 579 1778

TECHNICAL MEMORANDUM

Date: August 1, 2019

To: Reservoir Community Partners, LLC

From: Kittelson & Associates, Inc.

Project: Balboa Reservoir – Operations Analysis Memorandum

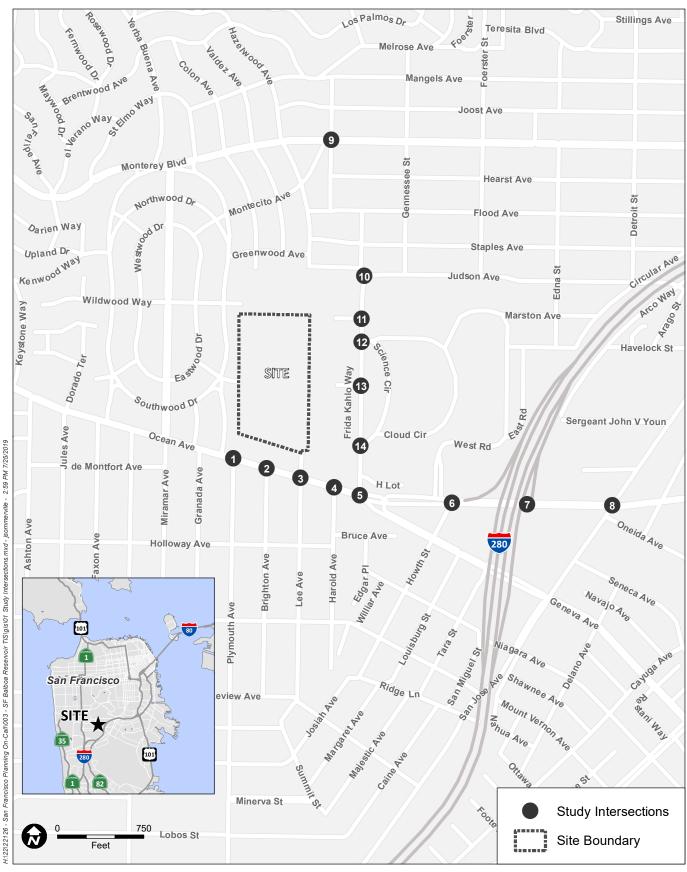
This memorandum summarizes the corridor delay and intersection operations analyses conducted for the Balboa Reservoir development (proposed project). The objective of the analysis is to evaluate existing and existing plus project corridor operations along Ocean Avenue and Ridgewood Avenue-Frida Kahlo Way and intersection operations at select study intersections to estimate the changes in travel time attributable to the project and to evaluate potential modifications to improve traffic flow and vehicle progression at intersections along Ocean Avenue. Data on existing transit operations is used to inform the evaluation. This memorandum is organized as follows:

- Data collection summary
- Analysis methodology
- Corridor delay analysis
- Intersection operations analysis
- Potential intersection modifications
- Summary of findings

DATA COLLECTION SUMMARY

Intersection Turning Movement Counts

Weekday a.m. (7 to 9 a.m.) and p.m. (4 to 6 p.m.) period multimodal turning movement counts were collected at 14 locations along Ocean Avenue, Ridgewood Avenue, and Frida Kahlo Way. Turning movement counts were collected on a weekday (Tuesday, Wednesday, or Thursday) when City College of San Francisco was in session. The study intersection locations are shown in Figure 1 and listed in Table 1.



Source: Kittelson & Associates, Inc., 2019

Balboa Reservoir Project

Figure 1 Study Intersections

Table 1: Study Intersections

#	Intersection				
1	Plymouth Avenue/Ocean Avenue				
2	Brighton Avenue/Ocean Avenue				
3	Lee Avenue/Ocean Avenue				
4	Harold Avenue/Ocean Avenue				
5	Frida Kahlo Way/Geneva Avenue/Ocean Avenue				
6	I-280 SB Off-Ramp/Ocean Avenue				
7	I-280 NB On-Ramp/Ocean Avenue				
8	San Jose Avenue/Ocean Avenue				
9	Ridgewood Avenue/Monterey Boulevard				
10	Frida Kahlo Way/Judson Avenue				
11	Frida Kahlo Way/City College Upper Reservoir Lot (N)				
12	Frida Kahlo Way/Cloud Circle (N)				
13	Frida Kahlo Way/City College Upper Reservoir Lot (S)				
14	Frida Kahlo Way/Cloud Circle (S)				

SFMTA General Transit Feed Specification (GTFS) Data

The SFMTA provided General Transit Feed Specification data for two inbound/outbound routes operating on streets adjacent to the project, 29 Sunset and 43 Masonic, for the weekday a.m. and p.m. peak periods (7 to 9 a.m. and 4. to 6 p.m.). SFMTA provided GTFS data for the segment of line 29 on Ocean Avenue between Mission Street/Persia Avenue and Plymouth Avenue and for the segment of line 43 extending from Gennessee Street/Monterey Boulevard to the City College Bookstore for inbound (southbound) operations and from the City College Bookstore to Foerster Street/Monterey Boulevard for outbound (northbound) operations. Historical travel time data was provided for dates between August 27, 2018 and March 8, 2019. Table 2 displays an average of the data for weekday a.m. and p.m. peak periods.

Table 2: SFMTA Transit Data

Transit	Study Segment	10:55 12:00 1 9:53 10:10 4:25 4:05			
Line	Study Schillent	a.m.	p.m.		
	Mission Street/Persia Avenue to Plymouth Avenue/Ocean Avenue	10:55	12:00		
29	Plymouth Avenue/Ocean Avenue to Mission Street/Persia Avenue	9:53	10:10		
40	Gennessee Street/Monterey Boulevard to City College Bookstore	4:25	4:05		
43	City College Bookstore to Foerster Street/Monterey Boulevard	4:37	4:35		

Sources: SFMTA, 2019.

Notes: a.m. refers to 7 to 9 a.m. and p.m. refers to 4 to 6 p.m. Travel time is reported in minutes and seconds.

Transit Travel Time Runs

Supplemental transit time data was collected along study segments via onboard surveys. Transit travel times were collected on Tuesday, April 2, 2019, during the weekday a.m. peak period (7 to 9 a.m.) and the weekday p.m. peak period (4 to 6 p.m.). Two staff boarded each transit vehicle at the route start point and recorded the travel time between each stop and the dwell time at each stop. Data was gathered for the following Muni lines and study segments:

- K/T Third/Ingleside from Jules Avenue/Ocean Avenue to the Balboa Park BART Station (eastbound) and from San Jose Avenue/Geneva Avenue to Dorado Terrace/Ocean Avenue (westbound)
- 29 Sunset from Mission Street/Persia Avenue to Plymouth Avenue/Ocean Avenue (westbound) and from Plymouth Avenue/Ocean Avenue to Mission Street/Persia Avenue (eastbound)
- 43 Masonic from Frida Kahlo Way/CCSF South Entrance to Foerster Street/Monterey Boulevard (northbound) and from Gennessee Street/Monterey Boulevard to Frida Kahlo Way/CCSF South Entrance (southbound)
- 49 Van Ness/Mission from Frida Kahlo Way/CCSF South Entrance to Mission Street/Persia Avenue (eastbound) and from Mission Street/Ocean Avenue to Frida Kahlo Way/CCSF South Entrance (westbound)

Table 3 shows observed transit travel times for each study segment. Multiple travel time runs were conducted on each segment in each direction. The value in the table reflects the average of those runs.

Table 3: Supplemental Transit Travel Time Runs

Transit	Transit Route	Transit Travel Time	(minutes:seconds)
Line	Transit notice	a.m.	p.m.
	Jules Avenue/Ocean Avenue to Balboa Park BART Station	3:30	8:42
К	San Jose Avenue/Geneva Avenue to Dorado Terrace/Ocean Avenue	3:28	10:03
	Mission Street/Persia Avenue to Plymouth Avenue/Ocean Avenue	7:10	9:55
29	Plymouth Avenue/Ocean Avenue to Mission Street/Persia Avenue	8:01	12:09
	Frida Kahlo Way/CCSF South Entrance to Foerster Street/Monterey Boulevard	4:20	4:37
43	Gennessee Street/Monterey Boulevard to Frida Kahlo Way/CCSF South Entrance	4:16	4:23
40	Frida Kahlo Way/CCSF South Entrance to Mission Street/Persia Avenue	5:39	10:04
49	Mission Street/Ocean Avenue to Frida Kahlo Way/CCSF South Entrance	7:18	11:25

Sources: Kittelson & Associates, Inc. 2019.

Notes: CCSF stands for Community College of San Francisco. a.m. refers to 7 to 9 a.m. and p.m. refers to 4 to 6 p.m. Travel time is reported in minutes and seconds. Multiple transit runs were recorded, and the value in the table reflects an average of those runs.

The supplemental transit travel time data displayed in Table 3 is relatively consistent with the average historical travel time data for both peak periods on 43 Masonic and the evening peak period on 29 Sunset. While the transit travel time runs collected for 29 Sunset during the weekday a.m. peak hour were within the overall range of historic travel time data provided by SFMTA, they were about 3 minutes less than the average historic travel times reported by SFMTA during the weekday a.m. peak period (7-8 minutes as compared to 10-11 minutes). Variation between the average transit travel times observed on Tuesday, April 2, 2019 and the average of historic transit travel time data collected between August 27, 2018 and March 8, 2019 could be related to differences in the volume of vehicles traveling along the corridor and differences in dwell time and the number of passengers boarding/alighting along the corridor, among other factors. Additionally, the supplemental transit travel time data relies on two to three data points on a single day of observation compared to multiple data points collected over a 193 day period.

ANALYSIS METHODOLOGY

All corridor delay analyses described in this memorandum were performed using Trafficware's Synchro modeling software. This software helps provide a macroscopic evaluation of traffic conditions. The transportation network, consisting of the study intersections outlined in Table 1, was constructed utilizing San Francisco (SF) Planning Department's *Guidelines for Synchro Intersection LOS Analysis* (2012),

as well as signal timing information provided by the San Francisco Municipal Transportation Agency (SFMTA).

Corridor Delay Analysis

Corridor delay analysis was conducted along the following two corridors:

- Ocean Avenue, from Plymouth Avenue to San Jose Avenue
- Ridgewood Avenue-Frida Kahlo Way, from Ridgewood Avenue/Monterey Boulevard to Frida Kahlo Way/Geneva Avenue/Ocean Avenue

Synchro summarizes corridor delay for approaches along the arterial and includes through and turning lane groups¹. The specific performance measure that is documented is total delay along the corridor by direction². This performance measure is used to provide information about existing travel times through the study corridors and evaluate travel time increases associated with vehicle traffic generated by the proposed project options.

Intersection Operations Analysis

Detailed intersection operations analysis was conducted at the following three locations:

- Brighton Avenue/Ocean Avenue
- Lee Avenue/Ocean Avenue
- Frida Kahlo Way/Geneva Avenue/Ocean Avenue

These three study intersections were selected for analysis to address concerns raised by the community regarding operations at these locations.

Intersection level of service (LOS) analyses were performed in accordance with the procedures stated in the 2000 *Highway Capacity Manual*. Intersection level of service is dependent on control delay³ and is analogous to letter grades in a school report card, ranging from LOS A to LOS F. Motorists using an intersection that operates at a LOS A experience very little delay and usually do not stop, while those using an intersection that operates at a LOS F will experience long delays typically greater than 80 seconds per vehicle.

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¹ The corridor delay is calculated by utilizing weighted volumes for approaches on the arterial. These volumes are not adjusted for the peak hour factor (PHF) or lane utilization factor. Peak hour factor is defined as the hourly volume divided by the peak (fifteen) minute flow rate within that same hour. The lane utilization factor indicates the "uniform" use of available lanes. It is the ratio of the average volume per lane to the heaviest volume in one lane.

² Total corridor delay is calculated by summing the control delay and queue delay and is presented in seconds per vehicle.

³ Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. This variable is measured in seconds per vehicle during a specific time period (for example, the p.m. peak hour).

All queue length analyses were performed in accordance with Synchro methodologies and represent the 95th percentile maximum queue lengths. The 95th percentile queue is the queue length that would not be exceeded 95 percent of the time.

All three signalized intersections operate as actuated-coordinated⁴ signals with maximum recall⁵ on the coordinated phase. This control type is defined as having the major movements (i.e., Ocean Avenue) as coordinated and set to a maximum recall, while the minor streets (Brighton Avenue, Lee Avenue, and Frida Kahlo Way/Geneva Avenue) are actuated and typically have no recall. The signals also operate on a fixed cycle length, so if there is any unused time in a cycle, it is added to the designated coordinated phases.

Analysis Scenarios

Analysis was conducted for existing and existing plus project conditions. Existing plus project conditions reflects the existing transportation network with the inclusion of vehicle trips generated by the Additional Housing Option.

The Balboa Reservoir development has two proposed project options:

- Developer's Proposed Option. 1,100 dwelling units, 10,000 square feet of childcare use and 7,500 square feet of retail and is estimated to add 249 vehicle trips and 318 vehicle trips during the a.m. and p.m. peak hours, respectively.
- Additional Housing Option. 1,550 dwelling units, 10,000 square feet of childcare use and 7,500 square feet of retail and is forecasted to add 329 vehicle trips and 423 vehicle trips during the a.m. and p.m. peak hours, respectively.

For the purposes of a more conservative analysis, the Additional Housing Option was evaluated, as it would generate more vehicle trips and would therefore have a greater effect on corridor delay and intersection operations. The Developer's Proposed Option would generate about 25 percent fewer vehicle trips and as a result, would be expected to result in less delay compared to the Additional Housing Option.

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⁴ Actuated signals prioritize the through movement of the major street and use sensors to respond to the traffic present on the actuated approach, so that the pattern of the signal (the length and order of each phase) depends on the traffic and can be different at every cycle. Sensors report to the signal computer and green is provided for those actuated lanes only when traffic is present and only until the traffic has vacated those lanes or the maximum time set for that phase has been reached.

⁵ Each phase in a signalized intersection is given a recall mode of either no call, minimum, maximum, or pedestrian. No recall implies that a phase can be skipped if no vehicles are present/detected. Minimum recall indicates that a phase is being called for its minimum green time, independent of a vehicle's presence. Maximum recall specifies that a phase is being called for its maximum green time. Pedestrian recall means that a phase will always service the pedestrian walk and clearance interval times independent of a pedestrian's presence.

CORRIDOR DELAY ANALYSIS

The corridor delay analysis considers the change in vehicle delay with the addition of project-generated vehicle trips along Ocean Avenue, from Plymouth Avenue to San Jose Avenue, and along Ridgewood and Frida Kahlo Way, from Ridgewood Avenue/Monterey Boulevard to Frida Kahlo Way/Geneva Avenue/Ocean Avenue. Table 4 and Table 5 display the total corridor delay for existing conditions and existing plus project conditions for the weekday a.m. and p.m. peak hours.

Table 4: Corridor Delay - Ocean Avenue

		m. Peak Hour s/vehicle)	Weekday p.m. Peak Hour (seconds/vehicle)		
Scenario	Eastbound	Westbound	Eastbound	Westbound	
Existing Conditions	11	32	13	33	
Existing Plus Additional Housing Option Conditions	12	32	15	41	
Project-Related Change	+1	0	+2	+8	

Sources: Kittelson & Associates, Inc. 2019.

Table 5: Corridor Delay - Frida Kahlo Way

		n. Peak Hour /vehicle)	Weekday p.m. Peak Hour (seconds/vehicle)		
Scenario	Northbound	Southbound	Northbound	Southbound	
Existing Conditions	3	11	4	19	
Existing Plus Additional Housing Option Conditions	4	12	4	22	
Project-Related Change	+1	+1	0	+3	

Sources: Kittelson & Associates, Inc. 2019.

As shown in Table 4, the Additional Housing Option would increase delay along the Ocean Avenue study segment by one second in the eastbound direction during the weekday a.m. peak hour and by two seconds and eight seconds in the eastbound and westbound directions, respectively during the weekday p.m. peak hour. As shown in Table 5, the Additional Housing Option would increase delay along the Frida Kahlo Way study segment by one second in the northbound and southbound directions during the weekday a.m. peak hour and by three seconds in the southbound direction during the weekday p.m. peak hour.

INTERSECTION OPERATIONS ANALYSIS

A detailed intersection operations analysis was conducted to identify more specifically how operations at the three study intersections (Brighton Avenue/Ocean Avenue, Lee Avenue/Ocean Avenue, and Frida Kahlo Way/Geneva Avenue/Ocean Avenue) may change with the addition of project-generated vehicle trips from the Additional Housing Option during the weekday a.m. and p.m. peak hours.

The analysis considers the delay, queue length, and LOS for each approach and for the intersection overall. Intersection volumes were adjusted to reflect the peak hour and lane utilization factors. Based on observations along Ocean Avenue, there were twice as many vehicles in the outside lanes, compared to the center lanes, as to avoid the light rail tracks and to avoid being delayed behind transit. Therefore, a lane utilization factor⁶ of 0.75 was applied to eastbound and westbound through movements at each study intersection. Table 6 summarizes the weekday a.m. peak hour results, and Table 7 displays the weekday p.m. peak hour results.

Table 6: Intersection Operations - Weekday a.m. Peak Hour

		<u> </u>											
Intersection/	E	astbound	d	v	Vestboun	d	N	orthboun	ıd	So	outhbour	nd	Int.
Scenario	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay
					Exis	ting Con	ditions						
Brighton Avenue	7.9	136.0	А	6.4	374.0	Α	36.2	52.0	D	64.4	25.0	E	9.2
Lee Avenue	8.6	55.0	Α	16.6	263.0	В	31.6	94.0	С	23.6	30.0	С	14.3
Frida Kahlo Way/Geneva Avenue	39.0	427.0	D	136.4	485.0	F	30.4	210.0	С	21.4	87.0	С	84.3
				Exist	ing Plus A	Additiona	l Housing	g Option					
Brighton Avenue	7.9	136.0	А	6.2	398.0	Α	36.2	52.0	D	64.4	25.0	E	9.0
Lee Avenue	8.6	55.0	Α	17.4	265.0	В	33.4	107.0	С	35.2	117.0	D	16.3
Frida Kahlo Way/Geneva Avenue	51.9	487.0	D	164.5	521.0	F	31.3	218.0	С	21.4	87.0	С	102.7
					Pi	roject Ch	ange						
Brighton Avenue	-	-	-1	-0.2	+24.0	ı	-	-	- 1	-	-	- 1	-0.2
Lee Avenue	-	-	-	+0.8	+2.0	-	+1.8	+13.0	-	+11.6	+87.0	C to D	+2.0
Frida Kahlo Way/Geneva Avenue	+12.9	+60.0	-	+28.1	+36.0	-	+0.9	+8.0	-	-	-	-	+18.4

Sources: Kittelson & Associates, Inc. 2019.

Notes: LOS = Level of Service. Int. = Intersection. Approach delay is measured in average seconds delay experienced per vehicle on the approach during the specified time period. Intersection delay is the average total vehicle delay of all movements through an intersection during the specified time period. Queue length is measured in feet and represents the queue for through or left-turn lane movements on each approach. Analysis results presented in **bold** represents an approach exceeding capacity, with a volume-to-capacity ratio greater than 1.07. Synchro may overestimate the delay and queue lengths reported at intersections or approaches operating at, or near, capacity.

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⁶ A lane utilization factor can be applied in Synchro as to indicate a specific distribution across lanes. The factor is estimated by dividing the total approach volume by the number of lanes and the highest lane volume.

⁷ According to the *Highway Capacity Manual*, capacity is defined as the maximum flow rate for a roadway under specific geometric, traffic, environmental, and control conditions. When a volume-to-capacity ratio (v/c) is greater than one, then there is typically high delay and long queues.

Table 7: Intersection Operations - Weekday p.m. Peak Hour

		-											
Intersection/		Eastboun	ıd	V	Vestboun	d	N	orthboun	ıd	S	outhbour	nd	Int.
Scenario	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay
					Exis	ting Con	ditions						
Brighton Avenue	9.6	140.0	А	78.2	570.0	E	36.8	62.0	D	42.5	16.0	D	45.6
Lee Avenue	9.4	64.0	Α	18.0	314.0	В	32.5	98.0	С	27.7	70.0	С	15.7
Frida Kahlo Way/Geneva Avenue	46.9	471.0	D	75.1	393.0	E	29.6	203.0	С	23.3	141.0	С	53.7
				Exist	ing Plus A	Additiona	l Housin	g Option					
Brighton Avenue	9.6	142.0	А	75.1	492.0	E	36.8	62.0	D	42.5	16.0	D	44.3
Lee Avenue	9.4	64.0	Α	22.2	323.0	С	35.4	130.0	D	39.3	151.0	D	19.9
Frida Kahlo Way/Geneva Avenue	60.4	516.0	E	145.6	508.0	F	31.9	223.0	С	23.3	141.0	С	90.9
					Pi	roject Ch	ange						
Brighton Avenue	-	+2.0	-	-3.1	-78.0	-	-	-	-	-	-	-	-1.3
Lee Avenue	-	-	-	+4.2	+9.0	B to C	+2.9	+32.0	C to D	+11.6	+81.0	C to D	+4.2
Frida Kahlo Way/Geneva Avenue	+13.5	+45.0	D to E	+70.5	+115.0	E to F	+2.3	+20.0	-	-	-	-	37.2

Sources: Kittelson & Associates, Inc. 2019.

Notes: LOS = Level of Service. Int. = Intersection. Approach delay is measured in average seconds delay experienced per vehicle on the approach during the specified time period. Intersection delay is the average total vehicle delay of all movements through an intersection during the specified time period. Queue length is measured in feet and represents the queue for through or left-turn lane movements on each approach. Analysis results presented in **bold** represents an approach exceeding capacity, with a volume-to-capacity ratio greater than 1.0. Synchro may overestimate the delay and queue lengths reported at intersections or approaches operating at, or near, capacity.

Brighton Avenue/Ocean Avenue

The intersection of Brighton Avenue/Ocean Avenue is a four-legged, offset, signalized intersection. The eastbound and westbound approaches have two through lanes each, where the inside lanes serve transit buses and light rail and general vehicles. Left-turns onto Brighton Avenue are permitted for these approaches. The northbound and southbound approaches consist of one lane in each direction that serves through, right, and left-turn movements.

Traffic signals along Ocean Avenue, west of Geneva Avenue, are coordinated to provide east-west progression during the weekday a.m. and p.m. peak periods. Traffic signal control at Brighton Avenue/Ocean Avenue operates with three phases. The cycle length during both peak periods is 80 seconds. Phases on Ocean Avenue are always being called to their maximum green time, whereas any green time not utilized on Brighton Avenue is added to the through movements on Ocean Avenue. Brighton Avenue operates with split phasing, with southbound movements following northbound movements

As shown in Table 6 and Table 7, there would not be a substantial change to the delay, queue lengths, and level of service for all approaches at the intersection of Brighton Avenue/Ocean Avenue with the addition of project-generated vehicle trips. The following is a summary of the analysis results:

- The westbound approach would operate above capacity, with a volume-to-capacity ratio greater than 1, during the weekday p.m. peak hour for existing and existing plus project conditions.
- With the addition of project trips, the overall intersection delay may be slightly reduced (by less than one second per vehicle and by 1.3 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively), as a larger proportion of trips travelling through the intersection are doing so on the coordinated phase, thereby increasing the efficiency of the signal and reducing average vehicle delay.
- The westbound approach is projected to experience the greatest amounts of change with the buildout of the Additional Housing Option.
 - With the project, delays on this approach may be slightly reduced (by 0.2 and 3.1 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively), as a larger proportion of intersection traffic is on the coordinated phase.
 - With the project, the queue length may increase slightly (by 24 feet) during the weekday a.m. peak hour and decrease slightly (by 78 feet) during the weekday p.m. peak hour. This decrease is due to better utilization of the coordinated phase.
 - The level of service is estimated to remain the same during the weekday a.m. and p.m. peak hours.
- The project would not add trips to Brighton Avenue and the delay, queue length, and level of service on the northbound and southbound approaches are forecast to remain the same during the weekday a.m. and p.m. peak periods.

Lee Avenue/Ocean Avenue

The intersection of Lee Avenue/Ocean Avenue is a four-legged signalized intersection. The eastbound and westbound approaches have two through lanes each, where the inside lanes serve transit and vehicles. Left-turns onto Lee Avenue are prohibited for these approaches. The northbound and southbound approaches consist of one lane in each direction that serves through, right, and left-turn movements. Lee Avenue is anticipated to be an access route to the project, and to accommodate additional traffic entering and exiting the project, Lee Avenue will be restriped to include an additional lane on the southbound approach. Therefore, for the purposes of this memorandum, the southbound approach was analyzed using a different lane configuration than what is existing. The lane configuration analyzed for existing and existing plus project conditions is comprised of a southbound left-turn lane and a southbound through/right-turn lane.

Traffic signals along Ocean Avenue, west of Geneva Avenue, are coordinated to provide east-west progression during the weekday a.m. and p.m. peak periods. Traffic signal control at Lee Avenue operates with two phases. The cycle length during both peak periods is 80 seconds. Phases on Ocean Avenue are

always being called to their maximum green time, whereas any green time not utilized on Lee Avenue is added to through movements on Ocean Avenue. For pedestrians utilizing the eastbound and westbound crosswalks, there is a four second leading pedestrian interval. This means that pedestrians are given a head start when entering an intersection before vehicles are given a green indication.

The data in Table 6 and Table 7 summarizes the quantitative measures for the quality of traffic at the intersection. The following outlines the results of the intersection operations analysis comparing existing traffic conditions and existing plus project traffic conditions:

- With the addition of project-generated vehicle trips, the overall intersection delay may slightly increase (by 2.0 and 4.2 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively).
- The southbound approach is projected to experience the greatest change in delay, queues, and level of service with the addition of project-generated vehicle trips.
 - The delay is estimated to increase by 11.6 seconds per vehicle during the weekday a.m. and p.m. peak hours.
 - The queue length is estimated to increase by 87 feet during the weekday a.m. peak hour and by 81 feet during the weekday p.m. peak hour.
 - The level of service is estimated to change from LOS C to LOS D during the weekday a.m. and p.m. peak hours.
- There would be a slight increase in delay on the northbound approach (1.8 and 2.9 seconds during the weekday a.m. and p.m. peak hours, respectively) with the addition of project-generated vehicle trips. Queue lengths would increase by less than two vehicle lengths.
- There would be a slight increase in delay on the westbound approach (0.8 and 4.2 seconds during the weekday a.m. and p.m. peak hours, respectively) with the addition of project-generated vehicle trips. Queue lengths would increase by less than one vehicle length.
- The eastbound approach is projected to experience little to no change in delay, queues, or level of service during the weekday a.m. and p.m. peak hours with the addition of project-generated vehicle trips.

Frida Kahlo Way/Geneva Avenue/Ocean Avenue

The intersection of Frida Kahlo Way/Geneva Avenue/Ocean Avenue is a four-legged signalized intersection. The eastbound approach has one left-turn lane, one through lane, and a through/right-turn lane. The westbound approach has two through lanes and one through/right-turn lane. The northbound approach has one left-turn lane and one shared left/right-turn lane. The southbound approach has one right-turn lane, one through lane, and one through/left-turn lane. Both general vehicles and transit vehicles utilize the eastbound left-turn lane and westbound inside through lane.

Traffic signals along Ocean Avenue, west of Geneva Avenue, are coordinated to provide east-west progression during the weekday a.m. and p.m. peak periods. The cycle length during both peak periods is 80 seconds. Northbound/southbound approaches and eastbound/westbound approaches run

concurrently. Left-turning movements on the eastbound approach and the westbound approach are protected and are given a left-turn green arrow.

Referencing the data outlined in Table 6 and Table 7 project generated trips are predicted to result in changes to delay, queues, and level of service at Frida Kahlo Way/Geneva Avenue/Ocean Avenue. The following describes the changes between existing conditions and existing plus project conditions:

- The eastbound approach is estimated to operate over capacity with the addition of project-generated trips during the weekday p.m. peak hour. The westbound approach is estimated to operate over capacity during the weekday a.m. and p.m. peak hours for existing and existing plus project conditions.
- The overall intersection delay is anticipated to increase by 18.4 seconds per vehicle during the weekday a.m. peak hour and by 37.2 seconds per vehicle during the weekday p.m. peak hour with the addition of project-generated vehicle trips.
- The addition of project-generated vehicle trips is forecast to result in changes to delay and queue length on the eastbound approach during the weekday a.m. and p.m. peak hours, as follows:
 - o The delay is estimated to increase by 12.9 and 13.5 seconds per vehicle, respectively.
 - The queue length is estimated to increase by 60 and 45 feet, respectively.
- The addition of project-generated vehicle trips is forecast result in changes to delay, queue length, and level of service on the westbound approach during the weekday a.m. and p.m. peak hour, as follows:
 - o The delay is estimated to increase by 28.1 and 70.5 seconds per vehicle, respectively.
 - o The queue length is estimated to increase by 38.6 and 115 feet, respectively.
 - The level of service is estimated to worsen from a LOS E to a LOS F during the weekday p.m. peak hour.
- The addition of project-generated vehicle trips are estimated to result in minimal changes to the delay, queue length on the northbound and southbound approaches during the weekday a.m. and p.m. peak hours.

Corridor Travel Times

To assess the effect of project-generated vehicle traffic on transit travel time on Muni lines K/T, 29, 43 and 49, the total change in delay across the three intersections for various movements is presented in Table 8.

Table 8: Transit Travel Time Changes

		Ocea	n Avenue Coi	ridor Transit	Travel Time	(minutes:sec	onds)
Transit Line	Transit Route	Existing C	onditions	_	Related inge	Existing Plus Project Conditions	
		a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
	Jules Avenue/Ocean Avenue to Balboa Park BART Station	3:30	8:42	0:29	1:12	3:59	9:54
К	San Jose Avenue/Geneva Avenue to Dorado Terrace/Ocean Avenue	3:28	10:03	0:13	0:14	3:41	10:17
	Mission Street/Persia Avenue to Plymouth Avenue/Ocean Avenue	10:55	12:00	0:29	1:12	11:24	13:12
29	Plymouth Avenue/Ocean Avenue to Mission Street/Persia Avenue	9:53	10:10	0:13	0:14	10:06	10:23
	Gennessee Street/Monterey Boulevard to City College Bookstore	4:25	4:05	-	-	4:25	4:05
43	City College Bookstore to Foerster Street/Monterey Boulevard	4:37	4:35	0:01	0:05	4:38	4:40
	Frida Kahlo Way/CCSF South Entrance to Mission Street/Persia Avenue	5:39	10:04	0:01	0:05	5:40	10:09
49	Mission Street/Ocean Avenue to Frida Kahlo Way/CCSF South Entrance	7:18	11:25	0:01	0:05	7:19	11:30

Sources: SFMTA, 2019 (Existing Conditions). Kittelson & Associates, Inc. 2019 (Project-Related Change).

Notes: Delay is measured in seconds per vehicle. Transit times are presented in minutes and seconds. "-" indicates data not available.

As shown in Table 8, project-related change in transit travel time could not be calculated for the 43 Gennessee Street/Monterey Boulevard to City College Bookstore study segment as no study intersections are located along that segment. The greatest project-related increase in transit travel times of 29 seconds and 1 minute 12 seconds are estimated to affect the westbound operations for Muni lines K and 29 during the weekday a.m. and p.m. peak hours, respectively. This refined and detailed analysis considers the effect of imbalanced lane utilization along Ocean Avenue. As a result, the analysis results presented herein may differ from those presented within the corridor delay analysis and transit assessment memorandums.

POTENTIAL INTERSECTION MODIFICATIONS

Intersection modifications can be made to increase safety and capacity, improve vehicle progression, and reduce congestion on the road. The most common strategies include optimizing or modifying signal timing and implementing physical changes or turn movement restrictions at intersections to increase efficiency of intersection or corridor operations. This section presents a discussion and quantitative analysis of potential signal timing modifications and a discussion and qualitative assessment of other potential modifications.

Signal Timing Modifications

One of the major objectives of traffic signal optimization is to increase the capacity of at-grade intersections. This section discusses increasing green time on Ocean Avenue and evaluates the potential of this modification to reduce vehicle delay at study intersections along Ocean Avenue. For this analysis, at each study intersection, five seconds of green time was reallocated from the north/south approaches to the east/west approaches. In other words, green time on Ocean Avenue was increased by five seconds for each phase while the overall cycle length remained fixed. Table 9 and Table 10 summarize the delay, queue length, and level of service for each approach comparing existing plus project conditions and existing plus project conditions with the green time modifications for weekday a.m. and p.m. peak hours.

As shown in Table 9 and Table 10, the green time extension would reduce delay on eastbound and westbound movements and increase delay on northbound and southbound movements at study intersections along Ocean Avenue. Increasing, or reallocating, green time to Ocean Avenue would result in longer wait times for people crossing Ocean Avenue.

Table 9: Intersection Operations – Weekday a.m. Peak Hour with Green Time Reallocation to Ocean Avenue

Intersection/S	E	Eastbour	nd	W	/estbour	nd	Ne	orthboui	nd	Sc	outhbour	nd	Int.
cenario	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay
				Existin	g Plus A	dditiona	l Housir	ng Optio	n				
Brighton Avenue	7.9	136.0	А	6.2	398.0	А	36.2	52.0	D	64.4	25.0	E	9.0
Lee Avenue	8.6	55.0	Α	17.4	265.0	В	33.4	107.0	С	35.2	117.0	D	16.3
Frida Kahlo Way/Geneva Avenue	51.9	487.0	D	164.5	521.0	F	31.3	218.0	С	21.4	87.0	С	102.7
	Existin	g Plus A	dditiona	l Housin	ng Optio	n with G	reen Tir	ne Reall	ocation	to Ocea	n Avenu	e	
Brighton Avenue	6.5	80.0	А	5.1	44.0	А	37.6	67.0	D	73.8	25.0	E	8.1
Lee Avenue	5.4	54.0	Α	15.6	301.0	В	42.3	129.0	D	68.0	150.0	E	17.4
Frida Kahlo Way/Geneva Avenue	32.2	426.0	С	73.7	390.0	E	54.9	280.0	D	25.9	95.0	С	51.6
			Change	e with G	reen Tin	ne Reall	ocation	to Ocea	n Avenu	e			
Brighton Avenue	-1.4	-56.0	-	-1.1	-354.0	-	+1.4	+15.0	-	+9.4	-	1	-0.9
Lee Avenue	-3.2	-1.0	-	-1.8	+36.0	-	+8.9	+22.0	C to D	+32.8	+33.0	D to E	+1.1
Frida Kahlo Way/Geneva Avenue	-19.7	-61.0	D to C	-90.8	-131.0	F to E	+23.6	+62.0	C to D	+4.5	+8.0	-	-51.1

Sources: Kittelson & Associates, Inc. 2019.

Notes: LOS = level of service. Int. = Intersection. Approach delay is measured in average seconds delay experienced per vehicle on the approach during the specified time period. Intersection delay is the average total vehicle delay of all movements through an intersection during the specified time period. Queue length is measured in feet and represents the queue for through or left-turn lane movements on each approach. Analysis results presented in **bold** represents an approach exceeding capacity, with a v/c>1.0. Synchro may overestimate the delay and queue lengths reported at intersections or approaches operating at, or near, capacity.

Table 10: Intersection Operations – Weekday p.m. Peak Hour with Green Time Reallocation to Ocean Avenue

Intersection/	E	astbour	nd	W	/estbour	nd	No	orthboui	nd	Sc	outhbour	nd	Int.
Scenario	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay
				Existin	g Plus A	dditiona	al Housir	ng Optio	n				
Brighton Avenue	9.6	142.0	А	75.1	492.0	E	36.8	62.0	D	42.5	16.0	D	44.3
Lee Avenue	9.4	64.0	Α	22.2	323.0	С	35.4	130.0	D	39.3	151.0	D	19.9
Frida Kahlo Way/Geneva Avenue	60.4	516.0	E	145.6	508.0	F	31.9	223.0	С	23.3	141.0	С	90.9
	Existin	g Plus A	dditiona	l Housir	ng Optio	n with G	ireen Tir	me Reall	ocation	to Ocea	n Avenu	e	
Brighton Avenue	8.5	115.0	А	66.4	542.0	E	38.2	85.0	D	42.5	16.0	D	39.5
Lee Avenue	5.9	58.0	Α	20.2	368.0	С	56.9	175.0	Е	90.3	184.0	F	24.1
Frida Kahlo Way/Geneva Avenue	33.2	442.0	С	63.3	362.0	E	28.7	288.0	E	28.9	155.0	С	45.7
			Change	e with G	reen Tin	ne Reall	ocation	to Ocea	n Avenu	e			
Brighton Avenue	-1.1	-27.0	-	-8.7	+50.0	-	+1.4	+23.0	-	-	-	-	-4.8
Lee Avenue	-3.5	-6.0	-	-2.0	+45.0	-	+21.5	+45.0	D to E	+51.0	+33.0	D to F	+4.2
Frida Kahlo Way/Geneva Avenue		-74.0	E to C	-82.3	-146.0	F to E	-3.2	+65.0	C to E	+5.6	+14.0	-	-45.2

Sources: Kittelson & Associates, Inc. 2019.

Notes: LOS = level of service. Int. = Intersection. Approach delay is measured in average seconds delay experienced per vehicle on the approach during the specified time period. Intersection delay is the average total vehicle delay of all movements through an intersection during the specified time period. Queue length is measured in feet and represents the queue for through or left-turn lane movements on each approach. Analysis results presented in **bold** represents an approach exceeding capacity, with a v/c>1.0. Synchro may overestimate the delay and queue lengths reported at intersections or approaches operating at, or near, capacity.

The following section describes the changes between existing plus project conditions with and without the signal timing adjustment at each study intersection:

Brighton Avenue/Ocean Avenue

- The overall average intersection delay would decrease by 0.9 seconds per vehicle during the weekday a.m. peak hour and by 4.8 seconds per vehicle during the weekday p.m. peak hour, with the green time adjustment.
- The greatest reductions in delay and queue lengths are estimated to occur on the westbound movements on Ocean Avenue. During the weekday a.m. peak hour, the delay is estimated to decrease by 1.1 seconds per vehicle, while the queue length is estimated to decrease by 354 feet, with the green time adjustment. During the weekday p.m. peak hour, the delay is estimated to decrease by 8.7 seconds per vehicle, though the queue length is estimated to increase by 50 feet, with the green time adjustment.

Lee Avenue/Ocean Avenue

- The overall average intersection delay is projected to increase by 1.1 seconds per vehicle during the weekday a.m. peak hour and by 4.2 seconds per vehicle during the weekday p.m. peak hour, with the green time adjustment.
- O During the weekday a.m. peak hour, the delay on the southbound approach is estimated to increase by 32.8 seconds per vehicle, the queue length is estimated to increase by 33 feet, and the level of service is estimated to worsen from a LOS D to LOS E, with the adjustment to the green time. During the weekday p.m. peak hour, the delay is estimated to increase by 51 seconds per vehicle, the queue length is estimated to increase by 33 feet, and the level of service is estimated to worsen from a LOS D to LOS F, with the green time adjustment.
- The delay on the eastbound approach is estimated to decrease by 3.2 and 3.5 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively, with the adjustment to the green time.

Frida Kahlo Way/Geneva Avenue/Ocean Avenue

- During the weekday a.m. and p.m. peak periods, the delays on the eastbound and westbound movements are anticipated to decrease with the green time adjustment.
- The overall average intersection delay is forecast to decrease by 45.2 seconds per vehicle during the weekday a.m. peak hour and by 51.1 seconds per vehicle during the weekday p.m. peak hour, with the green time adjustment. Synchro may overestimate delay and queue lengths reported at intersections and approaches operating at, or near, capacity.
- With the addition of the green time adjustment, the westbound approach is anticipated to experience the greatest changes. During the weekday a.m. peak hour, the delay would decrease by 90.8 seconds per vehicle, the queue length would decrease by 131 feet, and the level of service would improve from LOS F to LOS E. During the weekday p.m. peak hour, the delay would decrease by 82.3 seconds per vehicle, the queue

length would decrease by 146 feet, and the level of service would improve from LOS F to LOS E.

Overall, the intersection delay is anticipated to decrease at Brighton Avenue/Ocean Avenue (by between 1 and 5 seconds) and Frida Kahlo Way/Geneva Avenue/Ocean Avenue (by between 45 and 51 seconds)⁸ and is anticipated to increase at Ocean Avenue/Lee Avenue (by between 1 and 5 seconds) with the green time adjustments. Generally, the reallocation of green time to Ocean Avenue would reduce delay and queues on the eastbound and westbound approaches and increase delay and queue lengths on the northbound and southbound movements.

As previously discussed, signalized intersections along Ocean Avenue operate as actuated-coordinated signals with maximum recall⁹ that operate on a fixed cycle length. Signal timing modifications implemented at these three intersections in isolation may adversely affect vehicle progression and have unintended consequences for operations along the corridor. Any adjustments to signal timing would need to be reviewed and approved by SFMTA.

Other Modifications

In addition to signal timing modifications, other intersection modifications and treatments along the corridor may be implemented to increase efficiency of operations and reduce vehicle delay and queue lengths along the corridor. The following types of modifications may be considered:

- Install left-turn lanes. Left-turn lanes remove stopped or slow-moving left-turning motor vehicles from the stream of through traffic and reduce the potential for rear-end crashes at intersections. The safety and capacity benefits of left-turn lanes apply to all vehicular traffic, motorized as well as non-motorized. However, left-turn lanes add to the pedestrian crossing distance and pedestrian crossing time. The additional street width needed for left-turn lanes may require land taking or removal of on-street parking. These treatments can be costly if additional right-of-way is needed. Intersection reconfiguration that would require roadway widening or additional right-of-way may not be feasible or appropriate within the context of the corridor.
- Install right-turn lanes. Right turn lanes are used to remove decelerating right-turning motor vehicles from the traffic stream, and also to provide an additional lane for the storage of right-turning motor vehicles. Where the right-turn volume is heavy, this removal of the turning motor vehicle from the traffic stream can also reduce a primary cause of rear-end crashes at

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⁸ Synchro may overestimate delay and queue lengths reported at intersections and approaches operating at, or near, capacity.

⁹ Actuated signals prioritize the through movement of the major street and use sensors to respond to the traffic present at actuated approach, so that the pattern of the signal (the length and order of each phase) depends on the traffic and can be different at every cycle. Sensors report to the signal computer and green is provided for those actuated lanes only when traffic is present and only until the traffic has vacated those lanes or the maximum time set for that phase has been reached.

intersections. The safety and capacity benefits of right-turn lanes apply to all vehicular traffic, motorized as well as non-motorized. However, right-turn lanes add to the pedestrian crossing distance and pedestrian crossing time. The additional street width needed for right-turn lanes may require land taking or removal of on-street parking. These treatments can be costly if additional right-of-way is needed. Intersection reconfiguration that would require roadway widening or additional right-of-way may not be feasible or appropriate within the context of the corridor.

- Implement turn restrictions. Left turns take a large amount of space and signal time and right turns can be problematic for transit and through vehicle operations in the right lane. Prohibiting turns and shifting turn volume to intersections where they can be best accommodated with signal phases and turn lanes can improve general traffic and transit performance, and walking and bicycling safety at the same time. On two-way streets, left-turn restrictions can substantially increase the capacity of general traffic lanes.
- Redesign intersections. Unconventional intersection designs can be used to increase the capacity of intersections at high volume locations. Examples of unconventional designs include median U-turns, jug handles, superstreets, quadrant roadway intersections, continuous flow intersections, and synchronized-split phasing intersections. In these designs, one or more traffic movements are prohibited and re-routed at the intersection, so that fewer signal phases are needed at the intersection signal, thereby increasing the capacity of the intersection. These designs typically require extra land space and re-routed traffic movements often need to go through the intersection multiple times, which limits travel time and congestion reduction benefits. Other examples of unconventional designs include tandem intersections with separate left-turn phases and intersections with dynamic use of exit lanes for left-turns. These designs can increase the utilization of the intersection cross-section without removing or re-routing turning movements. These designs are not intuitive for drivers and can be challenging to navigate. Intersection reconfiguration that would require roadway widening, additional right-of-way, rail reconfiguration, or signal relocation would be major infrastructure projects and may not be feasible or appropriate within the context of the corridor.

Other planned projects that are intended to enhance safety and may reduce vehicle delay along the corridor include the Ocean Avenue Safety Project¹⁰ and the I-280 Interchange Modifications at Balboa Park Project¹¹.

The Ocean Avenue Safety Project is aimed at improving safety, accessibility, and comfort for people traveling on Ocean Avenue and Geneva Avenue between Ocean Avenue/Geneva Avenue/Frida Kahlo Way and San Jose Avenue. The goals of this project are to develop of a set of near-term improvements, cost-effective measures that can be installed quickly (near-term project construction planned for

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¹⁰ SFMTA, Ocean Avenue Safety Project website, https://www.sfmta.com/projects/ocean-avenue-safety-project

¹¹ SFCTA, I-280 Interchange Modifications at Balboa Park Project website, https://www.sfcta.org/I-280-interchange-modifications-balboa-park-project

Summer 2020) to improve safety on Ocean Avenue and to create a long-term vision for the Ocean Avenue corridor that can be coordinated with other on-going projects or a future Muni re-rail project.

The I-280 Interchange Modifications at Balboa Park Project is aimed at reducing multimodal conflicts at the I-280 freeway ramps while maintaining vehicle operations in the area, providing safe, accessible, and convenient connections, and developing cost-effective solutions that can be implemented within the next decade. The recommended modifications include I-280/Geneva Avenue northbound on-ramp closure and southbound I-280/Ocean Avenue off-ramp realignment and construction of a new signalized intersection.

City College of San Francisco Facilities Master Plan¹² identifies several recommendations that would enhance transportation in the area, including developing site improvements to provide direct access between transit stops and campus gateways and coordinating efforts to support local "Transit First" policies, encourage use of non-auto modes, and implement transportation demand management measures to reduce driving to the campus.

SUMMARY OF FINDINGS

For the purposes of a more conservative analysis, the Additional Housing Option was evaluated, as it would generate more vehicle trips and would have a greater effect on corridor delay and intersection operations. The Developer's Proposed Option would generate about 25 percent fewer vehicle trips and as a result, would be expected to result in less delay compared to the Additional Housing Option.

Corridor Delay Analysis

Overall, vehicle trips generated by the Additional Housing Option are not anticipated to substantially increase delays along Ocean Avenue and Ridgewood Avenue/Frida Kahlo Way during the weekday a.m. and p.m. peak hours. The results of the corridor delay analysis comparing existing with existing plus project conditions are summarized in this section.

Ocean Avenue

- Under existing and existing plus project conditions, vehicles travelling westbound experience
 greater delay compared to vehicles travelling eastbound, during the weekday a.m. and p.m.
 peak hours. Specifically, westbound vehicles experience 32 and 33 seconds of delay per vehicle
 during the weekday a.m. and p.m. peak hours, while eastbound vehicles experience 11 and 13
 seconds of delay per vehicle during the weekday a.m. and p.m. peak hours, respectively.
- Vehicle trips generated by the Additional Housing Option increase the delay by one second per vehicle for eastbound movements, while westbound movements experience no change in delay

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¹² City College of San Francisco, City College Facilities Master Plan, approved by the Board of Trustees in March 2019, https://www.ccsf.edu/en/about-city-college/administration/vcfa/facilities planning/facilities-master-plan.html

during the weekday a.m. peak hour. Vehicle trips generated by the Additional Housing Option increase the delay by two seconds per vehicle for eastbound movements and eight seconds per vehicle for westbound movements during the weekday p.m. peak hour.

Ridgewood Avenue-Frida Kahlo Way

- Under existing and existing plus project conditions, vehicles travelling southbound experience greater delay compared to vehicles travelling northbound, during the weekday a.m. and p.m. peak hours. Specifically, southbound movements endure 11 and 19 seconds of delay per vehicle during the weekday a.m. and p.m. peak hours, while northbound movements experience 3 and 4 seconds of delay per vehicle during the weekday a.m. and p.m. peak hours, respectively.
- Vehicle trips generated by the Additional Housing Option increase the delay by one second per vehicle for northbound and southbound movements during the weekday a.m. peak hour.
 Vehicle trips generated by the Additional Housing Option do not affect the delay for northbound movements, though southbound movements experience and increase in delay by three seconds per vehicle during the weekday p.m. peak hour.

Intersection Operations Analysis

Overall, vehicle trips generated by the Additional Housing Option are not anticipated to substantially increase delays at study intersections during the weekday a.m. and p.m. peak hours. The results of the intersection operations analysis comparing existing with existing plus project conditions are summarized in this section.

Brighton Avenue/Ocean Avenue

- There would not be a substantial change to the delay, queue lengths, and level of service with the addition of project-generated vehicle trips.
- With the addition of project trips, the overall intersection delay may be slightly reduced (by less than one second per vehicle and by 1.3 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively), as a larger proportion of trips travelling through the intersection are doing so on the coordinated phase, thereby increasing the efficiency of the signal and reducing average vehicle delay.
- The westbound approach is projected to experience the greatest amounts of change with the addition of project-generated vehicle trips:
 - Delays on this approach may be slightly reduced (by 0.2 and 3.1 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively), as a larger proportion of intersection traffic is on the coordinated phase.
 - Queue length may increase slightly (by 24 feet) during the weekday a.m. peak hour and decrease slightly (by 78 feet) during the weekday p.m. peak hour. This decrease is due to better utilization of the coordinated phase.

 The level of service is estimated to remain the same during the weekday a.m. and p.m. peak hours.

Lee Avenue/Ocean Avenue

- With the addition of project-generated vehicle trips, the overall intersection delay is projected to slightly increase (by 2.0 and 4.2 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively).
- The southbound approach is projected to experience the greatest change in delay, queues, and level of service with the addition of project-generated vehicle trips.
 - The delay is estimated to increase by 11.6 seconds per vehicle during the weekday a.m. and p.m. peak hours.
 - The queue length is estimated to increase by 87 feet during the weekday a.m. peak hour and by 81 feet during the weekday p.m. peak hour.
 - The level of service is estimated to change from LOS C to LOS D during the weekday a.m. and p.m. peak hours.

Frida Kahlo Way/Geneva Avenue/Ocean Avenue

- The overall intersection delay is anticipated to increase by 18.4 seconds per vehicle during the weekday a.m. peak hour and by 37.2 seconds per vehicle during the weekday p.m. peak hour with the addition of project-generated vehicle trips.
- The addition of project-generated vehicle trips is forecast to result in changes to delay and queue length on the eastbound approach during the weekday a.m. and p.m. peak hours, as follows:
 - o The delay is estimated to increase by 12.9 and 13.5 seconds per vehicle, respectively.
 - o The queue length is estimated to increase by 60 and 45 feet, respectively.
- The addition of project-generated vehicle trips is forecast to result in changes to delay, queue length, and level of service on the westbound approach during the weekday a.m. and p.m. peak hour, as follows:
 - o The delay is estimated to increase by 28.1 and 70.5 seconds per vehicle, respectively.
 - The queue length is estimated to increase by 38.6 and 115 feet, respectively.
 - The level of service is estimated to worsen from a LOS E to a LOS F during the weekday p.m. peak hour.

Corridor Transit Travel Times

Overall, vehicle trips generated by the Additional Housing Option are anticipated to increase transit travel times by a maximum of 1 minute 12 seconds on Muni lines K and 29 in the eastbound direction during the weekday p.m. peak hour. The addition of project-generated vehicle trips is projected to increase delays by a maximum of 15 seconds for other lines/directions.

Signal Timing Modifications

Reallocating five seconds of green time from north/south phases to east/west phases on Ocean Avenue would have the following effect on study intersections during the weekday a.m. and p.m. peak hours:

- Decrease overall intersection delays at Brighton Avenue/Ocean Avenue and Frida Kahlo Way/Geneva Avenue/Ocean Avenue by between 1 and 5 seconds and between 45 and 51 seconds, respectively. However, Synchro may overestimate the change in delay and queue lengths reported at Frida Kahlo Way/Geneva Avenue/Ocean Avenue, which operates at, or near, capacity.
- Increase overall intersection delays at Ocean Avenue/Lee Avenue by between 1 and 5 seconds.
- Generally, signal timing modifications would reduce delay and queues on the eastbound and westbound approaches and increase delay and queue lengths on the northbound and southbound movements.

Signalized intersections along Ocean Avenue operate as actuated-coordinated signals with maximum recall¹³ that operate on a fixed cycle length. Signal timing modifications implemented at these three intersections in isolation may adversely affect vehicle progression and have unintended consequences for operations along the corridor. Any adjustments to signal timing would need to be reviewed and approved by SFMTA.

Other Modifications

In addition to signal timing modifications, other intersection modifications and treatments along the corridor may be implemented to increase efficiency of operations and reduce vehicle delay and queue lengths along the corridor. These include installation of left-turn lanes, installation of right-turn lanes, implementation of turn restrictions, and intersection redesign. These treatments can be costly if additional right-of-way is needed and there may be other tradeoffs to consider, such as potential adverse effects on conditions for bicyclists and pedestrians. Intersection reconfiguration that would require roadway widening, additional right-of-way, rail reconfiguration, or signal relocation would be major infrastructure projects and may not be feasible or appropriate within the context of the corridor.

Planned projects that are intended to improve safety, access, and comfort for people traveling along Ocean Avenue include the Ocean Avenue Safety Project and I-280 Interchange Modifications at Balboa Park Project.

Kittelson & Associates, Inc. San Francisco, California

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¹³ Actuated signals with maximum recall prioritize the through movement of the major street and use sensors to respond to the traffic present at actuated approach. Sensors report to the signal computer and green is provided for those actuated lanes only when traffic is present and only until the traffic has vacated those lanes or the maximum time set for that phase has been reached.

ATTACHMENT C: SHUTTLE STUDY TECHNICAL MEMORANDUM

1161 MISSION STREET, OFFICE #563 SAN FRANCISCO, CA 94103 P 415.579.1778

TECHNICAL MEMORANDUM

Date: August 1, 2019

To: Reservoir Community Partners, LLC

From: Kittelson & Associates, Inc.

Subject: Balboa Reservoir – Shuttle Study Memorandum

Kittelson & Associates, Inc. (Kittelson) has prepared this memorandum to present the results of a shuttle assessment analysis for the proposed Balboa Reservoir project (Case No. 2018-007883ENV) in San Francisco, California. The purpose of this analysis is to assess the feasibility of a shuttle operating between the Balboa Reservoir site, the City College of San Francisco (CCSF) campus, and the Balboa Park BART/Muni station. The memorandum is organized as follows:

- Ridership Assessment
- Service Concept
- Feasibility Analysis
- Conclusion

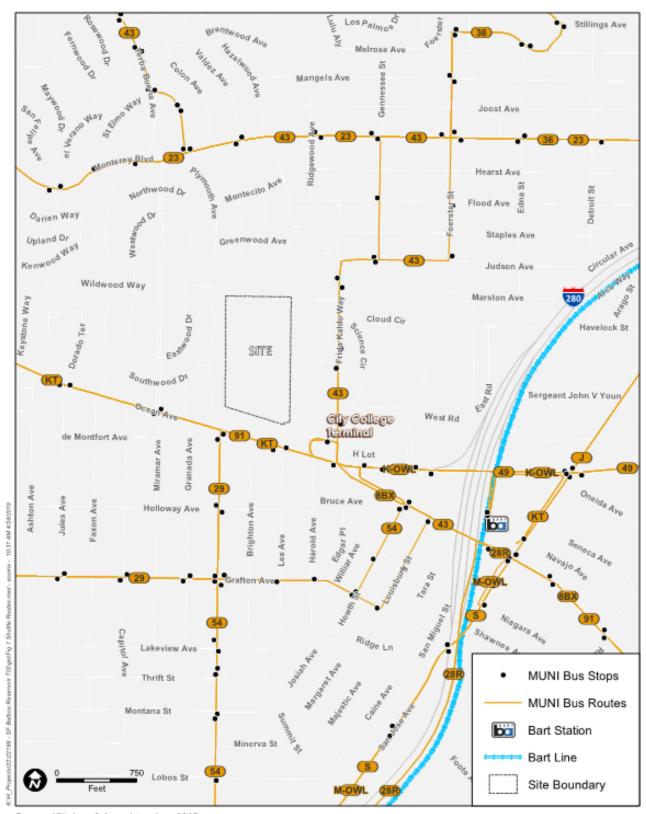
EXECUTIVE SUMMARY

The Balboa Reservoir development is expected to generate up to 2,700 transit trips¹ each day, many to/from the Balboa Park BART/Muni station, approximately 0.6 miles east of the project site. While a direct shuttle connecting the site to transit hubs and CCSF would potentially attract a high ridership, the shuttle must operate at high frequencies to effectively compete with the existing transit service and walking trips. A free, high-frequency shuttle service is forecast to be well-utilized with an estimated cost well over \$750,000 per year. If a lower frequency and less costly service were provided as an alternative, it would not be competitive with the existing transit and walking alternatives and would see less use.

RIDERSHIP ASSESSMENT

The proposed Balboa Reservoir development is well served by existing transit, as documented by the April 19, 2019 *Transit Assessment Memorandum*, which projects a 38% transit mode share for project-generated trips and up to 2,700 daily transit trips. Existing transit routes and stops are presented in Figure 1.

¹ Source: Balboa Reservoir Transit Assessment Memorandum, January 14, 2019



Source: Kittelson & Associates, Inc., 2019

Case No.2018-007883ENV: Balboa Reservoir Project

Figure 1 Existing Transit Service

A shuttle service to connect the Balboa Reservoir development with the City College Terminal, the Balboa Park BART/Muni Station, and CCSF is under consideration. While the total travel demand between these destinations is high, the forecast shuttle demand would take into consideration walking times versus shuttle wait and travel times when considering the desirability of shuttle use. This ridership choice is based heavily on the quality of proposed shuttle service, which is described in greater detail in the next section. This shuttle analysis assumes the shuttle service would be more appealing than existing transit service when the travel times are similar.

Existing Transit Service

Muni currently offers convenient connections to the Balboa Park BART/Muni station as shown in Figure 1. The K Ingleside light rail and Muni bus routes 8, 29, 49, and 91 have stops on Ocean Avenue or the City College Terminal near the project site. Muni route 43 operates on Frida Kahlo Way adjacent to CCSF and on Geneva Avenue to the Balboa Park BART/Muni station. Each line operates on 8- to 10-minute headways during daytime periods and 15- to 20- minute headways after 7 p.m². Given that multiple lines serve most nearby stops, typical waiting times are under five minutes during the weekday a.m. and p.m. peak periods. The shuttle system route would be duplicative with existing transit connection to the Balboa Park BART/Muni station for passengers able to walk to nearby bus and light rail stops.

Walking Travel Time

The Balboa Park BART/Muni station is approximately 0.6 mile from the Balboa Reservoir development, a trip of 14 minutes at a typical walking pace of 4 feet per second³. A similar walking trip to the City College Terminal and the adjacent K Ingleside light rail is less than 0.3 miles, or about a 6 minute walk. To be appealing to passengers, the shuttle must offer time savings and convenience on par or better than these walking trips.

Kittelson prepared a spreadsheet model to estimate weekday a.m. and p.m. peak hour shuttle demand between the four shuttle stops based on walking versus shuttle waiting time plus travel time. This iterative process, illustrated in Exhibit 1, results in the needed number and size of shuttles to serve the corresponding demand.

Kittelson & Associates, Inc. San Francisco, California

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² Source: San Francisco Municipal Transit Agency, 2019. <u>https://www.sfmta.com/getting-around/muni/routes-stops</u>

³ This walking pace is similar to estimated walk times from Google Maps.

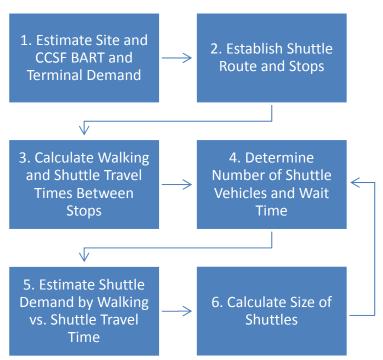


Exhibit 1 Peak Hour Shuttle Demand Estimation Process

The steps in the spreadsheet model are as follows:

1. Estimate Site and CCSF BART and Terminal Demand⁴

- a. Peak hour transit demand between the project site and the Balboa Park BART/Muni Station and the City College Terminal were calculated from the *Transit Assessment Memorandum*
- b. CCSF demand to/from BART was calculated from:
 - Estimate of the percentage of peak hour Balboa Park BART/Muni station riders to/from CCSF
 - ii. Estimate of CCSF students and faculty using BART during peak hours
- c. CCSF demand to/from the City College Terminal was assumed to equal the CCSF demand to/from BART

2. Establish Shuttle Route and Stops

- Stops established at Balboa Reservoir, City College Terminal, Balboa Park BART/Muni Station, and CCSF
- 3. Calculate Walking and Shuttle Travel Times Between Stops

⁴ CCSF transit ridership data is not available. In lieu of specific CCSF transit ridership data, BART Station Survey data and CCSF enrollment data were used as they represent the best/most relevant data available for this analysis. The analysis relies on informed assumptions regarding mode share to determine CCSF transit ridership. Actual CCSF transit ridership may vary. However, it is expected to be within a reasonable range of the assumed ridership and would not substantially affect the analysis.

- a. Walking time between stops calculated by distance and intersection crossings
- b. Shuttle travel times estimated from distance, route, and Google Maps peak hour travel time estimates

4. Determine Number of Shuttle Vehicles and Wait Time

- a. Total shuttle route travel time determines the number of trips per hour per shuttle
- b. Number of shuttles determines headway (time between shuttles at a given stop)
- c. Average wait time is one-half the headway

5. Estimate Shuttle Demand by Walking vs. Shuttle Travel Time

- a. Calculate ratio of shuttle waiting plus travel time and walking travel time between each stop
- b. Assign proportion of demand between each stop pair to the shuttle: if the shuttle is comparable to walking, shuttle usage is high; if the shuttle travel time is several times that of walking, shuttle usage is low.

6. Calculate Size of Shuttles

a. Determine the size of shuttles needed to serve the maximum number of riders on any link of the shuttle route.

Step 5 includes estimating the proportion of trips between stops that would use the shuttle. As the number of shuttles operating the peak hour increase, the headway and associated average wait time decrease, which increase the attractiveness of the shuttle compared to walking, increasing projected ridership. Kittelson developed a shuttle demand model informed by BART mode access research shown in Table 1 and Exhibit 2. Walking travel times compared to shuttle travel times determine the proportion of total demand uses the shuttle for each stop pair.

Table 1 Balboa Park BART Station Access Mode from Home to BART

Station	Walk	Bicycle	Bus, Train, or Other Transit	Motorcycle / Motorized Scooter	Drive Alone / Carpool	Drop Off / Taxi / Other
Balboa Park	56%	6%	13%	0%	6%	20%

Sources: 2015 BART Station Profile Study

Notes: Drop Off/Taxi/Other category does not include TNCs given the data is from 2015, before TNCs were available.

Per the 2015 Station Profile Study, 56% of current Balboa Park riders walk to the station, with a median walking distance of 0.52 miles. Additionally, 13% of existing Balboa Park BART Station riders use transit (median distance of 1.15 miles) and 20% are dropped off; likely due to a lack of vehicle parking at the station, there are only 6% drive alone/carpool trips to the station. Combining the Balboa Park BART Station specific data in Table 1 with the general distance-based data in Exhibit 2, walking is expected to comprise about 30% of the 0.6-mile trips between the Balboa Reservoir development and the Balboa Park BART Station, depending on the frequency of the shuttle. The Balboa Reservoir shuttle demand model is calibrated to high shuttle use estimates to serve as a proof of concept. The convenience of a free shuttle was estimated to be more appealing than and capture the majority of the BART riders that may otherwise walk, take other transit options, drive alone/carpool, or be dropped off in a taxi or TNC. Given the Balboa Reservoir development is proposed to include limited, unbundled parking; residents

are expected to have low rates of auto ownership; and given that the Balboa Park BART Station does not include station parking, driving the 0.6 miles to the station is expected to be particularly unappealing compared to the distribution of travel mode shown in Table 1 and Exhibit 2.

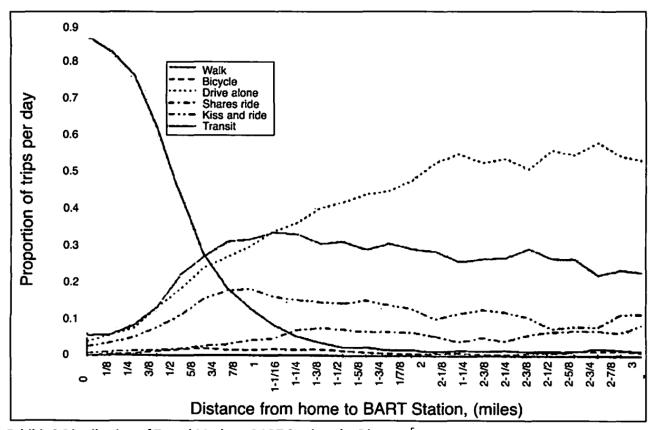


Exhibit 2 Distribution of Travel Mode to BART Stations by Distance⁵

The model is flexible to be responsive to a range of projections and assumptions and can be used as tool to forecast a range of demand scenarios. Key assumptions include the shuttle would be free for Balboa Reservoir residents and visitors and CCSF students, staff, and faculty and the shuttle would use Muni bus stops. An example of the model results is shown in Table 2 for the one-way site trips to the Balboa Park BART/Muni station. Table 2 presents the results of the shuttle model for one to four shuttles operating in the peak hour.

⁵ Source: Cervero, R. Walk-and-Ride: Factors Influencing Pedestrian Access to Transit, 2001.

Table 2: Weekday Peak Hour Ridership Estimate: Site to BART

		Shuttle Oper	ations		Average	Average	
Number of Shuttles	Headway (minutes)	Average Wait Time (minutes)	Travel Time (minutes)	Average Total Shuttle Time (minutes)	Walking Time (minutes)	Transit Time (minutes) ¹	Percent Use Shuttle
1	31.5	15.8		23.3			53%
2	15.8	7.9	7.5	15.4	14	15	73%
3	10.5	5.3	7.5	12.8	14	13	82%
4	7.9	3.9		11.4			87%

Sources: Kittelson & Associates, Inc. 2019; Google Maps 2019.

Notes: ¹ Consists of typical walking time, average wait time, and transit travel time.

All times rounded to nearest tenth.

As shown in Table 2, for this 0.6-mile walking route, the average walking time and transit travel time are approximately equal to the average total shuttle time (average wait plus travel time) when two shuttles are operating. With the shuttle in operation, approximately half of the walk trips and the majority of transit, drive alone, and kiss and ride modes shown in Exhibit 2 would be expected to switch modes and use the shuttle. The shuttle use is estimated to range from 53 to 87 percent of BART riders traveling to/from Balboa Reservoir and CCSF.

Table 3 demonstrates the shuttle vehicles can be smaller when more shuttles are in operation, even as total demand increases. The forecast shuttle ridership roughly doubles as service improves from one to four shuttles in peak hour operation.

Table 3: Weekday Peak Hour Ridership Estimate and Shuttle Needs

		Peak Hour	Ridership		
Number of Shuttles	Headway (minutes)	AM	PM	Peak Passenger Load	Shuttle Vehicle
1	31.5	142	87	41	40-Foot Bus
2	15.8	236	169	35	35-Foot Bus
3	10.5	281	203	27	Cutaway Minibus
4	7.9	304	222	22	Cutaway Minibus

Sources: Kittelson & Associates, Inc. 2019; BART 2019; CCSF 2019.

Notes: AM = weekday a.m.; PM = weekday p.m.

SERVICE CONCEPT

Shuttle Route

The conceptual shuttle route and stop location concept is presented in Figure 2. This route would operate in one direction, clockwise, to allow loading/unloading on the most convenient side of the street at each stop to minimize the need for street crossings. The route is approximately 2.25 miles long with an estimated peak hour one-way travel time of approximately 20 minutes, not including loading/unloading and dwell time.



Source: Kittelson & Associates, Inc., 2019

Case No.2018-007883ENV: Balboa Reservoir Project

Figure 2 Proposed Shuttle Service

This concept represents one potential route and additional analysis would be needed in later stages of the shuttle planning process to further refine the alignment and ensure feasibility, including stops and facilities to serve shuttle vehicles within and outside of the Balboa Reservoir site.

Shuttle Stops

The proposed stops are:

- Balboa Reservoir: one or two stops pending final street layout and locations suitable for shuttle stops
- City College Terminal: served by the existing Muni bus stop on Frida Kahlo Way, or via the alternate Lee Avenue route to the Ocean Avenue Muni bus stop.
- Balboa Park BART/Muni Station: the assumed stop is at the Ocean Avenue Muni bus stop but
 could be served alternatively or in addition at the Geneva Avenue Muni bus stop. The Geneva
 Avenue Muni bus stop location is currently constrained and shuttle of this stop may not be
 feasible. An alternative stop location would need to be found.
- CCSF: the assumed stop is a central and convenient location on Cloud Circle.

Shuttle buses loading and unloading passengers in Muni bus stops at Balboa Park BART/Muni Station and near the City College Terminal is essential to the feasibility of the service. This access would require SFMTA approval. SFMTA regulations would not currently permit shuttle service at these bus stops.

Service Headways

The proposed route is expected to be approximately 31.5 minutes long during peak hours, with variability based on congestion, signal delay, passenger boarding/alighting, final stops/routing, layover scheduling, and the site circulation network. The associated headways based on the number of shuttles in operation and the corresponding vehicle needs are shown in Table 3.

Vehicle dwell times while loading/unloading vary by ridership and vehicle type, such as if two-door boarding is feasible. For this analysis, dwell time was assumed to be 30 seconds for the City College Terminal, CCSF stops, and the Balboa Park BART/Muni station stop, and 10 minutes at the site to account for up to two stops, a timepoint, and a 10 minute layover once per hour. Shuttle dwell times in this study are intended to be conservative and are estimated based on several factors specific to the shuttle service including time points and/or coordination with BART arrival and potential higher proportion of riders needing assistance.

Hours of Operation

Hourly demand projections are beyond the scope of this study. Midday and evening shuttle demand is expected to be less than peak hour demand for the primarily residential Balboa Reservoir development while CCSF demand is forecast to respond to class schedule, remaining steady throughout much of the

weekday. Suggested initial service span for scheduled service is 6 a.m. to 8 p.m. on weekdays and 10 a.m. to 6 p.m. on weekends. More shuttles should be in operation during the weekday a.m. and p.m. peaks and during midday. The shuttles can run either on a fixed schedule (where buses may wait to keep on schedule) or run continuously.

During periods of lower demand, such as early morning, late evening, and weekends, the shuttle can be run as demand responsive service instead of fixed route/schedule. This would require a request and dispatching mechanism. Alternatively, a reduced schedule could be provided to serve CCSF night classes or late-night BART train arrivals. As is typical with transit service, the shuttle's initial hours, schedule, and frequency should be revised based on actual ridership needs.

Vehicle Requirements

As shown in Table 3, vehicle capacity varies with the number of vehicles in operation. A fleet of three accessible "cutaway" minibuses with 24-28 passenger capacity would be optimal for high-frequency peak hour service and flexible off-peak service.

SHUTTLE COST ANALYSIS

Shuttle costs primarily comprise of two main elements:

- Shuttle vehicles (rolling stock)
- Operational costs
 - o Driver's wages and benefits
 - o Insurance
 - o Vehicle maintenance
 - o Fuel

"Cutaway" minibuses cost between \$42,000 and \$58,000⁶ and have an average lifespan of 5.6 years⁷. Operational costs for shuttles operating in San Mateo county indicate typical shuttle operations costs of \$60 to \$80 per hour. The weekday peak period shuttles typically cost between \$150,000 and \$200,000 annually⁸. Based on San Francisco Consumer Price Index data, there has been an annual average escalation of about three percent over the last nine years. This escalation would be expected to continue in the future.

The shuttle concept analyzed in this memorandum assumes three "cutaway" minibus shuttles operating during weekday a.m. and p.m. peak period with reduced service during off peak and weekend periods. This analysis assumes a weekday service of five hours with three buses, eight hours with two buses, and two hours

Kittelson & Associates, Inc. San Francisco, California

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⁶ Source: Colorado Department of Transportation, *Overview of Transit Vehicles*

⁷ Source: Federal Transit Administration, Useful Life of Buses and Vans, 2007

⁸ Source: San Mateo County Transportation Authority, *San Mateo County Shuttle Inventory and Analysis*, 2010. San Mateo County data assumed to be similar to San Francisco.

with one bus. Weekend service is assumed to be nine hours with one bus in operation. Based on this operational profile, low and high estimates of the vehicle and operational costs of the shuttle concept is shown in Table 4.

Table 4: Shuttle Concept Estimated Annual Costs (2019 \$)9

Estimate	Number of Vehicles	Annualized Vehicle Costs ¹	Weekday Service Shuttle- Hours ²	Weekend Service Shuttle- Hours ²	Annual Operations Cost ³	Total Annual Cost
Low	3	\$22,500	33	9	\$740,000	\$762,500
High	3	\$31,000	33	9	\$980,000	\$1,011,00

Sources: Kittelson & Associates, Inc. 2019; CODOT, FTA 2007, San Mateo CTA, 2010

Notes:

The vehicle and operations costs can be reduced by owning and operating fewer vehicles and/or reducing service hours, which in turn would reduce the usefulness and appeal of the shuttle and result in fewer riders, as shown in Table 3.

ADDITIONAL CONSIDERATIONS

This feasibility analysis focuses on the attractiveness and potential ridership of a potential shuttle based on various levels of service. The feasibility analysis does not consider regulatory, facility, or operational concerns, such as:

- Shuttle operator labor requirements
- Operator rest facility locations
- Balboa Reservoir shuttle stop locations or supporting amenities
- SFMTA regulatory provisions and permitting requirements
- Muni bus stop operations and feasibility of shared bus zones
- Operator staffing and scheduling
- Dispatch and operations management
- Shuttle maintenance facilities and staffing

These items require further study and are likely to increase the cost of shuttle operations.

¹ Based on three shuttle vehicles to be replaced every 5.6 years.

² Sum of number of hours each shuttle is assumed to operate

³ Annual hours of shuttle service times hourly operational cost; escalated to 2019 costs and rounded.

⁹ Year 2010 costs escalated by 29% based on San Francisco CPI growth per Bureau of Labor Statistics, to reflect Year 2019 costs.

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CONCLUSION

The high level of transit ridership forecast for Balboa Reservoir residents, employees, and visitors and CCSF students, staff, and faculty indicate a high frequency shuttle service with buses every nine minutes may be well utilized during peak periods to reduce travel time, provide convenience, enhance mobility particularly for seniors and people with disabilities, and/or increase personal security/sense of safety. The shuttle provides an opportunity for collaboration between Balboa Reservoir and CCSF for mutual benefit as approximately 40 percent of peak hour demand is associated with CCSF.

However, the Balboa Reservoir site and CCSF are within walking distance of high frequency transit with service to/from the Balboa Park BART/Muni station. The costs associated with operating a shuttle must be weighed against alternatives, such as subsidized first mile/last mile taxi or TNC rides for those with mobility needs. While the shuttle, as presented, would connect several destinations, the shuttle's indirect one-way loop route would have to compete with the high frequency and direct travel of the existing transit service and the flexibility and speed of walking. With three shuttle buses in operation, vehicle headways and average waiting time would match that of existing peak hour service. However, with one operating shuttle, off-peak periods would have headways of up to 31.5 minutes, making taking the shuttle slower than walking or using existing transit. Given the estimated cost of high-quality service of \$762,500 to over \$1 million per year (see Table 4), the shuttle concept would not be competitive with existing transit service and walking at a reasonable level of service. Additional considerations, including regulatory requirements and operator staffing and scheduling would increase costs and may present substantial hurdles to implementation.

BALBOA RESERVOIR

PRESENTED TO:

THE CITY AND COUNTY OF SAN FRANCISCO

















RELATED CALIFORNIA

SARES REGIS GROUP OF NORTHERN CALIFORNIA

CURTIS DEVELOPMENT

TENDERLOIN NEIGHBORHOOD DEVELOPMENT CORP

BAR ARCHITECTS

FLETCHER STUDIO
Y.A. STUDIO
LEVY DESIGN PARTNERS



June 2, 2017

Office of Economic & Workforce Development San Francisco City Hall 1 Dr. Carlton B. Goodlett Place Room 448 San Francisco, CA 94102

ATTN: TOM SHANAHAN

RE: Response To Balboa Reservoir RFP

Dear Mr. Shanahan:

Related California ("Related") and its development partners Sares Regis Group of Northern California ("SRGNC"), Curtis Development Company., and Tenderloin Neighborhood Development Corp. ("TNDC") are pleased to submit our response to the above referenced Request for Proposals for the development of the Balboa Reservoir site. We have assembled a locally based, best-in-class design team, including BAR Architects, Y.A. Studio, Levy Design Partners, and landscape architect Fletcher Studio. All have considerable experience in working successfully at the neighborhood scale, on projects large and small, throughout San Francisco.

We appreciate the challenge in achieving a consensus vision for the site among different interests and constituencies, and commend the Balboa Reservoir Community Advisory Committee that put forward the principles and parameters upon which the RFP was based. Our response is intended to address those issues, including compatibility with the adjacent Westwood Park neighborhood and City College, while also achieving the worthy public policy goals including affordable housing, energy efficiency and transportation diversity.

Our goal is to create a family friendly community, not simply a series of buildings, that complement and integrates with its neighbors; many amenities would be open to the entire community, and affordable housing units would be distributed across the site, not sequestered in separate buildings. In addition, we are suggesting a means by which the project can pay for new parking for City College to replace the temporary parking arrangement that currently exists. In recognition of one of the increasingly pressing needs of both the College and the larger community of public educators, we have also suggested a preference in renting and buying a percentage of the workforce housing for faculty of City College and teachers from the San Francisco Unified School District.

Our team is particularly well suited to these tasks. Related is a fully integrated real estate firm with a 27 year track record delivering top quality, affordable and mixed income housing and mixed use developments in California, and is backed by The Related Companies, L.P., one of the largest and most honored privately held real estate firms in the country. This gives us a unique capacity and flexibility to finance large and complicated developments. Related has completed over 10,000 multifamily housing units in California, with another 5,000 under development. Of particular relevance to this endeavor, Related is the State's and San Francisco's largest developer of mixed income housing, and is one of the few companies in the country that has successfully executed a development with a mix of incomes from low- to middle-income. We are co-developers of the recently awarded Balboa Park/Upper Yard affordable housing site, and the redevelopment of the 50-acre Sunnydale public housing site, both of which are in close proximity to Balboa Reservoir. Related is also a long-term owner and manager of its developments, with a focus on sustainability and fostering long term relationships with the other stakeholders in its communities.

SRGNC is a privately owned, San Mateo-based developer of high quality rental and ownership residential communities throughout the Bay Area, active for 25 years. From its inception, SRGNC's development efforts have focused on in-fill opportunities, close to transportation, jobs, services and recreation. These developments have often served as a catalyst for positive change in their communities. To date, SRGNC has acquired or developed approximately 19,000 multifamily and residential housing units and 14 million square feet of commercial and civic properties, with a current pipeline of 2,500 units, of both for sale and rental properties. SRGNC and Related are currently working together on two other developments in the Bay Area, and the firms' principals have known each other for years.

Charmaine Curtis, principal of Curtis Development, has been active in both market-rate and affordable development in San Francisco for over 20 years, most recently overseeing coordination on behalf of BRIDGE Housing, the master planning nd entitlement process for the redevelopment of the Potrero Terrace/Potrero Annex public housing project, which will ultimately include 1,600 units of mixed income housing. In addition, until very recently, she was a resident of the nearby Sunnyside neighborhood.

TNDC is one of the most established and successful nonprofit developers of affordable housing in San Francisco, with a citywide portfolio. TNDC is involved in partnerships with Related on three other mixed income developments in the City.

While we have endeavored to respond to each of the objectives outlined in the RFP in as much detail as possible, it is important to recognize that our response is a preliminary concept. It also has built in flexibility, so the basic concepts can readily be modified to respond to input from the community. It is our practice, if selected, to engage in a robust community engagement process, in which we start out by doing as much listening as talking. Our proposed community engagement process is outlined in more detail in our proposal, but we are accustomed to spending as much time as necessary to build on the work already done by the Community Advisory Committee.

All on our team are very excited about working with the community, City College, and the City to plan and develop a new mixed income neighborhood that will become a positive addition to the surrounding neighborhoods. I am happy to respond to any questions and look forward to the public presentation on June 10.

Sincerely,

William A. Witte Chairman & CEO Related California

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PART 1 GENERAL INFORMATION

DEVELOPMENT PROGRAM

OVERVIEW

ATTACHMENT D DEVELOPMENT PROGRAM OVERVIEW FORM

Instructions: Please complete this form and submit within Part 1 of RFP response. The program proposed by the selected development team will constitute the starting point for that team's planning and design, outreach, and other predevelopment work.

The requested figures may be provided as ranges and/or approximations, so long as the ranges given are narrow enough to clearly indicate the specific character of the project (e.g., approaches to density and open space, prioritization of public benefits, etc.) relative to that of other proposals.

Housing

1. Gross square feet: Approx. 800,000 GSF + Approx. 150,000 GSF parking

2. Corresponding unit count: 680

Baseline affordable housing program: Check boxes to confirm that proposed development program includes:

X 18% low-income units

X 15% moderate-income units

- 4. Additional affordable units:
 - a. Number of units in excess of 33% baseline: 116 units
 - b. Corresponding percentage of total units: 50.1%
 - c. Target income(s) (% of AMI): 80%, 120%, 150% AMI

Open Space

5. Total open space: 5.8 ac.

6. Size of each proposed open space:

Reservoir Sq/Mt. Davidson Walk 1.7 ac.

Westwood Green - 2.6 ac.;

Additional Courtyard and Mews - 1.5 ac.

Parking:

7. Number of Spaces: 370

8. Configurations: In Podium, Structured

Childcare

9. Does proposed development include at least one childcare facility? Yes

Additional Proposed Uses:

10. Uses and corresponding sizes: Retail - 2,000 gsf; Community Room - 1,500 gsf;

Childcare - 2,400 gsf

RELATED

State of California Secretary of State

CERTIFICATE OF STATUS

ENTITY NAME: THE RELATED COMPANIES OF CALIFORNIA, LLC

FILE NUMBER: 199832310068 FORMATION DATE: 11/19/1998

TYPE: DOMESTIC LIMITED LIABILITY COMPANY

JURISDICTION: CALIFORNIA

STATUS: ACTIVE (GOOD STANDING)

I, ALEX PADILLA, Secretary of State of the State of California, hereby certify:

The records of this office indicate the entity is authorized to exercise all of its powers, rights and privileges in the State of California.

No information is available from this office regarding the financial condition, business activities or practices of the entity.



IN WITNESS WHEREOF, I execute this certificate and affix the Great Seal of the State of California this day of April 12, 2017.

ALEX PADILLA Secretary of State

JTN

SARES REGIS GROUP OF NORTHERN CALIFORNIA

State of California Secretary of State

CERTIFICATE OF STATUS

ENTITY NAME: SARES REGIS GROUP OF NORTHERN CALIFORNIA, LLC

REGISTERED IN CALIFORNIA AS: SARES REGIS GROUP OF NORTHERN CALIFORNIA, LLC

FILE NUMBER: 201102110030 REGISTRATION DATE: 01/05/2011

TYPE: FOREIGN LIMITED LIABILITY COMPANY

JURISDICTION: DELAWARE STATUS: ACTIVE (GOOD STANDING)

I, ALEX PADILLA, Secretary of State of the State of California,

The records of this office indicate the entity is qualified to transact intrastate business in the State of California.

No information is available from this office regarding the financial condition, business activities or practices of the entity.



IN WITNESS WHEREOF, I execute this certificate and affix the Great Seal of the State of California this day of May 26, 2017.

ALEX PADILLA Secretary of State

RKS

NP-25 (REV 01/2015)

hereby certify:

SARES REGIS GROUP OF NORTHERN CALIFORNIA



Page 1

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF

DELAWARE, DO HEREBY CERTIFY "SARES REGIS GROUP OF NORTHERN

CALIFORNIA, LLC" IS DULY FORMED UNDER THE LAWS OF THE STATE OF

DELAWARE AND IS IN GOOD STANDING AND HAS A LEGAL EXISTENCE SO FAR

AS THE RECORDS OF THIS OFFICE SHOW, AS OF THE TWENTY-SIXTH DAY OF

MAY, A.D. 2017.

AND I DO HEREBY FURTHER CERTIFY THAT THE SAID "SARES REGIS GROUP OF NORTHERN CALIFORNIA, LLC" WAS FORMED ON THE FIRST DAY OF JANUARY, A.D. 2011.

AND I DO HEREBY FURTHER CERTIFY THAT THE ANNUAL TAXES HAVE BEEN PAID TO DATE.

4920331 8300 SR# 20174173098

You may verify this certificate online at corp.delaware.gov/authver.shtml

Authentication: 202611736

Date: 05-26-17

CURTIS DEVELOPMENT

Not applicable—Curtis Development is not a corporation.

TENDERLOIN NEIGHBORHOOD DEVELOPMENT CORPORATION

State of California Secretary of State

CERTIFICATE OF STATUS

ENTITY NAME:

TENDERLOIN NEIGHBORHOOD DEVELOPMENT CORPORATION

FILE NUMBER: FORMATION DATE: C1079721 06/16/1981

TYPE:

DOMESTIC NONPROFIT CORPORATION

JURISDICTION: CALIFORNIA

STATUS:

ACTIVE (GOOD STANDING)

I, ALEX PADILLA, Secretary of State of the State of California, hereby certify:

The records of this office indicate the entity is authorized to exercise all of its powers, rights and privileges in the State of California.

No information is available from this office regarding the financial condition, business activities or practices of the entity.



IN WITNESS WHEREOF, I execute this certificate and affix the Great Seal of the State of California this day of May 24, 2017.

ALEX PADILLA Secretary of State

NP-25 (REV 01/2015)

PAM

RELATED

ATTACHMENT C DISCLOSURE QUESTIONNAIRE & RESPONDENT CERTIFICATION FORM

Instructions: This form must be completed and executed by the respondent organization's president, executive officer, or equivalent responsible party, such as the managing member of an LLC or the general partner of a limited partnership.

Any material misstatement of the information provided in this questionnaire and certification may be grounds for rejection of a proposal or avoidance of a land transaction.

GENERAL INFORMATION

이 마음하게 하늘이 그 아이를 하는데 아니는 아니는 아이가 되었다.	tractual agreements with the C	
LEGAL FORM (e.g. corporation, partners	ership, LLC, joint venture): LL	C
MEMBER ENTITIES: The Relate	ed Companies L.P.	
ADDRESS: 44 Montgomery Street, Suite 1300		
San Francisco	CA	94104
CITY	STATE	ZIP
PHONE: (415) 677-9000	EMAIL: wwitte@rel	ated.com
address of all key personnel. NAME: William Witte	10 117 11 11 11 11 11 11 11 11 11 11 11 11	ess, phone number, and em
address of all key personnel. _{NAME:} William Witte _{ADDRESS:} 44 Montgomery Stree	10 117 11 11 11 11 11 11 11 11 11 11 11 11	ess, phone number, and em
address of all key personnel. _{NAME:} William Witte ADDRESS: 44 Montgomery Stree San Francisco	et, Suite 1300	
KEY PERSONNEL INFORMATION: Paddress of all key personnel. NAME: William Witte ADDRESS: 44 Montgomery Street San Francisco CITY PHONE: (415) 677-9000	et, Suite 1300 CA	94104 ZIP
address of all key personnel. NAME: William Witte ADDRESS: 44 Montgomery Stree San Francisco CITY PHONE: (415) 677-9000	et, Suite 1300 CA STATE	94104 ZIP
address of all key personnel. NAME: William Witte ADDRESS: 44 Montgomery Stree San Francisco CITY PHONE: (415) 677-9000 NAME: Greg Vilkin	et, Suite 1300 CA STATE EMAIL: wwitte@rel	94104 ZIP
address of all key personnel. NAME: William Witte ADDRESS: 44 Montgomery Street San Francisco CITY PHONE: (415) 677-9000 NAME: Greg Vilkin ADDRESS: 44 Montgomery Street	et, Suite 1300 CA STATE EMAIL: wwitte@rel	94104 ZIP
address of all key personnel. NAME: William Witte ADDRESS: 44 Montgomery Stree San Francisco CITY	et, Suite 1300 CA STATE EMAIL: wwitte@rel eet, Suite 1300	94104 ZIP ated.com 94104 ZIP

Balboa Reservoir Development Opportunity, Request for Proposals Disclosure Questionnaire & Respondent Certification

Page 1 of 7

RELATED

ADDRESS: 44 Montgomery Str	eet, Suite 1300	
San Francisco	CA	94104
CITY	STATE	ZIP
PHONE: (415) 677-9000	EMAIL: susan.smar	tt@related.com
NAME:		
ADDRESS:		
CITY	STATE	ZIP
PHONE:	EMAIL:	
NAME:		
ADDRESS:		
CITY	STATE	ZIP
PHONE:	EMAIL:	
NAME:		
ADDRESS:		
CITY	STATE	ZIP
PHONE:	EMAIL:	
NAME:		
ADDRESS:		
CITY	STATE	ZIP
PHONE:	EMAIL:	
Please attach additional sheets as ne	ecessary.	
Balboa Reservoir Development Oppo Disclosure Questionnaire & Respond		Page 2 o

RELATED

DISCLOSURE QUESTIONS

ONDENT NAME: Related California Residential, LLC
name as it would appear on contractual agreements with the City.)
answer to any of the disclosure questions requires additional space for explanation, please additional sheets as necessary.
Have you or any of your principals ever been a party to an agreement with a public entity that was terminated for cause (e.g. breach)? Yes No If yes, identify the public entity, state the nature of the agreement, the date of termination, and the specific reasons for the termination.
Have you or any of your principals ever been a party to an agreement with a public entity the was cancelled without cause? □ Yes ■ No If yes, identify the party to the contract, the date of cancellation, and the specific reason for the cancellation.
Have you or any of your principals ever been in arrears on taxes or fees due to any busines or operation? ☐ Yes ■ No
If yes, identify the jurisdiction and explain.
Have you or any of your principals ever been the subject of an enforcement action taken by any governmental body relating to unfair and/or fraudulent business practices, non-payment of taxes, or violations of any city, county state, or federal regulation, ordinance, or statute? Yes No If yes, identify the governmental body and explain.

Balboa Reservoir Development Opportunity, Request for Proposals Disclosure Questionnaire & Respondent Certification

Page 3 of 7

RELATED

	sure Questions, Cont'd
RESP	ONDENT NAME: Related California Residential, LLC
5.	Have you or any of our principals ever been a party to any regulatory action, including any notice of violation, order, or fine, taken by a regulatory agency, including any local, regional, state, or federal agency with purview over air or water quality (including storm water management), or the handling, storage, or disposal of hazardous or solid waste? Yes No If yes, identify the regulatory agency and explain.
6.	Have you or any of your principals ever been a party to any legal proceedings, actions, convictions, judgements, arbitrations, or mediations? □ Yes ■ No If yes, provide: (a) the date each matter was initiated; (b) the present status of each matter; (c) if a judgement was entered against you, whether the judgement has been satisfied in full and if not, the current status.
7.	Have you or any of your management staff ever been a party to any administrative complaints/hearings filed or any debarments or suspensions or other administrative actions commenced by any federal, state, or local government entity? Yes No If yes, provide: (a) the date each matter was initiated and (b) the present status of each matter.
8.	Have you or any of your principals ever filed for bankruptcy? Yes No If yes, provide: (a) date and jurisdiction of each filing; (b) reason for filing; (c) case numbers and types of cases (e.g., Chapter 7 liquidation or Chapter or 11 or Chapter 13 reorganization); and (d) current status of each case.

RELATED

9.	Describe any business, property, gifts, loans, investments or other financial relationships between you and any member of the SFPUC Commission or the Board of Supervisors (or members of their immediate families), which are financial interests as defined by Section 897103 of the California Fair Political Practices Act.
	N/A
	
10	. Have you or any of your principals ever violated the Campaign Reform Ordinance and/or Conduct code (Section 1.126 of the S.F. Campaign and Governmental Conduct Code, referenced in RFP Section 12.8)? Per No
	If yes, describe (a) the date of each violation and (b) the nature of each violation.

RELATED

RESPONDENT CERTIFICATION

RESP	ONDENT NAME: Related California Residential, LLC
	half of the party named above, the undersigned certify under penalty of perjury under the laws State of California that:
1.	The responses (including any required additional responses of related parties) to this Disclosure Questionnaire ("Questionnaire") and Respondent Certificate ("Certificate") (including any attached sheets) consist of total pages.
2.	The undersigned understands and agrees that the San Francisco Public Utilities Commission ("SFPUC") and the City and County of San Francisco ("City") makes no representations or warranties with respect to the offering described in the Request for Proposals ("RFP"), and that everything relevant to this proposal has been based on either the undersigned's own knowledge or the information provided by the SFPUC and the City in the RFP and on the web page for the RFP.
3.	The undersigned certifies that the Respondent named above has not agreed to pay now or in the future, and has not in fact paid, directly or indirectly, any fee, commission, or other things of value to any City or SFPUC employee, agent, representative, commissioner, or contractor in an effort to influence the SFPUC Commission's decisions regarding the Balboa Reservoir development opportunity.
4.	The undersigned represents that the Respondent has no conflict of interest that could interfere with the development and operations described in the proposal to which this Questionnaire and Certificate are attached.
5.	The undersigned states that the Respondent is familiar with the conflict of interest provisions of Section 15.103 of the San Francisco Charter, certifies that it knows no facts that would constitute a violation of these provisions, and agrees to notify the City immediately upon becoming aware of any facts that would constitute a violation of these provisions. The undersigned further certifies that it has made a complete disclosure to the City of all facts bearing on any possible interests, direct or indirect, which the undersigned believes any officer or employee of the City presently has or will have in the land transaction by the proposal to which this Questionnaire and Certificate are attached or in the performance thereof or in any portion of the profits thereof.
6.	By submitting the proposal to which this Questionnaire and Certificate are attached, the undersigned certifies that the Respondent has read and understands the key terms and conditions of the RFP and, if selected: (1) will satisfy all of the requirements for exclusive negotiations and for any extension thereof and (2) is ready, willing, and able to comply with all City requirements and other terms and conditions of the RFP as they apply to the attached proposal.
7.	By submitting the proposal to which this Questionnaire and Certificate are attached, the undersigned certifies that the Respondent agrees that it will have no claim against the SEPLIC or the City by reason of and waives any and all rights with respect to the following

Balboa Reservoir Development Opportunity, Request for Proposals Disclosure Questionnaire & Respondent Certification

Page 6 of 7

RELATED

RESPONDENT NAME:	Related	California	Residential	LLC

any aspect of the proposal to which this Questionnaire and Certificate are attached; any informalities or defects in the selection process, the rejection of any proposal, the acceptance of any proposal, the execution of any land transaction, the failure to complete any land transaction, and any statement, representation, act, or omission of the City or its agents in connection with the proposal to which this Questionnaire and Certificate are attached or the RFP.

- The individuals signing on behalf of the undersigned is/are authorized representatives of the Respondent with full and complete rights to make the certifications above and to bind the Respondent to the proposal to which this Questionnaire and Certificate are attached.
- 9. The responses provided to this Questionnaire and Certificate were formulated after investigation of the Respondent's operations by myself personally or are based on information provided to me by another responsible person with unlimited authority to obtain the required information. The undersigned represents that each decision-making principal or authorized representative of the Respondent has reviewed and understands the terms and conditions that are the subject of this Questionnaire and Certificate and approved the execution of this Questionnaire and Certificate.
- I believe all information provided in response to this Questionnaire and Certificate is true and correct.

If the Respondent is a joint venture or other form of undertaking by more than one individual or entity, an authorized representative of each principal must sign and date this Certificate below.

0 2 2 2 2	5/20/11
Date:	3/30/17
Date:	
Date:	

Balboa Reservoir Development Opportunity, Request for Proposals

Disclosure Questionnaire & Respondent Certification

Page 7 of 7

SARES REGIS GROUP OF NORTHERN CALIFORNIA

Disclosure Questionnaire & Respondent Certification

ATTACHMENT C

DISCLOSURE QUESTIONNAIRE & RESPONDENT CERTIFICATION FORM

Instructions: This form must be completed and executed by the respondent organization's president, executive officer, or equivalent responsible party, such as the managing member of an LLC or the general partner of a limited partnership.

Any material misstatement of the information provided in this questionnaire and certification may be grounds for rejection of a proposal or avoidance of a land transaction.

GENERAL INFORMATION

LEGAL FOR	RM (e.g. corporation, partnershi	p, LLC, joint venture): De	elaware limited liability comp
MEMBER E	NTITIES: W-K Associates, LLC, a Delawar	e limited liability company 8	&
ADDRESS:	Sares Regis Operating Company 901 Mariners Island Blvd	A TOTAL TOTA	artnership
	San Mateo, CA 94404		
CITY		STATE	ZIP
PHONE:	650-378-2800	EMAIL: jsmith@srgr	nc.com
address of a	ONNEL INFORMATION: Provid all key personnel. Rob Wagner		ress, phone number, and email
	all key personnel. Rob Wagner		ress, phone number, and email
address of a	all key personnel. Rob Wagner 901 Mariners Island Blvd #		ress, phone number, and email
address of a NAME: ADDRESS:_	all key personnel. Rob Wagner	# 700	
address of a	all key personnel. Rob Wagner 901 Mariners Island Blvd #		ZIP
address of a NAME: ADDRESS:_ CITY PHONE:	Rob Wagner 901 Mariners Island Blvd # San Mateo, CA 94404 650-378-2800	#700 STATE	ZIP
address of a NAME: ADDRESS:_ CITY PHONE: NAME:	Rob Wagner 901 Mariners Island Blvd # San Mateo, CA 94404 650-378-2800 Mark Kroll	#700 STATE EMAIL:_rwagner@s	ZIP
address of a NAME: ADDRESS:_ CITY PHONE:	Rob Wagner 901 Mariners Island Blvd a San Mateo, CA 94404 650-378-2800 Mark Kroll 901 Mariners Island Blvd	#700 STATE EMAIL:_rwagner@s	ZIP
address of a NAME: ADDRESS:_ CITY PHONE: NAME:	Rob Wagner 901 Mariners Island Blvd # San Mateo, CA 94404 650-378-2800 Mark Kroll	#700 STATE EMAIL:_rwagner@s	ZIP

SARES REGIS GROUP OF NORTHERN CALIFORNIA

NAME:	Andrew Hudacek		
ADDRESS:	901 Mariners Island Bl	vd #700	
	San Mateo, CA 94404		
CITY		STATE	ZIP
PHONE:	650-378-2800	EMAIL: ahudacek	@srgnc.com
2412.479.=			
NAME:	Todd Regonini	<u> </u>	
ADDRESS:	901 Mariners Island Blv	rd #700	
	San Mateo, CA 94404		
CITY	2.20.00	STATE	ZIP
PHONE: _	650-378-2800	EMAIL: tregonini@	srgnc.com
NAME:	Ginger Bryant		
ADDRESS:	901 Mariners Island Blv	rd #700	
	San Mateo, CA 94404		
CITY		STATE	ZIP
PHONE:	650-378-2800	EMAIL: gbryant@s	rgnc.com
CITY		STATE	ZIP
PHONE:		EMAIL:	
NAME:			
ADDRESS:			
CITY		STATE	ZIP
PHONE:		EMAIL:	
Balboa Rese	h additional sheets as necestroir Development Opportu	nity, Request for Proposals	Page 2 d

SARES REGIS GROUP OF NORTHERN CALIFORNIA

DISCLOSURE QUESTIONS

ONDENT NAME: Sares Regis Group of Northern California, LLC
name as it would appear on contractual agreements with the City.)
answer to any of the disclosure questions requires additional space for explanation, please additional sheets as necessary.
Have you or any of your principals ever been a party to an agreement with a public entity the was terminated for cause (e.g. breach)? Yes X No If yes, identify the public entity, state the nature of the agreement, the date of termination, and the specific reasons for the termination.
Have you or any of your principals ever been a party to an agreement with a public entity that was cancelled without cause? Yes X No If yes, identify the party to the contract, the date of cancellation, and the specific reason for the cancellation.
Have you or any of your principals ever been in arrears on taxes or fees due to any business or operation? Yes X No If yes, identify the jurisdiction and explain.
Have you or any of your principals ever been the subject of an enforcement action taken by any governmental body relating to unfair and/or fraudulent business practices, non-payment of taxes, or violations of any city, county state, or federal regulation, ordinance, or statute? — Yes X No If yes, identify the governmental body and explain.

Balboa Reservoir Development Opportunity, Request for Proposals Disclosure Questionnaire & Respondent Certification

Page 3 of 7

SARES REGIS GROUP OF NORTHERN CALIFORNIA

SP	ONDENT NAME: Sares Regis Group of Northern California, LLC
5.	Have you or any of our principals ever been a party to any regulatory action, including any notice of violation, order, or fine, taken by a regulatory agency, including any local, regiona state, or federal agency with purview over air or water quality (including storm water management), or the handling, storage, or disposal of hazardous or solid waste? Yes X No If yes, identify the regulatory agency and explain.
6.	Have you or any of your principals ever been a party to any legal proceedings, actions, convictions, judgements, arbitrations, or mediations? X₁ Yes □ No If yes, provide: (a) the date each matter was initiated; (b) the present status of each matter; (c) if a judgement was entered against you, whether the judgement has been satisfied in fu and if not, the current status. See attached list
7.	Have you or any of your management staff ever been a party to any administrative complaints/hearings filed or any debarments or suspensions or other administrative actions commenced by any federal, state, or local government entity? Yes X No If yes, provide: (a) the date each matter was initiated and (b) the present status of each matter.
8.	Have you or any of your principals ever filed for bankruptcy? Yes X No If yes, provide: (a) date and jurisdiction of each filing; (b) reason for filing; (c) case numbers and types of cases (e.g., Chapter 7 liquidation or Chapter or 11 or Chapter 13 reorganization); and (d) current status of each case.

Balboa Reservoir Development Opportunity, Request for Proposals Disclosure Questionnaire & Respondent Certification

SARES REGIS GROUP OF NORTHERN CALIFORNIA

	ONDENT NAME: Sares Regis Group of Northern California, LLC
9.	Describe any business, property, gifts, loans, investments or other financial relationships between you and any member of the SFPUC Commission or the Board of Supervisors (commembers of their immediate families), which are financial interests as defined by Section 897103 of the California Fair Political Practices Act.
	NA
10	. Have you or any of your principals ever violated the Campaign Reform Ordinance and/or Conduct code (Section 1.126 of the S.F. Campaign and Governmental Conduct Code, referenced in RFP Section 12.8)? □ Yes ★No

SARES REGIS GROUP OF NORTHERN CALIFORNIA

RESPONDENT CERTIFICATION

Sares Regis Group of Northern California, LLC

RESP	ONDENT NAME: Sares Regis Group of Northern California, LLC
	half of the party named above, the undersigned certify under penalty of perjury under the laws State of California that:
1.	The responses (including any required additional responses of related parties) to this Disclosure Questionnaire ("Questionnaire") and Respondent Certificate ("Certificate") (including any attached sheets) consist of 1 total pages.
2.	The undersigned understands and agrees that the San Francisco Public Utilities Commissio ("SFPUC") and the City and County of San Francisco ("City") makes no representations or warranties with respect to the offering described in the Request for Proposals ("RFP"), and that everything relevant to this proposal has been based on either the undersigned's own knowledge or the information provided by the SFPUC and the City in the RFP and on the web page for the RFP.
3.	The undersigned certifies that the Respondent named above has not agreed to pay now or in the future, and has not in fact paid, directly or indirectly, any fee, commission, or other things of value to any City or SFPUC employee, agent, representative, commissioner, or contractor in an effort to influence the SFPUC Commission's decisions regarding the Balboa Reservoir development opportunity.
4.	The undersigned represents that the Respondent has no conflict of interest that could interfere with the development and operations described in the proposal to which this Questionnaire and Certificate are attached.
5.	The undersigned states that the Respondent is familiar with the conflict of interest provisions of Section 15.103 of the San Francisco Charter, certifies that it knows no facts that would constitute a violation of these provisions, and agrees to notify the City immediately upon becoming aware of any facts that would constitute a violation of these provisions. The undersigned further certifies that it has made a complete disclosure to the City of all facts bearing on any possible interests, direct or indirect, which the undersigned believes any officer or employee of the City presently has or will have in the land transaction by the proposal to which this Questionnaire and Certificate are attached or in the performance thereof or in any portion of the profits thereof.
6.	By submitting the proposal to which this Questionnaire and Certificate are attached, the undersigned certifies that the Respondent has read and understands the key terms and conditions of the RFP and, if selected: (1) will satisfy all of the requirements for exclusive negotiations and for any extension thereof and (2) is ready, willing, and able to comply with all City requirements and other terms and conditions of the RFP as they apply to the attached proposal.
7.	By submitting the proposal to which this Questionnaire and Certificate are attached, the

SFPUC or the City by reason of, and waives any and all rights with respect to, the following:

Balboa Reservoir Development Opportunity, Request for Proposals Disclosure Questionnaire & Respondent Certification

Page 6 of 7

SARES REGIS GROUP OF NORTHERN CALIFORNIA

RESPONDENT NAME: Sares Regis Group of Northern California, LLC

any aspect of the proposal to which this Questionnaire and Certificate are attached; any informalities or defects in the selection process, the rejection of any proposal, the acceptance of any proposal, the execution of any land transaction, the failure to complete any land transaction, and any statement, representation, act, or omission of the City or its agents in connection with the proposal to which this Questionnaire and Certificate are attached or the RFP.

- The individuals signing on behalf of the undersigned is/are authorized representatives of the Respondent with full and complete rights to make the certifications above and to bind the Respondent to the proposal to which this Questionnaire and Certificate are attached.
- 9. The responses provided to this Questionnaire and Certificate were formulated after investigation of the Respondent's operations by myself personally or are based on information provided to me by another responsible person with unlimited authority to obtain the required information. The undersigned represents that each decision-making principal or authorized representative of the Respondent has reviewed and understands the terms and conditions that are the subject of this Questionnaire and Certificate and approved the execution of this Questionnaire and Certificate.
- I believe all information provided in response to this Questionnaire and Certificate is true and correct.

If the Respondent is a joint venture or other form of undertaking by more than one individual or entity, an authorized representative of each principal must sign and date this Certificate below.

Name of principal:	Andrew Fludagek		
Signature:	Most	Date:	5/31/17
Title:	Chief Investment Officer		
Name of principal:			
Signature:		Date:	
Title:			
Name of principal:			
Signature:		Date:	
Title:			

Balboa Reservoir Development Opportunity, Request for Proposals

Disclosure Questionnaire & Respondent Certification

RELATED CALIFORNIA I BALBOA RESERVOIR I 25

Page 7 of 7

SARES REGIS GROUP OF NORTHERN CALIFORNIA

Date Initiated	Title	Type of Matter	Resolution	Notes
5/5/2011	Sohi v. Kirker Creek Apartments	Property Management/Personal Injury	Settled	Sares Regis Group of Northern California, LLC was a participant
1/23/12	Michael Martino v. Sares Regis Group of Northern California, LLC, The Regis Group, Sares Regis Management Company, et al.	Property Management	Settled	
10/3/2013	Jung v. Sares Regis Group	Employment	Settled	Sares Regis Group of Northern California, LLC was a participant

CURTIS DEVELOPMENT

ATTACHMENT C

DISCLOSURE QUESTIONNAIRE & RESPONDENT CERTIFICATION FORM

Instructions: This form must be completed and executed by the respondent organization's president, executive officer, or equivalent responsible party, such as the managing member of an LLC or the general partner of a limited partnership.

Any material misstatement of the information provided in this questionnaire and certification may be grounds for rejection of a proposal or avoidance of a land transaction.

GENERAL INFORMATION

LEGAL FORM	(e.g. corporation, partne	rship, LLC, joint ventu	re):	Sole proprietorship
MEMBER ENT	TITIES:			
ADDRESS:	3743 23rd Street			
San	Francisco	Califo	rnia	94114
CITY		STATE		ZIP
PHONE:	415-609-4996	EMAIL:ch	armaine@c	curtis-development.com
address of all k	Charmaine Curtis	ovide the full name, titl	e, addres	ss, phone number, and e
address of all k	rey personnel.	ovide the full name, titl	e, addres	ss, phone number, and e
address of all k	cey personnel. Charmaine Curtis	ovide the full name, titl		ss, phone number, and e
address of all k NAME: ADDRESS: CITY	cey personnel. Charmaine Curtis	STATE		ZIP
address of all k NAME: ADDRESS: CITY PHONE:	cey personnel. Charmaine Curtis Same as above	STATE		ZIP
address of all k NAME: ADDRESS: CITY PHONE: NAME:	cey personnel. Charmaine Curtis Same as above	STATE		ZIP
address of all k NAME: ADDRESS: CITY PHONE: NAME:	cey personnel. Charmaine Curtis Same as above	STATE		ZIP

Balboa Reservoir Development Opportunity, Request for Proposals Disclosure Questionnaire & Respondent Certification

Page 1 of 7

CURTIS DEVELOPMENT

NAME:			
CITY	STATE	ZIP	
PHONE:	EMAIL:		
NAME:			
CITY	STATE	ZIP	
PHONE:	EMAIL:		
NAME:			
ADDRESS:			_
CITY	STATE	ZIP	
PHONE:	EMAIL:		-
NAME:			
CITY	STATE	ZIP	
PHONE:			
NAME:			
ADDRESS:			
CITY	STATE	ZIP	
PHONE:	EMAIL:	- 2	
Please attach additional she	ets as necessary.		
Balboa Reservoir Developme Disclosure Questionnaire & I	ent Opportunity, Request for Proposals Respondent Certification		Page 2 of 7

CURTIS DEVELOPMENT

If

DISCLOSURE QUESTIONS

	ONDENT NAME:Curtis Development name as it would appear on contractual agreements with the City.)
the a	nswer to any of the disclosure questions requires additional space for explanation, please additional sheets as necessary.
1.	Have you or any of your principals ever been a party to an agreement with a public entity that was terminated for cause (e.g. breach)? Pes No If yes, identify the public entity, state the nature of the agreement, the date of termination, and the specific reasons for the termination.
2.	Have you or any of your principals ever been a party to an agreement with a public entity that was cancelled without cause? Yes No If yes, identify the party to the contract, the date of cancellation, and the specific reason for the cancellation.
3.	Have you or any of your principals ever been in arrears on taxes or fees due to any business or operation? Yes No If yes, identify the jurisdiction and explain.
4.	Have you or any of your principals ever been the subject of an enforcement action taken by any governmental body relating to unfair and/or fraudulent business practices, non-payment of taxes, or violations of any city, county state, or federal regulation, ordinance, or statute?
	□ Yes □ No If yes, identify the governmental body and explain.

Balboa Reservoir Development Opportunity, Request for Proposals Disclosure Questionnaire & Respondent Certification

CURTIS DEVELOPMENT

sure Questions, Cont'd
ONDENT NAME: Curtis Development
Have you or any of our principals ever been a party to any regulatory action, including any notice of violation, order, or fine, taken by a regulatory agency, including any local, regional, state, or federal agency with purview over air or water quality (including storm water management), or the handling, storage, or disposal of hazardous or solid waste? Yes No If yes, identify the regulatory agency and explain.
Have you or any of your principals ever been a party to any legal proceedings, actions, convictions, judgements, arbitrations, or mediations? Yes No If yes, provide: (a) the date each matter was initiated; (b) the present status of each matter; (c) if a judgement was entered against you, whether the judgement has been satisfied in ful and if not, the current status.
Have you or any of your management staff ever been a party to any administrative complaints/hearings filed or any debarments or suspensions or other administrative actions commenced by any federal, state, or local government entity? Yes No If yes, provide: (a) the date each matter was initiated and (b) the present status of each matter.
Have you or any of your principals ever filed for bankruptcy? Yes Do If yes, provide: (a) date and jurisdiction of each filing; (b) reason for filing; (c) case numbers and types of cases (e.g., Chapter 7 liquidation or Chapter or 11 or Chapter 13 reorganization); and (d) current status of each case.

CURTIS DEVELOPMENT

Disclo	sure Questions, Cont'd.
RESP	ONDENT NAME:Curtis Development
9.	Describe any business, property, gifts, loans, investments or other financial relationships between you and any member of the SFPUC Commission or the Board of Supervisors (or members of their immediate families), which are financial interests as defined by Section 897103 of the California Fair Political Practices Act.
	None
10	Have you or any of your principals ever violated the Campaign Reform Ordinance and/or Conduct code (Section 1.126 of the S.F. Campaign and Governmental Conduct Code, referenced in RFP Section 12.8)?
	If yes, describe (a) the date of each violation and (b) the nature of each violation.

CURTIS DEVELOPMENT

RESPONDENT CERTIFICATION

RESP	ONDENT NAME:	Curtis Development
	half of the party name State of California tha	ed above, the undersigned certify under penalty of perjury under the laws it:
1.	Disclosure Question	uding any required additional responses of related parties) to this maire ("Questionnaire") and Respondent Certificate ("Certificate") ned sheets) consist of total pages.
2.	("SFPUC") and the of warranties with resp that everything relev	derstands and agrees that the San Francisco Public Utilities Commission City and County of San Francisco ("City") makes no representations or ect to the offering described in the Request for Proposals ("RFP"), and rant to this proposal has been based on either the undersigned's own formation provided by the SFPUC and the City in the RFP and on the FP.
3.	the future, and has a of value to any City	rtifies that the Respondent named above has not agreed to pay now or in not in fact paid, directly or indirectly, any fee, commission, or other things or SFPUC employee, agent, representative, commissioner, or contractor nce the SFPUC Commission's decisions regarding the Balboa Reservoir unity.
4.	interfere with the de	presents that the Respondent has no conflict of interest that could velopment and operations described in the proposal to which this Certificate are attached.
5.	of Section 15.103 of constitute a violation becoming aware of undersigned further bearing on any poss officer or employee proposal to which the	ates that the Respondent is familiar with the conflict of interest provisions if the San Francisco Charter, certifies that it knows no facts that would not these provisions, and agrees to notify the City immediately upon any facts that would constitute a violation of these provisions. The certifies that it has made a complete disclosure to the City of all facts sible interests, direct or indirect, which the undersigned believes any of the City presently has or will have in the land transaction by the is Questionnaire and Certificate are attached or in the performance tion of the profits thereof.
6.	undersigned certifier conditions of the RF negotiations and for	oposal to which this Questionnaire and Certificate are attached, the s that the Respondent has read and understands the key terms and P and, if selected: (1) will satisfy all of the requirements for exclusive any extension thereof and (2) is ready, willing, and able to comply with s and other terms and conditions of the RFP as they apply to the
7.	undersigned certifie	oposal to which this Questionnaire and Certificate are attached, the s that the Respondent agrees that it will have no claim against the by reason of, and waives any and all rights with respect to, the following:

Balboa Reservoir Development Opportunity, Request for Proposals Disclosure Questionnaire & Respondent Certification

Page 6 of 7

CURTIS DEVELOPMENT

R	ESPONDENT NAME: Curtis Development	
	any aspect of the proposal to which this Questionnaire and Ce informalities or defects in the selection process, the rejection of acceptance of any proposal, the execution of any land transaction, and any statement, representation, act, of agents in connection with the proposal to which this Questions attached or the RFP.	of any proposal, the stion, the failure to complete or omission of the City or its
8.	The individuals signing on behalf of the undersigned is/are aut Respondent with full and complete rights to make the certifical Respondent to the proposal to which this Questionnaire and C	tions above and to bind the
9.	The responses provided to this Questionnaire and Certificate investigation of the Respondent's operations by myself person information provided to me by another responsible person with the required information. The undersigned represents that each authorized representative of the Respondent has reviewed an conditions that are the subject of this Questionnaire and Certificate.	nally or are based on n unlimited authority to obtain th decision-making principal o d understands the terms and
40		and the second section is
	I believe all information provided in response to this Questionr correct.	
If the I entity,	correct. Respondent is a joint venture or other form of undertaking by mo an authorized representative of each principal must sign and de	ore than one individual or
If the I entity,	correct. Respondent is a joint venture or other form of undertaking by mo an authorized representative of each principal must sign and do of principal: Charmaine Curtis	ore than one individual or
If the I entity, Name	correct. Respondent is a joint venture or other form of undertaking by mo an authorized representative of each principal must sign and do of principal: Charmaine Curtis	ore than one individual or ate this Certificate below.
If the I entity, Name Signal	correct. Respondent is a joint venture or other form of undertaking by me an authorized representative of each principal must sign and de of principal: Charmaine Curtis Ture: Date:	ore than one individual or ate this Certificate below.
If the I entity, Name Signal	correct. Respondent is a joint venture or other form of undertaking by me an authorized representative of each principal must sign and de of principal: Charmaine Curtis Ture: Date:	ore than one individual or ate this Certificate below.
If the I entity, Name Signal	correct. Respondent is a joint venture or other form of undertaking by make an authorized representative of each principal must sign and description of principal: Charmaine Curtis ture: Date: Owner/Principal	ore than one individual or ate this Certificate below.
If the I entity, Name Signal Title: _	correct. Respondent is a joint venture or other form of undertaking by make an authorized representative of each principal must sign and description of principal: Charmaine Curtis ture: Date: Owner/Principal	ore than one individual or ate this Certificate below.
If the I entity, Name Signal Title: _	correct. Respondent is a joint venture or other form of undertaking by make an authorized representative of each principal must sign and description of principal: Charmaine Curtis ture: Date: Owner/Principal	ore than one individual or ate this Certificate below.
If the I entity, Name Signal Title: Signal Title:	correct. Respondent is a joint venture or other form of undertaking by make an authorized representative of each principal must sign and description of principal: Charmaine Curtis ture: Date: Owner/Principal of principal: Date: Date:	ore than one individual or ate this Certificate below. May 31, 2017

Please attach any additional signature pages as necessary.

Disclosure Questionnaire & Respondent Certification

Balboa Reservoir Development Opportunity, Request for Proposals

Page 7 of 7

TENDERLOIN NEIGHBORHOOD DEVELOPMENT CORPORATION

ATTACHMENT C

DISCLOSURE QUESTIONNAIRE & RESPONDENT CERTIFICATION FORM

Instructions: This form must be completed and executed by the respondent organization's president, executive officer, or equivalent responsible party, such as the managing member of an LLC or the general partner of a limited partnership.

Any material misstatement of the information provided in this questionnaire and certification may be grounds for rejection of a proposal or avoidance of a land transaction.

GENERAL INFORMATION

inimate and in the	anneafit corneration
joint venture):	onprofit corporation
CA	94102
STATE	ZIP
AL: klamont@tnd	c.org
CA	94102
STATE	ZIP
	ZIP
STATE	ZIP
STATE	ZIP
STATE ALL: dfalk@tm	ZIP dc.org

TENDERLOIN NEIGHBORHOOD DEVELOPMENT CORPORATION

NAME: Cynthia Alvarez, Chief Po	NAT 7 NO. 12 2103 213	
ADDRESS: 201 Eddy Street	CA	0.1102
San Francisco	CA	94102
CITY PHONE: 415 358-3974	STATEEMAIL:calvarez@t	ZIP ndc.org
NAME:Katherine Lamont, Direc	ctor of Housing Development	
ADDRESS: 201 Eddy Street		04102
San Francisco	CA	94102
CITY	STATE	ZIP
PHONE: 415 358-3921	EMAIL:klamont@tr	ide.org
NAME:Yvette Robinson, Director ADDRESS:201 Eddy Street San Francisco	CA	94102
		ZIP
CITY PHONE: 415 358-3924	STATE vrobinson@t	
NAME:		
ADDRESS:		
CITY	STATE	ZIP
PHONE:	EMAIL:	
NAME:		
ADDRESS:		
CITY	STATE	ZIP
PHONE:	EMAIL:	
Please attach additional sheets as	s necessary.	
Balboa Reservoir Development O Disclosure Questionnaire & Respo	pportunity, Request for Proposals	Page 2 d

TENDERLOIN NEIGHBORHOOD DEVELOPMENT CORPORATION

DISCLOSURE QUESTIONS

	inswer to any of the disclosure questions requires additional space for explanation, please additional sheets as necessary.
	Have you or any of your principals ever been a party to an agreement with a public entity the was terminated for cause (e.g. breach)? Yes No If yes, identify the public entity, state the nature of the agreement, the date of termination, and the specific reasons for the termination.
2.	Have you or any of your principals ever been a party to an agreement with a public entity the was cancelled without cause? Yes No If yes, identify the party to the contract, the date of cancellation, and the specific reason for the cancellation.
3.	Have you or any of your principals ever been in arrears on taxes or fees due to any busines or operation? Yes No If yes, identify the jurisdiction and explain.
4.	Have you or any of your principals ever been the subject of an enforcement action taken by any governmental body relating to unfair and/or fraudulent business practices, non-paymen of taxes, or violations of any city, county state, or federal regulation, ordinance, or statute? Yes No

Balboa Reservoir Development Opportunity, Request for Proposals Disclosure Questionnaire & Respondent Certification

Page 3 of 7

TENDERLOIN NEIGHBORHOOD DEVELOPMENT CORPORATION

DNDENT NAME:Tenderloin Neighborhood Development Corporation
Have you or any of our principals ever been a party to any regulatory action, including any notice of violation, order, or fine, taken by a regulatory agency, including any local, regional, state, or federal agency with purview over air or water quality (including storm water management), or the handling, storage, or disposal of hazardous or solid waste? Yes No If yes, identify the regulatory agency and explain.
Have you or any of your principals ever been a party to any legal proceedings, actions, convictions, judgements, arbitrations, or mediations? Yes No If yes, provide: (a) the date each matter was initiated; (b) the present status of each matter; (c) if a judgement was entered against you, whether the judgement has been satisfied in full and if not, the current status.
Have you or any of your management staff ever been a party to any administrative complaints/hearings filed or any debarments or suspensions or other administrative actions commenced by any federal, state, or local government entity? Yes No If yes, provide: (a) the date each matter was initiated and (b) the present status of each matter.
Have you or any of your principals ever filed for bankruptcy? □ Yes ℚ No

Disclosure Questionnaire & Respondent Certification

TENDERLOIN NEIGHBORHOOD DEVELOPMENT CORPORATION

	DNDENT NAME: Tenderloin Neighborhood Development Corporation
9.	Describe any business, property, gifts, loans, investments or other financial relationships between you and any member of the SFPUC Commission or the Board of Supervisors (of members of their immediate families), which are financial interests as defined by Section 897103 of the California Fair Political Practices Act.
	None
10	. Have you or any of your principals ever violated the Campaign Reform Ordinance and/or
10	Conduct code (Section 1.126 of the S.F. Campaign and Governmental Conduct Code,
	referenced in RFP Section 12.8)? Yes No

DISCLOSURE QUESTIONNAIRE & RESPONDENT CERTIFICATION FORM

TENDERLOIN NEIGHBORHOOD DEVELOPMENT CORPORATION

RESPONDENT CERTIFICATION

	nalf of the party named above, the undersigned certify under penalty of perjury under the laws State of California that:
1.	The responses (including any required additional responses of related parties) to this Disclosure Questionnaire ("Questionnaire") and Respondent Certificate ("Certificate") (including any attached sheets) consist of $\frac{7}{}$ total pages.
2.	The undersigned understands and agrees that the San Francisco Public Utilities Commission ("SFPUC") and the City and County of San Francisco ("City") makes no representations or warranties with respect to the offering described in the Request for Proposals ("RFP"), and that everything relevant to this proposal has been based on either the undersigned's own knowledge or the information provided by the SFPUC and the City in the RFP and on the web page for the RFP.
3.	The undersigned certifies that the Respondent named above has not agreed to pay now or in the future, and has not in fact paid, directly or indirectly, any fee, commission, or other things of value to any City or SFPUC employee, agent, representative, commissioner, or contractor in an effort to influence the SFPUC Commission's decisions regarding the Balboa Reservoir development opportunity.
4.	The undersigned represents that the Respondent has no conflict of interest that could interfere with the development and operations described in the proposal to which this Questionnaire and Certificate are attached.
5.	The undersigned states that the Respondent is familiar with the conflict of interest provisions of Section 15.103 of the San Francisco Charter, certifies that it knows no facts that would constitute a violation of these provisions, and agrees to notify the City immediately upon becoming aware of any facts that would constitute a violation of these provisions. The undersigned further certifies that it has made a complete disclosure to the City of all facts bearing on any possible interests, direct or indirect, which the undersigned believes any officer or employee of the City presently has or will have in the land transaction by the proposal to which this Questionnaire and Certificate are attached or in the performance thereof or in any portion of the profits thereof.
6.	By submitting the proposal to which this Questionnaire and Certificate are attached, the undersigned certifies that the Respondent has read and understands the key terms and conditions of the RFP and, if selected: (1) will satisfy all of the requirements for exclusive negotiations and for any extension thereof and (2) is ready, willing, and able to comply with all City requirements and other terms and conditions of the RFP as they apply to the attached proposal.
7.	By submitting the proposal to which this Questionnaire and Certificate are attached, the undersigned certifies that the Respondent agrees that it will have no claim against the SFPUC or the City by reason of, and waives any and all rights with respect to, the following:
Balboa Disclos	a Reservoir Development Opportunity, Request for Proposals Page 6 of Sure Questionnaire & Respondent Certification

DISCLOSURE QUESTIONNAIRE & RESPONDENT CERTIFICATION FORM

TENDERLOIN NEIGHBORHOOD DEVELOPMENT CORPORATION

	SPONDENT	14/410	E	derioni iveig	moormood Deven	opment Cor	poration		
	any aspect of the proposal to which this Questionnaire and Certificate are attached; any informalities or defects in the selection process, the rejection of any proposal, the acceptance of any proposal, the execution of any land transaction, the failure to complete any land transaction, and any statement, representation, act, or omission of the City or its agents in connection with the proposal to which this Questionnaire and Certificate are attached or the RFP. 8. The individuals signing on behalf of the undersigned is/are authorized representatives of the Respondent with full and complete rights to make the certifications above and to bind the Respondent to the proposal to which this Questionnaire and Certificate are attached.								
8.									
9.	investigation information the required authorized	n of the provide infor- representation	ne Responded to mation. Sentative the sur	ondent's op ne by anoth The unders of the Resubject of this	perations by my er responsible p signed represent spondent has re s Questionnaire	self person person with its that eac eviewed an	were formulated after lally or are based on a unlimited authority to obtain the decision-making principal or dunderstands the terms and ficate and approved the		
10). I believe all correct.	inforr	nation p	rovided in I	response to this	Question	naire and Certificate is true and		
							ore than one individual or ate this Certificate below.		
	of principal:								
Signat	ture:	Re	Su				May 31, 2017		
Signat	ture:(Recial Of	fficer	_					
Signat Title: _	Chief Finance of principal:	Recial Of	fficer			Date: _	May 31, 2017		
Signal Title: _ Name Signal	Chief Finance of principal:	Re-	fficer			Date: _			
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Signal Title: _ Name Signal Title: _	chief Finance cof principal:	Recial Of	fficer			Date: _	May 31, 2017		
Signal Title: _ Name Signal Title: _ Name	chief Finance cof principal:	Recial Of	fficer			Date: _	May 31, 2017		
Signat Title: _ Name Signat Title: _ Name Signa Title: _	ture: Chief Finance of principal: ture: of principal:	Recial Of	fficer			Date: _	May 31, 2017		

Disclosure Questionnaire & Respondent Certification

DEVELOPMENT TEAM REFERENCES

Related

TIFFANY GRIEGO

DIRECTOR, ASSET MANAGEMENT STANFORD UNIVERSITY 660-724-4784 tgriego@stanford.edu Stanford Real Estate 3160 Porter Drive, Suite 200 Palo Alto, California 94304

ANDY AGLE

DIRECTOR OF HOUSING AND ECONOMIC DEVELOPMENT CITY OF SANTA CLARA andy.agle@smgov.net 310-458 2251 1901 Main Street, Suite C Santa Monica, CA 90405

MALIA COHEN

SUPERVISOR CITY AND COUNTY OF SAN FRANCISCO Malia.Cohen@sfgov.org 415-554-7670 1 Dr. Carlton B. Goodlett Place City Hall, Room 244 San Francisco, Ca 94102-4689

LISA GILLMOR

MAYOR, CITY OF SANTA CLARA Igillmor@santaclaraca.gov 408-615-2250 1500 Warburton Avenue Santa Clara, CA 95050

Sares Regis Group of Northern California

GREG SCHARFF

MAYOR, CITY OF PALO ALTO greg.scharff@cityofpaloalto.org 650-868-9303 445 Seale Avenue Palo Alto, CA 94301

SAM LICCARDO

MAYOR, CITY OF SAN JOSE Sam.Liccardo@sanjoseca.gov 408-535-4903 200 East Santa Clara Street, 18th Floor San Jose, CA 95113

JESSICA VON BORCK

ASSISTANT CITY MANAGER, CITY OF FREMONT JvBorck@fremont.gov 510-284-4008 3300 Capitol Ave. Fremont, CA 94538

DEVELOPMENT TEAM REFERENCES

Curtis Development

ARTHUR EVANS

FORMER CEO A. F. EVANS COMPANY aevans@afevans.com 510-708-1438 Worked for Art for 6 years as President of multi-family subsidiary

RON NAHAS

RAFANELLI & NAHAS RNahas@rafnah.com 925-254-8800 Co-developer and partner on 162 unit building currently under construction in Oakland

JOSEPH BOSS

ljosephboss@gmail.com 415-647-7677 Potrero Hill community member

Tenderloin Neighborhood Development Corp.

CARL SHANNON

MANAGING DIRECTOR, TISHMAN SPEYER 415-344-6630 cshannon@tishmanspeyer.com

SCOTT FALCONE

CITIZENS HOUSING CORPORATION (now dissolved)
415-218-0411
scott@falconedevelopment.com

GAIL GILMAN

EXECUTIVE DIRECTOR, COMMUNITY HOUSING PARTNERSHIP 415-929-2470 GGilman@chp-sf.org

LETTERS OF INTEREST



STATE TEACHERS RETIREMENT SYSTEM OF OHIO

San Francisco, CA 94111-5428

Western Office 1 California Street Suite 2700

415-352-3280 415-352-3293 (fax)

re.strsoh.org

May 31, 2017

Ms. Susan Smartt Executive Vice President Related California Residential, LLC 44 Montgomery St #1300 San Francisco, CA 94104

Re:

Balboa Reservoir Property San Francisco, California

RETIREMENT BOARD CHAIR ROBERT STEIN

RETIREMENT BOARD VICE CHAIR MARK HILL

EXECUTIVE DIRECTOR

Dear Susan:

Please accept this letter as an expression of strong interest by the State Teachers Retirement System of Ohio (STRS Ohio) to provide equity capital for Related's proposed mixed income development known as the Balboa Reservoir Property in San Francisco. Based on our experience in partnership with Related at The Paramount, our knowledge of the San Francisco market, our tour of the site, and a review of the preliminary project economics, we agree that the proposed project would be very desirable particularly through its targeting of affordability for people of all ranges of income.

We understand that the proposed project will consist of approximately 680 residential units, including 120 market rate for-sale units, 444 mixed-income rental units, and 116 below market rate condominiums Of the 680 units total, we understand that 50% of these will be affordable.

STRS Ohio has provided equity to Related on nine similar transactions (including the Paramount and The Emerson in California) totaling over two thousand apartment units, so we are very comfortable with this structure. This opportunity follows our investment criteria, which includes core multifamily properties in high density urban locations in markets with high barriers to entry. The anticipated equity investment of approximately \$70 million (of which Related would contribute 10%) is within our capital resources.

We would look forward to continuing our long and successful relationship with Related. All financing decisions would be subject to approval of our investment committee, the review and approval of business terms, required due diligence, and site assessment reports.

Sincerely,

William A. Shurman Director-West Region

but She

State Teachers Retirement System of Ohio



David Martin Executive Vice President

Commercial Real Estate — New York 150 E. 42nd Street, 37th floor New York, NY 10017

Tel: 212.214.7490 Fax 917.260.1386 davidmm@wellsfargo.com

May 25, 2017

Mr. Gregory Vilkin President Related California Residential 44 Montgomery Street, Suite 1300 San Francisco, CA 94104

RE: Balboa Reservoir Financing Interest

Dear Mr. Vilkin:

Wells Fargo Bank, N.A. ("Wells Fargo") would like to express its possible interest in providing financing to Related in connection with the Balboa Reservoir Site in San Francisco, California. We welcome the opportunity to further discuss this new and exciting project with you and value the relationship we've cultivated with Related over the past 19+ years.

We consider Related to be a core client and our relationship with your firm continues to grow and be strong. Over the years, we've financed numerous projects on both a secured and unsecured basis, through multiple product lines, and in various geographies. Additionally, Wells Fargo and Related have deep relationships at the senior level of both firms dating 30+ years. As of April 2017, Wells Fargo has over \$1 billion of loan commitments to Related and is in varying stages of committing and closing several upcoming transactions.

Wells Fargo is headquartered in San Francisco and has over \$130Bn in real estate financing throughout the nation. We continue to be committed to real estate lending in the San Francisco market and look forward to discussing the Balboa Reservoir financing with you in more detail.

Please note that this letter is a preliminary expression of interest only and is not a commitment to lend.

Sincerely,

By:

Wells Fargo Bank, National Association

Name: David Martin

Title: Executive Vice President

Together we'll go far

THE STATE

Wells Fargo Bank, N.A.

LETTERS OF INTEREST

The Resmark[®] Companies

May 30, 2017

Re: Balboa Reservoir RFP

To Whom It May Concern,

The Related Companies ("Related") and Sares Regis Group Of Northern California ("SRGNC") have presented us with the opportunity to potentially invest with them in the for-sale component of the Balboa Reservoir property, if they are selected to purchase and develop Balboa Reservoir by The City and County of San Francisco.

SRGNC is a long-time valued partner of The Resmark Companies – we have successfully invested with them in both for-sale and for-rent development projects across the Bay Area for over 10 years. They would be the excellent choice to execute the for-sale homes portion of the development.

In addition, The Resmark Companies partnered with Related on their very successful Ocean Avenue South project in Santa Monica, CA (featured in the group's RFQ). We believe Bill Witte and his team are premiere master developers.

If this team is selected to acquire the property, The Resmark Companies is interested in proceeding in assisting them in their development. Our involvement would be as an equity partner, subject to our full evaluation, review and due diligence.

Founded in 1995, The Resmark Companies is an institutional investment advisor with offices located in Los Angeles, Irvine, San Diego, California and McLean, Virginia. To date, Resmark has invested over \$3B of equity in more than 200 investments. For more information about us please visit our website: http://www.resmark.com.

Sincerely

Mitchell Goodman Senior Vice President The Resmark Companies

Land and Housing Apartment Living Impact Ventures

10880 Wilshire Boulevard Suite 1420 Los Angeles California 90024 PHONE (310) 474-8400 FAX (310) 474-8440

Resmark.com

LETTERS OF INTEREST

ComericA Bank

May 24, 2017

Mr. Andrew Hudacek Chief Investment Officer Sares Regis Group of Northern California 901 Mariners Island Boulevard, Suite 700 San Mateo, CA 94404

Re: Balboa Reservoir Property, Lender Interest

To Whom It May Concern,

Comerica Bank is a regional bank with a long history of construction lending in the Bay Area. We have been fortunate to know Sares Regis Group of Northern California ("SRGNC") as a developer, borrower and client for over 20 years now and have closed over \$300,000,000 of construction loans with them on both multi-family rental and for sale housing projects. In 2016, we closed a \$33,000,000 construction loan for a 90 unit multi-family project in Redwood City, California , and a \$38,000,000 construction loan for 73 for sale housing units in Belmont, California. As further evidence of our comfort with SRGNC, the principals and founders of the company have been through many up and down cycles with Comerica, and their relationship with the bank is valued all the way to the top executives of the bank.

Balboa Reservoir Property is the type of for sale housing community that we are comfortable lending on and a preliminary review of the proforma allows us to conclude that this type and size of construction project on which we would be happy to lend.

Please feel free to contact me directly with any questions or comments. I can be reached at my office at 408.556.5325 or on my cell at 408.348.1759.

Sincerely,

Candice Eggleston

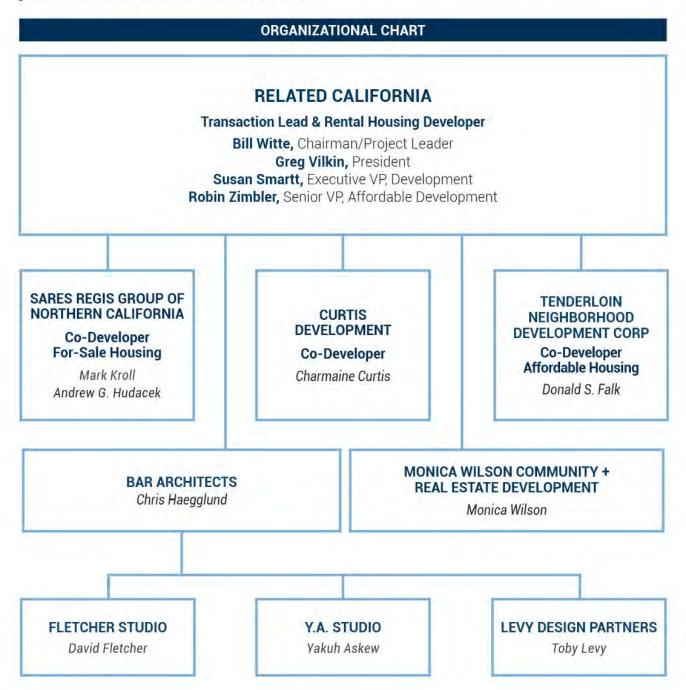
Vice President-Western Division

Commercial Real Estate, Comerica Bank

PART 2 DEVELOPER PARTNERSHIP

DEVELOPER PARTNERSHIP

Related Companies of California and Sares Regis Group of Northern California, along with our development team partners, are pleased to submit our response to the Request for Proposal to design, entitle, purchase, and develop 17-acre SF PUC-owned property located in San Francisco, known as Balboa Reservoir. The general roles of the team members are as follows:



TENDERLOIN NEIGHBORHOOD DEVELOPMENT CORP

The Tenderloin Neighborhood Development Corporation (TNDC) provides affordable housing and services for over 4,100 low-income residents in 6 San Francisco neighborhoods, building community and promoting equitable access to opportunity and resources. Founded in 1981 by a few people in the Tenderloin District of San Francisco, TNDC now has 39 properties in its property portfolio and employs 319 people, some who live in TNDC affordable housing buildings. In addition to housing development, TNDC focuses on community organizing, urban food growth and land use, and its after-school program with the idea that everyone should have good quality housing and good quality of life in the city they love. This year, TNDC celebrates its 35th birthday!

At TDNC, we believe opportunity knocks only when you have a door. In San Francisco, TNDC envisions diverse communities where people with low incomes can fulfill their potential and meet their basic needs. Their housing is affordable and near amenities and services enhance the quality of their lives. People feel safe and supported by their community. All are invited to offer their voice in the issues that shape their lives.

In San Francisco, California, TNDC stands as a catalyst for advancing community interests and a force for expanding the choices that enhance livability, including housing, employment, education, food, cultural activities, and open spaces.

As a healthy organization, TNDC is viewed as a trusted and well-organized community ally locally and is a practice leader nationally. We contribute throughout San Francisco by providing affordable housing and other resources partly by partnering effectively with many other organizations and by supporting resident leadership.

TENDERLOIN NEIGHBORHOOD DEVELOPMENT CORP



Donald S. Falk
Chief Executive Officer

As Chief Executive Officer of Tenderloin Neighborhood Development Corporation (TNDC), Donald S. Falk leads the community-based, nonprofit housing development, management and social services agency in San Francisco with nearly 325 employees and 33 properties containing about 3000 homes housing nearly 3600 people, nearly 25% of whom came to the organization out of homelessness. From 1982-1994, Falk held a variety of positions with Jubilee West, a neighborhood based nonprofit that provides services and housing in West Oakland. He chairs the Community Leadership Council and serves on the Boards of Directors of Enterprise Community Partners and the Corporation for Supportive Housing. He serves on advisory boards of NeighborWorks America, St. Francis Memorial Hospital Foundation, and the Federal Home Loan Bank of San Francisco. He is the past president of the Nonprofit Housing Association of Northern California, on whose board he served for seven years. Falk has a master's degree in Public Policy

from the University of California, Berkeley, and a bachelor's degree with honors in Economics and Urban Studies from Oberlin College.



Elizabeth Orlin Chief Operating Officer

Elizabeth Orlin joined TNDC in June of 2006 as Chief Operating Officer. Prior, she served as Associate Director for the Corporation for Supportive Housing in Oakland. She also served as Program Officer and Assistant Program Officer from 1998 through early 2003. Before CSH, Orlin worked for the Trustees of Columbia University's CSS Program in New York where she was a program director and program supervisor, as well as a senior case manager. Orlin has completed social work internships from the CSS Program and the Sunset Park Mental Health Clinic in Brooklyn and began her career in social work at the Women Against Abuse Legal Center in Philadelphia in 1988. Orlin has a master's degree in Public Health from Columbia University, a master's degree of Social Work from New York University, and a bachelor's degree in Sociology and Anthropology from Haverford College.

FLETCHER STUDIO





Fletcher Studio is an innovative and award winning collaborative practice providing comprehensive professional services in Landscape Architecture, Urban Design, and Environmental Planning. The firm is committed to a collaborative and contextual approach to spatial design practice and to the planning of unique and sustainable landscapes, urban spaces, and living infrastructures. Design and planning solutions are proposed based on interaction with diverse stakeholders, and respond to the processes, histories, policies, economies and ecologies that are specific to a place. The firm is based in San Francisco, with projects throughout the Western Region.

Founding Principal of Fletcher Studio, David Fletcher is a Landscape Architect with 20 years of project experience. He has had significant experience in the design and project management of a variety of green infrastructure, public space, open space planning, housing, and streetscape projects. This experience has given David the design ability and technical experience to complete the conceptual, schematic and permanent portions of the project scope.

From their extensive work in projects and master planning in San Francisco, Fletcher Studio has gained experience in collaborating with multiple public agencies to maintain design quality and cost control. In addition, the firm has led community outreach efforts on strategic planning studies requiring the analysis of geographic site feasibility, site specific usage and programming, workshop leadership, and design review. The office is fully staffed, with the most current hardware and software resources to meet project goals. Fletcher Studio is presently working on construction administration for South Park, a beloved 1.1 acre public space in San Francisco. The firm is also working on the Dogpatch Central Waterfront Public Realm Plan and the Dogpatch Stairs, and recently completed their work on Summit Park. The studio was awarded 2015 and 2016 ASLA Honors Awards in the Residential Design category for their work on 300 lvy and Rivermark.

FLETCHER STUDIO



David Fletcher, ASLA RLA

Principal

David Fletcher is an urban designer and landscape architect, professor, and writer. His work addresses process, urbanized watersheds, green infrastructure, and post-industrial urbanism. David was recently an Artist in Residence at the Headlands Center for the Arts, in the category of Architecture and the Environment. He also received an Honor Award from the Boston Society of Landscape Architects for environmental planning work in Beirut, Lebanon. Fletcher Studio's work was recently featured in "La Ville Fertile", a survey of contemporary spatial practices at La Cité, Paris. The office's work has also been exhibited at La Gaîté Lyrique (Paris), the Cooper Union, Acadia 2012, the San Francisco Museum of Craft and Design. The Studio for Urban Projects, the Institute for Contemporary Art (Boston), the University of Toronto, UC Berkeley, MAK Center Vienna, the San Jose Biennial, the Toronto Free Gallery, and at sci_Arc.



Y.A. STUDIO





Y.A. studio is an architectural design studio committed to bringing an innovative and modern approach to design. Our practice is collaborative, supportive, and committed to developing skilled professionals who continue to improve our built environment and elevate our social discourse. We strive to understand the client's needs and nurture a vision that integrates sustainable practices, wellcrafted details, and holistic designs. We engage the community, support the environment, respect budgets and schedules, enjoy challenges, and craft solutions that often exceed client expectations. We embrace a diverse portfolio that includes custom single family homes, affordable housing, large multi-family developments, restaurants, office and retail. We are thoughtful, creative, experienced, engaging, socially responsibility and environmental stewards. Y.A. studio is registered as a Certified Minority-Owned, San Francisco Local Business Enterprise (LBE), and Micro Business Enterprise (MBE).

The firm has played an active role in some 200 units of new housing in San Francisco's Mission District—a flash point for issues surrounding gentrification, the lack of new affordable housing

gentrification, the lack of new affordable housing developments, and the demolition of older San Francisco housing stock. In doing so, Y.A. studio has a record of being an effective bridge between the client's programmatic needs, larger neighborhood concerns and the overall landscape of the city.

Y.A. STUDIO



Yakuh Askew, AIA, NOMA, LEED AP Principal

Since establishing Y.A. studio in 2004, Yakuh Askew, AIA, NOMA, LEED AP, has fostered a collaborative and creative studio that is versatile, efficient and effective. A native of San Francisco, he is passionate about socially responsible growth and has fought to balance the needs of the community, the environment and individual clients. Yakuh is a graduate of Cal Poly, San Luis Obispo, CA and has traveled extensively. Prior to Y.A. studio his portfolio included large corporate offices, restaurant design, and single-family residential work. Yakuh is a member of the Nation Organization of Minority Architects (NOMA), Citizen's Bond Oversight Committee (CBOC), SPUR, AIA, and an avid ice hockey player.



LEVY DESIGN PARTNERS





Founded in 1979, Levy Design Partners is a woman-owned architecture firm based in San Francisco providing complete architectural services from programming and conceptual design to construction administration.

LDP has successfully completed a wide variety of market-rate and affordable multi-family housing projects in San Francisco, the Peninsula and the East Bay.

Our 35-year firm history and portfolio of many long term clients include private developers, large corporations, government agencies, public and private educational facilities, and non-profit organizations. These clients can attest to our ability to maintain design and production quality on complex projects and to our commitment to meeting the functional, financial and schedule constraints critical to a project's success.



LEVY DESIGN PARTNERS



Toby S. Levy, FAIA Principal & Founder

As founding principal of Levy Design Partners in 1979, Toby S. Levy brings almost forty years of highly-engaged leadership in the design profession and community. She oversees and participates in all aspects of the firm's work from programming to design, design production, and construction. Her work has been widely recognized, and the American Institute of Architects honored her with the title of Fellow (FAIA) in recognition of her contribution to advancing the standards of architectural practice, education and training. Throughout her years of professional practice, she has regularly taught architecture at institutions including the University of California at Berkeley, Columbia University and the California College of the Arts and Crafts. As a result of her participation on the University of California at Berkeley Design Review Team and the AIA Design Review Committee, she has developed a broad perspective on the successful resolution of design problems. Toby has long

been committed to positive community input in the design process. As vice chair of the Western SOMA Citizen Planning Taskforce she helped guide rezoning and as the leader of the South Park Improvement Association she spearheaded the funding and design of the recent revision of South Park in San Francisco.

MONICA WILSON/COMMUNITY + REAL ESTATE DEVELOPMENT

With offices in San Francisco's Bayview district, Monica Wilson/Community + Real Estate Development, is a woman-owned, small and emerging consulting firm (LBE/WBE) specializing in developing, implementing, and monitoring comprehensive Economic and Community Development services including the following:

- SBE Procurement: Professional Services and Construction
- Small and Emerging Contractor Development Services (Professional Services and Construction firms)
- · Workforce: Construction
- Internship/Trainee: CIWI (Construction Industry Workforce Initiatives)
- Community Benefits Strategic Planning and Implementation
- Extensive Community Outreach and Engagement

MONICA WILSON/COMMUNITY + REAL ESTATE DEVELOPMENT

Monica Wilson

Principal & Founder

Monica Wilson has over 25 years of consulting and real estate development experience in the Bay Area implementing complex, large scale, public/private projects. She has worked extensively in the following Bay Area urban markets: San Francisco (including Bayview, Mission District, and Western Addition), Richmond, Oakland, and Berkeley. Community-based outreach includes engaging with the following core groups: small and emerging community-based businesses and associations, community-based organizations, residents, neighborhood access point systems, faith-based entities.

Over the last several years, Monica has completed numerous LBE/SBE Professional Services procurement assignments all achieving or exceeding LBE and/or SBE percent participation goals. In addition, extensive community-based outreach and engagement, including local professional services/trade organizations, community organizations, local chambers of commerce, and community newspapers, is conducted within the larger LBE/SBE community to maximize project awareness and exposure. In total, she has provided targeted economic and community development services to ensure that over \$25 million in SBE/LBE contracting opportunities were awarded to local small and emerging businesses, including MBEs and WBEs.

Monica is also the Program Director (and a founding member) of Construction Industry and Workforce Initiative (CIWI), is a young adult program targeted to students (18-21 +/- years) enrolled in a two- to four year- college program. CIWI goals are to provide direct construction industry work experience, a comprehensive leadership and mentor component, personal, and educational and career development opportunities for young adults with an interest in construction and/or related fields (such as Real Estate Development, Architecture, Urban Design, and Civic Engagement) so that they may gain a greater awareness of the construction industry, which may ultimately lead to pursuing education and career opportunities within the field.

For over five years, Ms. Wilson worked for Sedway Consulting, a San Francisco-based economics consulting firm, on numerous community-based economic and community development assignments such as early stage market feasibility studies/due diligence for Hunters Point Shipyard, the Clinton Administration's Empowerment Zone/Enterprise Community initiatives, and several HOPE VI/HOPE SF projects.

PART 3 PROJECT PROPOSAL

DEVELOPMENT PROGRAM

PROGRAM	TYPE	TARGET AMI	% MIX	% MIX	UNITS	AVE NSF	Total NSF	Total GS
Developer Subsid	dized Affordable Unit	ts Up To 33%						
Studio	Rental	50%	22.8%	4.1%	28	450	12,600	15,750
1 Bedroom	Rental	50%	30.9%	5.6%	38	650	24,700	30,875
2 Bedroom	Rental	50%	39.0%	7.1%	48	850	40,800	51,000
3 Bedroom	Rental	50%	7.3%	1.3%	9	1,100	9,900	12,375
SUBTOTAL / WEI	GHTED AVE	50%	100.0%	18.1%	123	715	88,000	110,000
Studio	Rental	120%	22.5%	3.4%	23	500	11,500	14,375
	Rental	120%	31.4%	4.7%	32	675	21,600	27,000
1 Bedroom			124-125-1				36,000	0.000
2 Bedroom 3 Bedroom	Rental	120%	39.2% 6.9%	5.9% 1.0%	40	900	7,700	45,000 9,625
SUBTOTAL / WEI	Rental	120%	100.0%	15.0%	102	1,100		
SUBTUTAL / WEI	GHIED AVE	120%	100.0%	15.0%	102	753	76,800	96,000
City Subsidized A	Affordable from 33%	to 50%						
1 Bedroom	BMR For Sale	80%	20.6%	1.0%	7	675	4,725	5,906
2 Bedroom	BMR For Sale	80%	58.8%	2.9%	20	900	18,000	22,500
3 Bedroom	BMR For Sale	80%	14.7%	0.7%	5	1,100	5,500	6,875
4 Bedroom	BMR For Sale	80%	5.9%	0.3%	2	1,400	2,800	3,500
SUBTOTAL / WEI		80%	100.0%	5.0%	34	913	31,025	38,781
1 Bedroom	BMR For Sale	120%	20.6%	1.0%	7	675	4,725	5,906
2 Bedroom	BMR For Sale	120%	58.8%	2.9%	20	900	18,000	22,500
3 Bedroom	BMR For Sale	120%	14.7%	0.7%	5	1,100	5,500	6,875
4 Bedroom	BMR For Sale	120%	5.9%	0.7%	2	1,400	2,800	3,500
SUBTOTAL / WEI		120%	100.0%	5.0%	34	913	31,025	38,781
	force -			C.				
1 Bedroom	BMR For Sale	150%	9.8%	1.5%	10	675	6,750	8,438
2 Bedroom	BMR For Sale	150%	28.4%	4.3%	29	900	26,100	32,625
3 Bedroom	BMR For Sale	150%	6.9%	1.0%	7	1,100	7,700	9,625
4 Bedroom	BMR For Sale	150%	2.0%	0.3%	2	1,400	2,800	3,500
SUBTOTAL / WEI	GHTED AVE	150%	47.1%	7.1%	48	903	43,350	54,188
Market Rate Ren	tale							
Studio	Rental	N/A	22.8%	7.4%	50	560	28,000	35,000
1 Bedroom	Rental	N/A	31.1%	10.0%	68	700	47,600	59,500
2 Bedroom	Rental	N/A	39.3%	12.6%	86	1,000	86,000	107,500
3 Bedroom	Rental	N/A	6.8%	2.2%	15	1,300	19,500	24,375
SUBTOTAL / WEI		N/A	100.0%	32.2%	219	827	181,100	226,375
		V. 5.	1 350	1	(1	floorage.	10-903
Market Rate For	Sale Townhomes							
1 Bedroom	For Sale	N/A	5.0%	0.9%	6	800	4,800	5,647
2 Bedroom	For Sale	N/A	10.0%	1.8%	12	1,250	15,000	17,647
3 Bedroom	For Sale	N/A	60.0%	10.6%	72	1,500	108,000	127,059
4 Bedroom	For Sale	N/A	25.0%	4.4%	30	2,000	60,000	70,588
SUBTOTAL / WEI	GHTED AVE		100.0%	17.6%	120	1,565	187,800	220,941
TOTAL / WEIGHT	ED AVERAGE		100.00	100.0%	690	040	620 100	70F 065
TOTAL / WEIGHT	ED AVERAGE		100.0%	100.0%	680	940	639,100	785,066

DESIGN APPROACH & CONCEPT





Leveraging the Site's Natural Context

Reimagining the reservoir: a site once intended for water collection is repurposed and designed to gather San Franciscans. The site connects to the existing neighborhood fabric through an armature of uniquely designed open spaces, which encourage the flow of people, native species and water systems to create a central sense of place for the community at large.

San Francisco's neighborhoods are defined by their built fabric, topographical constraints, cultural history, public open spaces and connection to adjoining neighborhoods. The Balboa Reservoir site provides opportunity to stitch and connect. Analogous to the flow of watersheds, the proposed master plan includes meandering routes which ebb, flow and eddy through the project. These pathways are located within three primary open spaces and provide safe and walkable connections through the site.

The site will be regraded to create a gently sloping plane which seamlessly connects what was a void with its surrounding topographical context, allowing for easy pedestrian, stroller and bike circulation. The site's slope provides opportunity for buildings to step in relation to street slopes, similar to buildings throughout San Francisco, to create a more active pedestrian experience.

Establishing a Cohesive Public Realm

The site's three open spaces combine into one unified network, creating a varied pedestrian experience. Westwood Green and Mt. Davidson Walk are oriented north-south, and Reservoir Square is oriented east-west, connecting all three open spaces with CCSF and San Ramon Way. The open spaces act as an armature, around which buildings are arranged based on strengthening site connectivity, forming the scale of the outdoor room, reinforcing the urban pattern of the surrounding neighborhood and responding to natural systems. The network of pedestrian paths, parks, bikeways















and streets interconnect the spaces and buildings on the site. These interconnections are carefully aligned with important nodes at the perimeter of the site, strengthening and defining access to the site and the neighborhood beyond.

Westwood Green is part of a nearly half mile shared use pedestrian/ bicycle path, which extends along the perimeter at the north, west and south. The greenspace provides an area for runners, walkers, dogwalkers and bicyclists to meander through landscape. The second primary open space, Mt. Davidson Walk, runs north/south and is lined with building forms held well back to provide a main view corridor to the eponymous Mt. Davidson to the north. This open space is adjacent to Brighton Avenue, a woonerf, designed as a hybrid vehicular and pedestrian zone.







Connecting Mt. Davidson Walk and Westwood green is the Reservoir Square Axis. At the west this axis acts as a pedestrian continuation of San Ramon Way, which is continuous across the site until it meets with CCSF to the east. While Westwood Green and Mt. Davidson Walk are spaces to meander, Reservoir Square, and its axis, represent an eddy in the pedestrian circulation - a place to rest, meet neighbors and gather. The west side of the site is mostly landscaped. To the east of Mt. Davidson Walk the space broadens and further eddys as it becomes Reservoir Square, which is the main community gathering space surrounded by active uses. Near the square at ground level are programmed activities, Leasing Office, a retail space, and public Community Room. The Reservoir Square visually links CCSF to Westwood Park and beyond. San Bruno Mountain is visible from Lee Avenue and the residences on the east side of the site.

Sustainability and the Natural Environment

At the experiential core of Mt. Davidson Walk is a landscape amenity that functions as the site water management system. A series of bioswales capture the site's storm water, and cascade naturally down stepping terraces towards Reservoir Square. Running parallel to the bioswales are pathways and Brighton Avenue, which is designed as a curbless street, to encourage the slowing of vehicles and allow the public space to continue uninterrupted from building to building. Both the street, a woonerf and the stormwater bioswales become a singular environment routed in the site's lore while projecting current and future San Francisco neighborhood values.

Interconnectivity with the Community at Large

The open spaces provide for a direct connection to established neighborhood vehicular, pedestrian and bicycle circulation routes.

Symbolic connections are made through establishing clear view corridors to Mt. Davidson and San Bruno Mountain as well as through organizing the housing on the site to relate to neighborhood growth patterns. Low, two-story townhomes follow the edge of the Westwood Green and relate to the scale and massing of the adjacent Westwood Park neighborhood. Each townhouse has a stoop with direct access to Westwood Green and creates a place for homeowners to see neighbors walking home. Taller buildings are placed next to the two existing midrise. apartments on the southern edge and along Lee Avenue with direct proximity to the Ocean Avenue transit core and CCSF. These buildings are shaped to present narrow facades to the existing Avalon buildings along Ocean Avenue and Westwood Park homes. The facade of the building facing the Westwood Park neighborhood is stepped back, lowering it by a floor, presenting the same height as the Townhomes to the north.







Creating a Diversity of Living Options

The richness and integrity of residential neighborhoods in San Francisco is due, in part, to the variety of buildings. To this end, the development team will leverage a variety of architects to create buildings with unique architectural expression. A unifying design principle for the architecture is an approach to crafting a scale and proportion appropriate for buildings. residential This achieved in part through changes in parapet and roof height, balconies and breaks in the facades to reduce the overall scale and provide visual interest.

Townhouse units are mainly two stories in height with some threestory units to provide variety of massing and roof line. All the

townhouses sit on a parking podium that is concealed on Brighton Avenue by units at street level. The parking structure is covered by the earth berm on its south, east and north edges.

There are four midrise residential buildings along Lee Street, anchoring the more urban eastern edge. These residential buildings, providing flat style apartment living, are four or five stories tall and are "C" shaped in plan, with their open end facing south to allow the sun to penetrate the outdoor spaces. The landscaped courts of these buildings seamlessly flow into the more public landscaped zones and park. These building have stoops facing both Lee and Mt. Davidson Walk to provide easy access to residents.

Like other neighborhoods along the Ocean Avenue, Ingleside Terrace and the Westwood Park, whose urban form recall their histories, the design is also about its place. The clear and simple major north/south and east/west axes strengthen connections to the surrounding neighborhoods and institutions. The pattern of adjacent blocks is continued through the site through both vehicular and pedestrian/bike only axis. New streets are treated as extensions of the existing network. Neighboring residents will be able to access the site on foot or bicycle from the west through the existing connection of San Ramon Way. New site grading allows easy access to the center of the site, through Reservoir Square to CCSF. From Ocean Avenue one can enter the site on foot or by bike through the Plymouth Ave alleyway and at Brighton Avenue. Pedestrian walkways create mid-block passages for pedestrian and bicycle movement. With the additions proposed in the CCSF campus masterplan, a main axial east/west pedestrian connector is described that is aligned with the main circulation pathway through our central open space. The retail space and the community room are both located on the eastern edge of the central open space are

accessible to the CCSF community.

Vehicles enter at Lee Avenue. Visitors to residents arriving in cars access the site via Lee Avenue connecting to Brighton Avenue by two east/west streets. All Parking is in a structure below the townhouses. A modest amount of on street parking is available. There are drop-off zones for the Community Room and the Childcare facility, car share and car pools.







Transportation Approach

"The thoughtful Transportation Principles outlined in the "Balboa Reservoir Development Principles & Parameters" (Balboa Vision) are a bold look at a number of transportation opportunities.

A common thread throughout our commitment to the Balboa Vision will be a custom mobile application available 24/7 to residents and neighbors as well as City College facility and students preliminarily called Commons Connect. One touch on your mobile device will provide you instant information on available Balboa Area transportation options, strengthening the effectiveness of the Balboa Vision goals.

Responding to each Transportation Principle:

Principle 1 - Parking

Our goal is to minimize the impact on the parking in the neighborhoods surrounding the site. This can only be accomplished by offering our new residents a broad range of transportation alternatives.

Unbundled Parking: All parking in both the rental and for-sale residences will be "unbundled" with only those residents who opt to utilize on-site parking will pay for it.

Parking Ratios: As suggested in the Balboa Vision, while the overall site parking ratio will be determined once the development and type and number of units are finalized, our goal is to not exceed the suggested 0.5 parking spaces per unit. The combination of our commitment to unbundling as well as the additional transportation options that follow will make this minimized parking goal a reality.

TDM Plan: Our full participation in the Balboa Area TDM Plan is essential if we are to appropriately address the transportation challenges of the neighborhood and our new community. In order that the Plan's goals and objectives can be continually addressed in a timely manner, we are suggesting that the Manager of the Balboa Area TDM Plan's office be located in Related's on site management offices allowing for constant communication with the community managers as well as the surrounding neighborhoods and



City College. The feasibility of shared, daily on-site parking will be thoroughly explored.

On Street Parking: Working with the SFMTA, our on site staff will have full enforcement authority over all newly created street parking within the development

Principle 2 – Incentivize Transportation Choices

AMS Targets: With our commitment above to staff the TDM Plan, monitoring and positively impacting the automobile mode share to a level below 60% in the development's first phase can be easily facilitated. Communication of the TDM strategies and goals is imperative. Commons Connect will provide TDM Plan performance goal information 24/7 to all those interested.

Car Share and Ride Share Availability: Our initial proposal calls for 1.5 times the number of car share spaces required by SF ordinance. Spaces will be located on Lee Avenue and car seat storage lockers adjacent to these car share spaces will be available. We will work

with local car and ride sharing organizations to provide the best discounted membership pricing and will provide a 50% credit on the first year of membership to those residents who choose obtain a car or ride share membership. Working with the car and ride share companies, we envision Commons Connect will be able to offer 24/7 direct connections, availability and location information on shared cars and available ride shares.

Local Shuttle Service: During the pre-development stages, we will work with the community, the college and our shuttle consultant to review the feasibility and costs of a shuttle service.

Prioritize Pedestrian Safety and Access: The proposed site design provides multiple pedestrian and bicycle routes both through the site as well as to the adjoining transit options and neighborhood retail as well as community amenities. New lighting and street amenities will improve the experiences of residents and neighbors alike. All proposed streets, sidewalks and pedestrian facility designs will be consistent with Better Streets Plan and all improvements will be coordinated with SFMTA pedestrian and bicycle improvement beyond the site.

Encourage Transit Use: The Commons residents have a wide variety of transportation options available to them including public transit, car and ride sharing, bike sharing and the like. Related and our partners will encourage use of these transportation options, making ticket information and real time transit schedules readily available via Commons Connect as well as on monitors in the Commons Square area.

Encourage Bicycling: Class 1 bicycle storage rooms will be available throughout the community with a capacity of 1.5 bicycle spaces per residential unit. Dedicated bike lanes within the new development will connect to bike lanes beyond the community. Full conformance with the San Francisco Bicycle Plan is anticipated. We will work with bike sharing organizations to offer share bicycle opportunities on-site. We will share in the first year annual cost of a bike share membership with each new household in our community. Regular classes and instruction on Safe Bicycling will be provided at the new Community Center as well as 24/7 on Commons Connect.

Electric car charging stations in the garages throughout the community will be plentiful and electric capacity will be upsized to adequately handle the increasing needs for additional stations.







Principle 3 - Site Design

Street and Circulation Patterns: Acknowledging the lower density neighborhoods to the west of the site and the high school to the north, all vehicular access will be from Phelan Avenue to the east and Lee Ave to Ocean Avenue to the south. No vehicular access is anticipated to the west or north. Numerous pedestrian and bicycle access points are planned around and through the site to connect the new community with the surrounding neighborhoods. With the parking garages planned for the west side of the site, vehicular cueing will take place within the new community. All access points have been designed in coordination with the City College Master Plan.

Principle 4 – Encourage Sustainable Modes of Transportation

More than any other of the Transportation Principles, the development of the Commons Connect mobile application will facilitate all that is envisioned in Principle 4 and more. Instant 24/7 transportation options will be available to all residents, neighbors and members of the City College community. Availability of transit, ride sharing, car- pooling, bike and car sharing and much more will be at the fingertips of all residents and neighbors. Coordinated events, community clubs, and contests centered around biking, walking, hiking or traveling will be simple to organize and promote. A sense of community will develop as residents and neighbors alike with mutual interests can convene in the new Commons Community Center.

Phasing of Project Build-Out

The project will be built as an integrated development. We envision, however, individual project schedules for the Townhomes, 80/20 Rentals, and BMR Ownership Units that fall within the context of the broader development timeline. The Townhomes will be phased in 2 phases - approximately 50 homes and then 70 homes in accordance with the

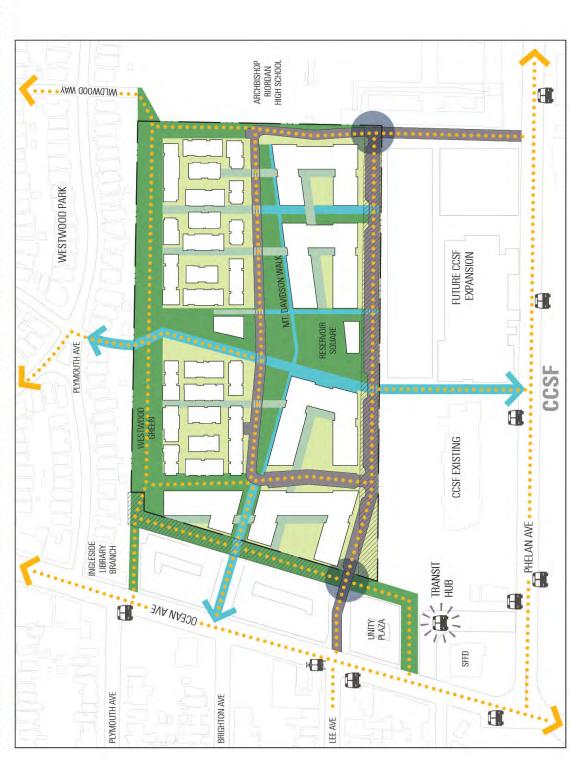
podium garages below the homes. The phasing allows a more consistent and manageable sales and delivery process, ensuring that standing inventory does not impair the project. It is envisioned that the phases would be built one after the other without any significant delay. The remainder of the project (the 80/20 Rentals and the BMR Ownership Units) will not be phased but will be built as a single integrated development, commencing with Phase 1 of the Townhomes and proceeding through Phase 2. Landscaping and amenity areas will be completed toward the latter half of the project but will be available when the project is delivered along with Final Certificates of Occupancy. The intent of the Sponsor is to delivery all components of the project within the detailed project schedule contained in Part 5B.



NOT TO SCALE

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CONCEPT DRAWINGS - "THE COMMONS" PUBLIC REALM CONCEPT PLAN



Wolf, Achine uses such as the Community Room a PRESI Venue. Bisches Repair and Child Care are coated around and within this central open space. Along Mount Lowiston Willer the railmest in management system of bio-swales is a critical component of the overall ainstanger coast, and will transport, filter, and store all of the railwader on-site.

Reservoir Square is a centrally located, 1.7 acre park and open space contiguous with Mount Davidson

A number of other smaller scale, more intimate outdoor spaces and parkets are to be found within and adjacent to the central open space. Ed and edjacent to the central open space of an residential building has its own landscaped courtyard residential building has its own landscaped courtyard

Westwood Green is a shared use pedestrian / bicycle pathway more than a half mile long that is integrated into the overall site circulation system providing opportunities for exercise and recreation well as an efficient way to move about the site.

Area Plan with Walking Distances

The diagram shows the location of major and minor pluglic spaces and their relationships to the existing urban fabric. The main pedestrian, lacycle, vehicular circulation and main entries to the site are part of a network that seamlessly kinds. Balboa Reservoir into the surrounding neighborhood.

Vehicular Entry Points

Easements Bicycle Routes

Semi-public Circulation

Public Open Space Public Circulation

LEGEND

Vehicular Circulation



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CONCEPT DRAWINGS - "THE COMMONS" AERIAL VIEW

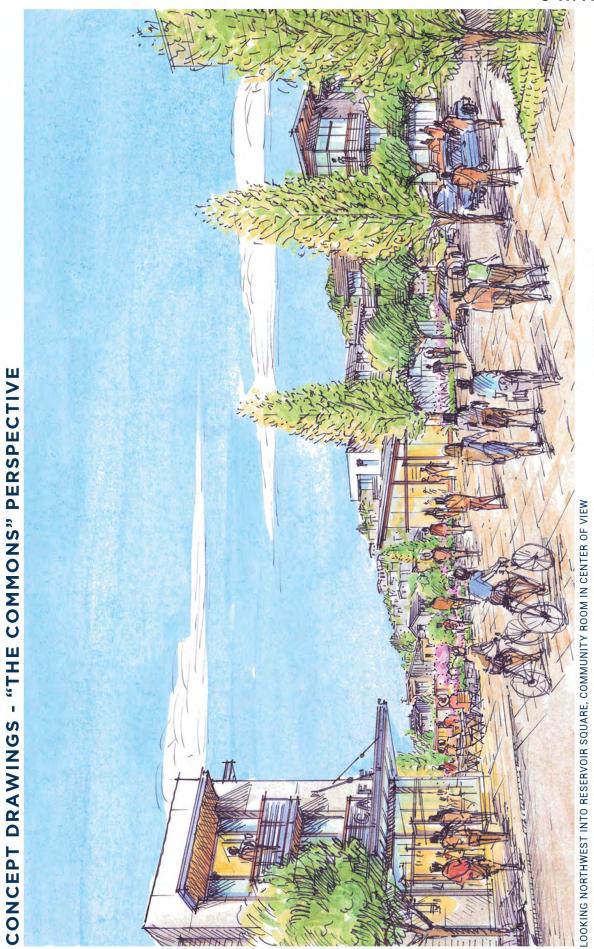
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CONCEPT DRAWINGS - "THE COMMONS" PERSPECTIVE

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CONCEPT DRAWINGS - "THE COMMONS" PERSPECTIVE

RELATED CALIFORNIA | BALBOA RESERVOIR | 73



We have fully complied with all Parameters set forth in the RFP. Listed below is a reference to specific sections where compliance is demonstrated. In some cases we have added information, as appropriate, to further expand on our project's intent and compliance. Please note that the project plan represents our first attempt to respond to the intent of the RFP, but as is our practice on all projects, we expect it to be modified and refined as part of a broad community outreach.

Housing

PLEASE REFER TO DEVELOPMENT PROGRAM IN PART 3. SECTION A

Principle 1 – Building new housing for people at a range of income levels

Principle 2 – Create housing that can serve a diverse group of household types Help to alleviate City's undersupply of housing.

Our proposal contemplates a 5-tier approach to reach a very wide range of incomes and make available units as both rentals and for-sale townhomes and condominiums. The area surrounding Balboa Reservoir is rich in diversity and our project aims to maintain and add to this character. By providing housing to a broad range of incomes, we hope to encourage an environment of mutual respect, inclusion and sense of neighborhood. To this end, we believe it crucial to build a community where the residents interact, co-mingle and cohabitate, sharing elevators, corridors, amenity areas and eventually conversations and experiences. The rental housing in particular, will be intermixed and interspersed without isolating any particular group of residents. The ownership units will also be interspersed and will be home to people of wide ranging incomes, serving both market rate residents and those earning up to 80%, 120% and 150% of AMI. The specific AMI bands and target residents are as follows:

- 50% AMI Rentals: The 50% AMI units will address the shortage of affordable housing available to the
 very low income residents who are critical for the City to function and thrive; bus drivers, non-profit
 workers, and restaurant and retail employees. This will represent 18% of the units delivered on site or
 approximately 123 units.
- 120% AMI Rentals: The 120% AMI rentals will provide relief for moderate income households, those
 who earn above the median income levels but still can't afford market rate housing within the City. It
 is proposed that 25% of these units will also carry a preference for educators; this concept is further
 explained below. This will represent 15% of the units delivered on site or approximately 102 units.
- 80%, 120%, and 150% AMI Condominiums: These below market ownership units will target those within the City who provide an essential service to our community but are unable to afford the rising cost of buying a home. These homes would target teachers, policeman, firemen, and others who are currently underserved in the City. The availability of ownership units within these AMI bands provides prospective residents the ability to choose a unit which meets their specific needs, goals and financial capability. This will represent 17% of the total housing units delivered on site, or approximately 116 units. Finally, it is proposed that 25% of these units will carry a preference for educators, a concept further explained below.
- Market Rate Rentals and Townhomes: Lastly, the project will comprise 50% market rate housing, both
 rentals and ownership units. The inclusion of market rate units provides the land value which helps
 subsidize the affordable units.

Flexibility of Design

The programming outlined within this proposal was carefully considered to ensure the project was financially feasible while providing a solution to an increasing problem in the City; affordable housing. In particular, there was much discussion on the affordability mix of the units that take the project from 33% to 50% of affordable housing. The current proposal provides 116 ownership units at a mix of income levels which we feel represents the needs across the City as well as the Balboa Park neighborhood. One of the key components of this proposal is the ability to be flexible in selecting the desired mix of affordable units; both from a financial perspective as well as a mission oriented one.

We have prepared an analysis which describes the amount of subsidy required per unit within the AMI bands under consideration for this proposal (50% to 150% AMI) [see Page 2 of Financial Pro Forma – "Subsidy Analysis"]. The subsidy is calculated based on a 5.5% yield on cost for the rentals and an 8% profit margin for the BMR ownership units.

Though we have selected a particular scenario within our programming as described in the narrative, the City can conduct its own analysis of the subsidy calculations within the context of the community's need and make a determination of the desired AMI mix for these 116 units. Based upon that desire, the subsidy required will either increase or decrease depending on the AMI mix chosen. We believe this flexibility provides the City a greater level of input and the ability to inform the programming based on its knowledge of the local community's needs.

A Preference for our City's Educators

The development proposes that 25% of the 116 affordable for-sale units (at 80%, 120% and 150% of AMI) and 25% of the moderate income rental units (at 120%) will carry a preference for faculty of City College SF (CCSF) and/or teachers and licensed aides employed by the San Francisco Unified School District (SFUSD). Thus, roughly 8% of the total number of housing units and 16% of the Below Market Rate units would carry this preference. These income ranges closely conform to the range of salaries of these two groups.

Percentage to Carry	25%		
AMI	Туре	Total Units	Teacher Units
80% AMI	BMR For Sale	34	9
120% AMI	BMR For Sale	34	9
120% AMI	Rental	102	26
150% AMI	BMR For Sale	48	12
Total		218	56
Percent of BMR Uni	its	,	16%
Percent of Total Un	8%		

Based on past analyses that have been done regarding potential disparate impact claims under fair housing law, it seems likely that the makeup of the eligible employees of these institutions would not result in a disparate impact. Given current housing costs in San Francisco, SFUSD certificated employees and CCSF faculty are unable to rent or buy housing in the City at an affordable rent or purchase price. The

affected institutions should be able to demonstrate that lack of affordable housing has an adverse impact on their ability to recruit and retain faculty and therefore has a negative effect on their ability to carry out their educational missions. Without access to affordable housing it does not seem likely that the situation can be improved, and these units represent an important potential resource to ameliorate this difficulty because it is a rare, large and developable parcel in proximity to CCSF and a number of SFUSD facilities.

We believe these elements can provide a reasonable basis for a preference program that can comply with fair housing law and principles. The exact nature of the preference and its implementation can be developed in consultation with the community and stakeholders as part of the marketing plan for the developments. In addition, some potential funding programs and sources may affect the way the preference is implemented, and those factors can also be incorporated in the management plan. In formulating this proposal , we consulted with the attorney Dave Kroot of Goldfarb and Lipman, who has vast experience with preference issues and fair housing law, and who is representing the SFUSD in discussions with the City about building housing for teachers.

АМІ	Туре	Subsidy	Units	%	Max Income	Monthly Rent Limit 1 BDRM	Target Sales Price 1 BDRM	Preference
50% AMI	Rental	Internal	123	18.1%	46,125	1,099	-	-
120% AMI	Rental	Internal	102	15.0%	110,700	2,713	-	Educators (25%)
80% AMI	For Sale	City	34	5.0%	73,800	-	256,564	Educators (25%)
120% AMI	For Sale	City	34	5.0%	110,700	-	428,241	Educators (25%)
150% AMI	For Sale	City	48	7.1%	138,375		556,999	Educators (25%)
Market	Rental	N/A	219	32.2%	Unrestricted	3,542	8	-
Market	For Sale	N/A	120	17.6%	Unrestricted	e	852,000	E
			680	100.0%	Mixed			

Altogether, the programming provides inclusivity and diversity to maintain the fabric of the neighborhood and the City. Balboa Reservoir will be developed as a single integrated development with mixed-income rentals, mixed-income ownership units and curated neighborhood retail. Related has a successful track record of developing mixed-income, mixed-use projects and the economies of scale generated by this hybrid model maximizes the Project's intrinsic value.

Transportation

PLEASE REFER TO TRANSPORTATION PART 3, SECTION A

Principle 1 – Manage parking availability for on-site residents while managing parking to meet City College enrollment goals and coordinating with City parking policies for the surrounding neighborhoods

Principle 2 - Create incentives for and improve the experience of utilizing transportation

Choices between the Balboa Reservoir site, transit and adjacent neighborhoods

The project will provide car share parking spaces, parking for bike share and Scoot, all of which will be

located on Lee Street for convenient public access. Electric charging stations will be included in the resident garage.

- · Ten lockers will be located within the community room available for public use
- Streets and sidewalks will be designed consistent with all policies referred on RFP page 11 -Development Parameters.
- The project will be providing bike lockers on site. There will be an on-site bike repair shop. Space will
 be made available at no charge to a local bicycle non-profit to manage the use of the bike repair space
 for public access, community classes for safe bike riding and a bike share pod.
- Project Sponsor will provide one year membership to Bike Share and/or car share for residents and employees.
- Project Sponsor will work with the Community, City College and SFMTA to develop a strategy for capital improvements to reduce traffic impacts on surround neighborhoods.
- Project Sponsor will work with City College to explore the feasibility of a shuttle. As we have done in
 past projects, our initial step will be to hire a consultant to explore needs and funding feasibility.
- Project Sponsor will engage a Transportation Consultant to assist in the development of a robust TDM program to encourage transit use and minimize impact of traffic and parking on surrounding streets.

Principle 3 – Design site access and circulation to minimize the development's congestion impacts, especially on adjacent areas, while also maximizing pedestrian and bicyclist safety

PLEASE REFER TO SITE PLAN AND DESIGN NARRATIVE PART 3, SECTION A

- A full traffic and circulation analysis will be undertaken with the community as part of the CEQA analysis, which will inform the final Development Plan
- Carpooling access will be made available on Lee Street, in coordination with SFM
- · Street design will incorporate traffic calming measures on all internal streets

City College

Principle 1 – Ensure that development at the Balboa Reservoir site does not negatively impact City College's educational mission and operational needs

We understand the importance of this development on City College and are sensitive to its concerns regarding both short and long term impacts. We will work closely with CCSF staff to address these concerns to the greatest extent possible. Instead of seeing the two properties somehow in opposition, we see an opportunity to create a dynamic new community that can enhance the life of the Campus. <u>The opportunity to collaborate with City College is a very compelling reason for our interest in the project.</u>

- · No development is planned on City College Property
- We are suggesting that if parking for City College is needed, it can be built on City College property with proceeds from the Residual Land payment to the City. Estimated cost is \$25,000-\$30,000 for above grade spaces or \$45,000 to \$50,000 for below grade.
- Appropriate Dust monitoring, air quality monitoring and construction management plans will be implemented prior to commencement of construction, under the approval of SFPHD and BAAQMD

- A project website will be established to inform stakeholders of project status and schedule. Work
 Notices will be mailed to interested parties to keep them fully informed. A 24 hour hotline will be
 established to respond to community questions and concerns.
- Project Sponsor will appoint a City College liaison who will meet monthly or more frequently, if needed, with City College representatives. In addition to the general contractor, Project Sponsor will have full time, on site representatives throughout the construction process. Upon completion of the buildings, Related Management will appoint a management liaison to coordinate communicates with City College and manage the TDM measures.
- We are proposing to provide 56 units for sale on at a mix of AMI levels with preference to be given to City College and SFUSD teachers
- Please refer to the Site Plan for the location of the proposed child care center. We will work with City College to identify opportunities to participate in this center.
- Project Sponsor has incorporated community serving retail, a community room which will be available
 to residents, City College and neighbors. These uses have been thoughtfully sited in the Reservoir
 Square open space on axis with Community College entrance at Lee Street so they will become part of
 the fabric of the neighborhood and become gathering places that foster connection and learning. The
 opportunity to collaborate with City College is a very compelling reason for our interest in the project.
- The buildings will be constructed sequentially, allowing for staging of parking use for City College.
 Project sponsor will carefully coordinate this with City College.

Public Realm

PLEASE REFER TO NARRATIVE OVERVIEW - PART 3 AND SITE PLANS

Principle 1 - Develop a cohesive public realm

Principle 2 – Design the public realm as a useful, safe and welcoming part of daily experience for diverse neighbors of all ages, visitors to the site and City College affiliates.

Principle 3 – Incorporate the different needs and hours of activity for diverse users in the area, including members of the City College community

Principle 4 – Private open spaces should meet or exceed City regulations. Any publicly accessible open space associated with an individual building should read as part of an overall coordinated pattern of open space

Principle 5 – Design a variety of open spaces within the public realm network to create a variety of sensory experiences, incorporating the surrounding natural and/or cultural environment into the siting and designing

Principle 6 – Plan and design in coordination with a long-term, sustainable maintenance plan and community-serving programming

 We have intentfully selected Fletcher Landscape as the designer based on our work with them in community outreach on a project in Potrero and their recently completed South Park design and process

- The proposed plan includes 5.8 acres of open space most of which is available to the community that contains pedestrian and bike paths and will include a community garden
- · Greywater and drought tolerant plants will be used throughout
- Project Sponsor will be responsible for the long term maintenance of the open space. Community
 programming and opportunities for educational and cultural opportunities will be developed as part of
 the community engagement process. This will be an active engagement with both the neighborhood
 and City College.
- Project sponsor will reach out to local community members and schools for open space programming ideas

Urban Design and Neighborhood Character

PLEASE REFER TO NARRATIVE OVERVIEW - PART 3 AND SITE PLANS

Principle 1 – Connect and relate to the surrounding fabric of streets, blocks and open spaces

Principle 2 – Harmonize the relationships between existing buildings, streets, transit Corridors and open spaces

Principle 3 - Design with and complement the site's natural context

Principle 4 – Express neighborhood character, celebrate cultural history and align Neighborhood activities

 Our proposed plan has been carefully developed to respond to the stated goals. The plan proposes 680 units on 17 acres – 40 units to the acre and respect the edges of the adjacent neighborhoods and access to transit by siting lower heights next to the existing single family homes

Sustainibility

Principle 1 – Reduce or eliminate greenhouse gas emissions from new buildings to the greatest extent feasible

Principle 2 – Building on the City's robust water efficiency requirements, maximize non-potable water use in buildings and open space

Principle 3 – Optimize on-site storm water management to improve water quality, minimize potential for urban flooding and help prevent overflows of the City's combined sewage

Principle 4 – Connect all residents, workers and visitors to nature by habitat supportive trees and landscaping

Principle 5 – Support a healthy environment by reducing indoor and outdoor air quality impacts. Building design and materials should address the neighborhood micro climate and fog

Principle 6 - Achieve the City's Zero Waste goal and a litter free public realm

RELATED, working with our partners, is a champion of environmentally conscious real estate. Whether our development encompasses an entire neighborhood or a single building, we pursue the design, construction, and operation of our properties to reduce their environmental footprint, while enhancing user experience.

We are committed to maximizing to the extent feasible the Six Sustainability Principles outlined in "Balboa Reservoir Development Principles & Parameters".

Since developing one of the nation's first green residential high-rises in 2004 (LEED Gold), Related has developed another 20 LEED Silver, Gold and Platinum properties across a diverse array of asset classes including market rate and affordable housing, luxury to big box retail, hotel and mixed use developments. Related has publically committed every project we develop from the ground up will achieve a minimum of LEED Silver certification. Presently Related has over 30 LEED projects in design and construction including three neighborhood developments. In San Francisco alone, Related has 5 LEED communities under construction or in design totaling more than 1,600 units with an estimated cost of over \$1.2 billion.

SARES REGIS has completed a number of sustainable communities meeting Green Point Rated, LEED Platinum, Gold and Silver and Energy Star Shell standards. Sares Regis Group property management is committed to implementing and maintaining practices that are socially and environmentally conscious, while operating more efficient, competitive and valuable real estate. A number of the Sares Regis personnel are LEED accredited.

- All our projects include a Sustainability consultant on board at the beginning of the design process.
 Project Sponsor will seek to meet or exceed the goals in the Principles as we proceed with the design and will examine a district scale energy system, renewable energy opportunities and GHG reduction.
 Building Life Cycle Impact Reduction will be included in the discussion of opportunities for LEED credits
- · Project Sponsor will achieve a minimum LEED Gold standard
- The project will include a greywater system. Project Sponsor will work with SFPDH to maximize the
 use of non-potable water.
- Article 38, LEED EQ 4.1, 4.2 and 4.3 will be applied in building design.
- No idle zones will be establish on Lee Street
- · See previous discussion of electric charging stations
- SASM backing will be applied to the building exterior to prevent rainwater penetration
- Project Sponsor will comply with items (a), (b), (c), (f) and (g) of Principle 6. Pneumatic/vacuum waste systems will be examined during building design.
- · Additional Public Benefits
- A childcare facility and youth friendly elements have been incorporated into the initial design proposal.
 As noted above, these will be discussed with the community and City College
- Ground floor uses will emphasize pedestrian activation through the use of neighborhood serving retail, resident amenities, community facility, childcare, bike repair, and stoops
- A community meeting space for local non-profits and neighborhood parking, and bike repair has been included. The spaces along Lee Street present an opportunity for some "maker" space

PART 4 PROJECT FEASIBILITY

OMITTED FROM THIS DOCUMENT

PART 5 IMPLEMENTATION

COMMUNITY & STAKEHOLDER ENGAGEMENT

The work done by the Balboa Reservoir CAC that culminated in the **Development Principles & Parameters** offers an excellent jumping off point for the community engagement process. That document represents over two years of hard work on the part of many members of the surrounding neighborhoods and, to a large extent, we have incorporated these Principles and Parameters into this development program and proposal.

With this as backdrop, we will engage the community in a clear, transparent process with current and long term opportunities for input and involvement. We will kick the process off at an informal open house to introduce our team, describe the community engagement process, and get to know the neighbors, key players and stakeholders. This event will be the first step in establishing an open line of communication as the process moves forward.

The open house will be followed by what will be the heart of the community engagement process; a series of topical, focused workshops where we will establish a reciprocal relationship of learning from and providing information to neighborhood residents and organizations. We believe it is important that neighbors and developers are working from the same base of information and to ensure that is happening, we will present clear, understandable design graphics.

Potential topics include:

- Opportunities and constraints presented by the site
- Potential transportation demand management measures
- Affordable housing (what it is and who qualifies to live in it)
- Circulation and open space
- Building prototypes
- · Neighborhood serving amenities
- The entitlement process

During the period that workshops are underway, we will also be meeting regularly with City College to stay informed regarding their Facilities Master Plan and to collaborate on areas of mutual interest and concern. After these workshops are completed, we will present a refined site plan and program to the community and solicit their feedback in a series of meetings. In addition to having a town hall meeting, we will present the plan to local neighborhood associations and any other interested groups, including City College. We will incorporate the feedback received to the greatest extent possible prior to submitting applications to the Planning Department for project approvals. This process will ensure that the plan presented to the City for processing has benefited from thoughtful, informed community contributions.

As Project Director for Rebuild Potrero, Charmaine Curtis implemented this process for the site planning and programming of a 39-acre site on Potrero Hill. A similar process, designed in collaboration with the master plan architect, resulted in widespread community acceptance and ultimately very little opposition to a 1,600-unit project that represents a major transformation of a large portion of the neighborhood.

Once applications are submitted to the City, we will continue to engage the community and City College

COMMUNITY & STAKEHOLDER ENGAGEMENT

with regular updates on the status of the entitlement process and schedule meetings as needed. Once the Draft Environmental Impact Report is published, we will hold a series of meetings to present the findings of the study and hear any concerns resulting from the study.

We have preliminarily identified the following stakeholders who we will engage with on a regular basis and ensure that they remain informed about the project and all public meetings.

Local Residents and Community Organizations: Westwood Park, Sunnyside, OMI residents, Balboa Reservoir CAC, Balboa Park Station CAC, Ocean Avenue Revitalization Collaborative, Sunnyside Neighborhood Assn, Westwood Park Neighborhood Assn, Tenants of Avalon and Mercy developments

Businesses: Ocean Ave Merchants Assn, Outer Mission Merchants & Residents Association

Educational: CCSF, Riordan, Lick

Citywide advocacy groups: CCHO, SPUR, SFHAC, Communities United for Health & Justice, youth and families.

Elected Officials: Planning Commissioners, Norman Yee and other members of BOS

Specific means of outreach and information sharing will include the following:

- Project website
- Participation in community events (project table)
- · Radius mailings (newsletter)
- Articles in local newsletters/newspapers
- Email
- Attendance at CAC and neighborhood group meetings
- Tours of affordable housing development

We will assign a community relations manager and provide their contact information on all project communications so that individual community members have a single point of contact to address specific questions and concerns. One on one communications are essential for establishing a base of trust for what will be a long-term relationship through the design, construction and operation of the development.

Through extensive outreach to and collaboration with neighbors and key stakeholders, engaging in a respectful, open dialog, and listening to and responding to concerns, our community engagement process will create a strong base of support and enthusiasm for the project.

Operations and Maintenance: Related is a long term property owner committed to sustainability and stewardship. As noted in other parts of the RFP, we are one of the largest developer/owners of affordable housing in California. Our firm, including the California group, has never had a project convert from affordable to market rate. We rarely sell anything we develop. As an example, The Paramount, was built in 2000 and continues to be owned and operated by Related.

COMMUNITY & STAKEHOLDER ENGAGEMENT

In keeping with our mission, we manage our own properties including our extensive affordable portfolio. Related's commitment to exceptional service encompasses every detail that makes a residence a home. We employ the utmost rigor in hiring every staff member and hire only those who demonstrate a true passion for their work. Related has implemented a proprietary training program for the staff that empowers them to exceed the residents' expectations. Related demands an excellence and consistency in service that is apparent from the moment a resident first imagines themselves in a Related Rentals apartment and continues throughout the entire residential experience. Our same day service guarantee ensures prompt attention to any request that a resident reports.

Related services include move in coordination to make moving as easy and stress-free as possible. Related will order telecommunications, cable and internet services, and can help find the right moving company. Related can also arrange to have someone wait in the apartment for movers, installers, and deliveries.

We employ rigorous standards for maintenance and operations that reflect the pride of ownership that is the core of our approach to both development and operations. Decisions are made with an eye to long term quality rather than short term economic performance.

SCHEDULE

As detailed in the Development Schedule below, we believe that the total project duration through delivery and lease up and sellout will be (81) months from execution of an Exclusive Negotiation Agreement (ENA).

CUM MOS.	CUM YRS.	DATE	MILESTONE	Reference
0	0.0	8/1/17	EXECUTE EXCLUSIVE NEGOTIATION AGREEMENT (ENA) WITH SF PUC	N/A
0	0.0	8/1/17	Begin Phase 1 of the Exclusive Negotiation Period	ENA Section 2.1
0.5	0.0	8/16/17	Submit Project Schedule two weeks after executing ENA	ENA Section 2.1
1	0.1	8/31/17	Submit PR & Community Outreach Plan to the SF PUC for approval	ENA Section 7.5
1	0.1	8/31/17	File Permit to Enter with SF PUC	ENA Section 7.4
1	0.1	8/31/17	Commence Neighborhood / City College Outreach Meetings	Part 5A of RFP Response
2	0.2	9/30/17	Begin Environmental and Geotechnical Testing	Planning Department
6	0.5	1/28/18	File Preliminary Project Assessment, Environmental Evaluation and Fiscal Feasibilty Findings with the City and County of San Francisco	Planning Department
7	0.6	2/27/18	Obtain SF PUC and Board of Supervisors endorsment of Non-Binding Term Sheet (subject to extensions per ENA)	ENA Section 2.1
7	0.6	2/27/18	Begin Phase 2 of the Exclusive Negotiation Period	ENA Section 2.2
7.5	0.6	3/14/18	Submit updated Project Schedule two weeks after commencement of Phase 2	ENA Section 2.2
9	0.8	4/28/18	Preliminary Project Assessment Letter and Fiscal Feasibility Findings Approved	Planning Department
10	0.8	5/28/18	Start Schematic Design	N/A
10	0.8	5/28/18	Submit Entitlement Applications to the City and County of SanFrancisco	Planning Department
13	1.1	8/26/18	Notice of Preparation (NOP) circulated and Scoping Meeting held	Planning Department
14	1.2	9/25/18	Complete Schematic Design	N/A
19	1.6	2/22/19	City Consultant provides Draft EIR for Review and Public Comment	Planning Department
21	1.8	4/23/19	Start Construction Documents	N/A
23	1.9	6/22/19	City Consultant issues Final EIR	Planning Department
25	2.1	8/21/19	Complete Neighborhood / City College Outreach Meetings	Part 5A of RFP Response
25	2.1	8/21/19	Planning Commission Certification of Final EIR and Entitlements	Planning Department
27	2.3	10/20/19	Obtain SF PUC and Board of Supervisors endorsment of Transaction Documents (subject to extensions per ENA)	ENA Section 2.2
27	2.3	10/20/19	Obtain Board of Supervisors Approval of Entitlements	Planning Department
28	2.3	11/19/19	Complete Construction Documents	N/A
30	2.5	1/18/20	Construction Financing & Bond Issuance	N/A
30	2.5	1/18/20	Commence Construction	N/A
66	5.5	1/2/23	COMPLETE CONSTRUCTION (FINAL TCO)	N/A
78	6.5	12/28/23	100% Occupancy for Rentals	N/A
81	6.8	3/27/24	Final Sale of Ownership Homes	N/A

ENA Entitlement/Community Design/Construction

OPERATIONS & MAINTENANCE

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In keeping with our mission, we manage our own properties including our extensive affordable portfolio. Related's commitment to exceptional service encompasses every detail that makes a residence a home. We employ the utmost rigor in hiring every staff member and hire only those who demonstrate a true passion for their work. Related has implemented a proprietary training program for the staff that empowers them to exceed the residents' expectations. Related demands an excellence and consistency in service that is apparent from the moment a resident first imagines themselves in a Related Rentals apartment and continues throughout the entire residential experience. Our same day service guarantee ensures prompt attention to any request that a resident reports.

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ENA REVISIONS

Proposed Modifications to the ENA

- Section 2.4, paragraph (a), add the following sentence to the end of the paragraph:
 "In the event the Transactional Documents are challenged under CEQA or other basis, the Project Schedule will include a period of time adequate to ensure the matter can be resolved."
- Section 2.6, paragraph (a), add the following language to the end of the paragraph: "provided that the SFPUC shall consult in good faith with Developer prior to entering into any such agreements."
- 3. Section 3, paragraph (b): "Developer's designated negotiating principals are Bill Witte and Susan Smartt."
- 4. Section 4.2(2) delete and substitute with the following: "City will apply the Negotiating Fee to the initial City Cost Deposit and will apply the Extension Fees to the purchase price for the Site."
- 5. Section 8.4(c)(iii) insert the word "proprietary" after "non-privileged" and before "final".
- 6. Section 10.1. Delete last sentence and substitute with the following sentence:
- 7. Section 11.1 add the following language to the end of the first sentence: "excluding any such Losses arising from the active negligence or willful misconduct of the City or any of the Indemnified Parties."
- 8. Section 11.2(a) add the following sentence to the end of the paragraph: "Developer's release hereunder shall not apply to any claims arising from the willful misconduct of the City Agents."
- 9. Section 12.2 Developer Notices

GREGORY M. VILKIN

President, Related California Urban Residential

44 Montgomery Street Suite 1300 San Francisco, Ca 94105 415-677-9000 greg.vilkin@related.com

With a copy to:

JENNIFER MCCOOL, ESQUIRE

Related Companies 60 Columbus Circle New York, New York 10023 212-801-3478 JMcCool@related.com

PART 6 EXECUTION

The undersigned, Gregory M. Vilkin, hereby executes the Proposal on behalf of the Development team. Attached hereto are letters from the Co Developers, Sares Regis Group of Northern California, Curtis Development and Tenderloin Neighborhood Development Corp authorizing Related to execute on behalf of the entire team.

RELATED CALIFORNIA RESIDENTIAL

Ву	
Gregory M. Vilkin, President	
44 Montgomery Street, Suite 1300 San Francisco, Ca 94104 415-677-5100 greg.vilkin@related.com	
Date:	

SARES REGIS GROUP OF NORTHERN CALIFORNIA

Andrew Hudacek, CFO

901 Mariners Island Boulevard, Suite 700 San Mateo, California 94404 650-378-2800 AHudacek@srgnc.om

CURTIS DEVELOPMENT

Charmaine Curtis, Principal

3743 23rd Street San Francisco, CA 94114 415-609-4996 charmaine@curtis-development.com

TENDERLOIN NEIGHBORHOOD DEVELOPMENT CORPORATION

Paul E. Sussman, CFO 201 Eddy Street San Francisco, Ca. 94102 415-776-2151 psussman@TNDC.org

SARES REGIS

June 2, 2017

RE: Balboa Reservoir RFP

To Who It My Concern:

Greg Vilkin, President of Related California, is hereby authorized to execute the Balboa Reservoir RFP in which Sares Regis Group of Northern California, LLC is a development partner.

Sincerely

Andrew Hudacek Chief Investment Officer

Sares Regis Group of Northern California, LLC

901 Mariners Island Boulevard, Suite 700, San Mateo, California 94404

T: 650-378-2800 F: 650-570-2233



Curtis Development 3743 23'd Street San Francisco, CA 94114 415-609-4996

June 2, 2017

RE: Balboa Reservoir RFP

To Who It My Concern:

Greg Vilkin, President of Related California, is hereby authorized to execute the Balboa Reservoir RFP in which Curtis Development is a development partner.

Sincerely,

Charmaine Curtis Principal



June 2, 2017

RE: Balboa Reservoir RFP

To Whom It My Concern:

Greg Vilkin, President of Related California, is hereby authorized to execute the Balboa Reservoir RFP in which Tenderloin Neighborhood Development Corporation is a development partner.

Sincerely,

Paul Sussman

Chief Financial Officer

Tenderloin Neighborhood Development Corporation

201 Eddy Street

San Francisco, CA 94102

psussman@indc.org

415 3058-3945

ENDERLOIN SEIGHBORHOOD SEVELOPMENT ORPORATION

01 EDDY STREET AN FRANCISCO LA 94102

HI 415.776.2151 AN 415.776.3052 NEO@TNDC.ORG WW.TNDC.ORG



Via Electronic Mail

November 12, 2018

Jeanie Poling
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Written Comments of Westwood Park Association regarding Scope

of EIR for Proposed Balboa Reservoir Project

Case No: 2018-007883ENV

Meeting Date: October 30, 2018

Written Comment Deadline: November 12, 2018

Dear Ms. Poling:

The Westwood Park Association ("WPA") represents the interests of the residents of the Westwood Park Community that was developed 100 years ago in 1918 and directly adjoins the proposed Balboa Reservoir Project ("Project"). Westwood Park is a unique neighborhood that has been designated as a "Residential Character District" under Section 244 of the Planning Code in order to protect its character. Any proposed development for the Balboa Reservoir Site must take into consideration of the "special building forms and natural characteristic of the adjacent Westwood Park Residential Character District".

This letter constitutes the written comments of the WPA regarding the proposed scope of the EIR for the Project. It is WPA's understanding that the purpose of the scoping meeting is to receive public comments on the scope of the EIR for the Project.

1. Project Description

The October 10, 2017 Notice of Preparation ("Notice") states that one of the purposes of the EIR is to analyze two alternative Project options: the "Developer's Proposed Option of 1,100 housing units" and the "Additional Housing Option of 1,550 housing units". However, on page 10 of the Notice, the Project Description states that the Developer's Proposed Option will study a range of 800 to 1,300 housing units (a difference of 500 units) and the associated footnote states that the 800 unit proposal may be analyzed as a reduced density alternative. Since this is a Project EIR and not a program EIR, WPA requests that the project to be analyzed in the EIR be revised to be a Project with 1,100 units and three alternatives: a. The Reduced Density Alternative with two variants; b. The Increased Density Alternative with three variants; and, c. The mandatory No Project Alternative. A definitive Project housing unit number will provide the baseline to allow comparison of the impact of the baseline project with 1,100 housing units and the alternatives that range of from 500 to 1,950 additional housing units on our neighborhood.

2. Alternatives to be Analyzed

WPA requests that the following Alternatives, in addition to the mandatory No Project Alternative and any other alternatives being considered by the Department be analyzed in the EIR.

A. Reduced Density Alternative: This alternative will have two variants - a 500 unit variant and a 800 unit variant.

- (1)500 unit Variant with a maximum height of 50': ¹ This variant is consistent with the Parameters approved by the Balboa Reservoir Citizens Advisory Committee.
- (2) The 800 unit Variant is one suggested in Footnote 10 in the Notice. However, the maximum height limit for the Project should be no more

¹ One of the three developers who responded to the Requests for Proposal was Related Companies that has a maximum height of 50'. In discussion with the Westwood Park Community, Related acknowledged that a 500 unit development is financially feasible.

than 65' and a 40' height maximum height limit for Blocks B, D, G and I. Additionally, Blocks TH1 and TH2 should include a landscaped open space along the west property line.

Both variants would reduce impact on traffic, be compatible with the adjoining neighborhoods and still provide needed housing to the City when compared with the higher density alternative.

- **B.** Increased Density Alternative: This alternative will have three variants a 1,300 unit variant which is the maximum density of the Developer's Proposed Project and a 1,550 unit variant which is referred to as the Additional Housing Option proposed by the City. WPA also suggests that a cumulative housing development that would include housing for CCSF teachers on the adjacent property owned by CCSF be added so that the EIR will analyze the cumulative impact of the maximum number of housing units being proposed between CCSF and the City. Additionally, all the variants in this Alternative should eliminate the Pedestrian Passage "Paseo" shown on Figures 6 and 7. Creation of this pedestrian passage "Paseo" to connect with San Ramon Way serves no purpose in that the residents residing to the west of the Project have multiple vehicular, pedestrian and bicycle access to Ocean Avenue. See Figure 2. of Notice. The variants that are requested to be analyzed under this Increased Density Alternative are therefore the following:
 - 1,300 Unit Variant: The upper limit of the study proposed by the Developer.
 - (2) 1,550 Unit Variant: The City's Additional Housing Option.
 - (3) The Additional Housing Option plus the 400 housing units proposed by CCSF for teachers on the eastern portion of the CCSF Campus bringing the total number housing units to 1,950 units.²

² This would include construction of housing units or other institutional use on land under the jurisdiction of CCSF that is not subject to the City Planning Code. It is important that the Project EIR include analysis of cumulative projects adjacent to the project site, such as CCSF's potential project for teacher housing, as part of its analysis of various topics, especially traffic and parking impacts.

- C. The Mandatory No Project Alternative: Under the legally required No Project Alternative, the Project Site will remain unchanged. This Alternative will be based on CCSF's use of the Balboa Reservoir Site that was advocated by:
 - (1) The Academic Senate of CCSF, who unanimously passed a resolution in late 2017 stating that public land should not be used for development; and
 - (2) The Facilities Committee of CCSF passed a unanimous resolution on November 27, 2017, requesting the "Board of Trustees to re-examine the entire concept of the Balboa Reservoir Project because of the grave and permanent damage that would be done to CCSF and the larger community that surrounds it, especially when there are clear and demonstrable alternatives to such development."

This Alternative would retain the property owned by SFPUC for future public use. In this case, using public property by private real estate developers for profit is not appropriate when this property is adjacent to CCSF that will expand in order to meet the future needs of the City residents.

3. Transportation/Circulation

CEQA no longer requires analysis of parking, and mandate the use of vehicular miles travel ("VMT") in lieu of the use of the Level of Service ("LOS") methodology to analysis transportation impacts of a proposed project beginning in 2019. However, parking should be analyzed to provide information to the public. CCSF's students, teachers and staff use the Project Site for off-street parking. Many CCSF Students work full time and/or split shifts, attend classes during hours which they are available and must use their own car in order to get to class on time. Currently, there are 1,007 parking spaces in the Project Site. In addition, there are currently 500 parking spaces on the CCSF owned Eastern portion of the reservoir which will be lost to the Performing Arts Center and/or the proposed 400 units for teachers. Reduction of the number of parking spaces available to CCSF students, staff and teachers must be analyzed.

The Project's impact on public transportation should include its impact on MUNI lines serving CCSF and the nearby areas. We have been informed by

individuals familiar with current traffic problems facing Muni Lines K, 8, 9, 29, and 43, especially at the intersection of the Access Road and Frida Kahlo Way which is adjacent to Archbishop Riordan High School and the intersection of Lee and Ocean Avenues which could be exasperated by this project. (See figure 8 of Notice).

4. Conclusion

It is clear that the scope of the Project EIR is inadequate and must be amended in order to fully analyze all of the potentially adverse effects of the project and include all the alternatives and variants discussed above. Thank you for your consideration.

Very truly yours,

WESTWOOD PARK ASSOCIATION

Michael Ahrens, President

cc: Anita Theoharis, Director of WPA
Anne Chen, Director of WPA
Joe Koman, Director of WPA
Francine Lofrano, Director of WPA
Jenny Perez, Director of WPA
Ravi Krishnaswamy, Director of WPA
Norman Yee, Supervisor, District 7

DECLARATION

I am a resident of Westwood Park. I live in Westwood Park on the lower segment of Plymouth Avenue, very close to San Ramon. I have lived there for 37 years.

The Draft Subsequent Environmental Impact Report for the Balboa Reservoir Project ("DSEIR") correctly notes the effective roadway width with on street parking at the lower segment of Plymouth is approximately 10 feet wide or less and two way vehicle travel is not feasible on Plymouth. (See DSEIR, page 6-34). However, the DSEIR is totally incorrect when it says as follows: "These instances are rare and this is not an issue under existing conditions due to the low traffic volumes on the segment."

The DSEIR also says as follows: "[T]he proposed project is not expected to pose potentially hazardous conditions due to the low traffic volumes" (DSEIR, page 6-35). The DSEIR is totally wrong in their conclusions.

At another place the DSEIR says that the addition of vehicle traffic over San Ramon would increase instances of oncoming traffic on Plymouth, but "drivers would have sufficient opportunities to pull over into available on street parking spaces or driveway curb cuts."

[DSEIR, page 6-37]

All of these comments in the DSEIR are without any basis in fact and are incorrect. At the current time there are seldom any parking spaces 16

16 (cont.)

on the lower segment of Plymouth near San Ramon. I have witnessed many times a day, two to seven behind the main car driving up or down the hill, are meeting each other and unable or unwilling to move. Many times, everyday these confrontations turn in road rage. They have hit each other's car, yell profanities, because of the tight squeeze of the road, will hit parked cars. The neighbors have woken up to the anger of the drivers in the morning or at night. It's all day everyday. That is the situation now.

If San Ramon is opened to traffic, 1100 from up to 1500 new units with approximately 1500-4000 people living in the complex(s), there certainly will continue to be no open spaces to park. Moreover, there will be an increase in the violent problems on Plymouth and additional problems with potential road rage, car damages for driving on the street. I disagree with the DSEIR conclusion, that if San Ramon is opened there would be sufficient opportunities to pull over into available on street parking. are generally no parking spaces available now, and if San Ramon is opened to traffic, there would be alerications for any available parking space that would guaranty no open parking spaces.

The DSEIR concludes that the use of San Ramon as a vehicle street would not create potentially hazardous conditions for people walking, biking, driving or public transit, and this alternative is "less than significant." [DSEIR 6-36]. This is a conclusion that is not based on any factual analysis. I have lived on Plymouth for 37

years, and can testify that opening San Ramon to vehicle traffic from 1100 or 1550 units and from City College would create something close to a war zone on this narrow street.

. 16 (cont.)

I declare under penalty of perjury that the foregoing is true and correct. Executed on this 14 day of September, 2019, at San Francisco, California.

Jenny Perez

DECLARATION

I am a resident of Westwood Park. I live in Westwood Park on the lower segment of Plymouth Avenue, very close to San Ramon. I have lived there for over 40 years.

The Draft Subsequent Environmental Impact Report for the Balboa Reservoir Project ("DSEIR") correctly notes the effective roadway width with on street parking at the lower segment of Plymouth is approximately 10 feet wide or less and two way vehicle travel is not feasible on Plymouth. (See DSEIR, page 6-34). However, the DSEIR is totally incorrect when it says as follows: "These instances are rare and this is not an issue under existing conditions due to the low traffic volumes on the segment."

The DSEIR also says as follows: "[T]he proposed project is not expected to pose potentially hazardous conditions due to the low traffic volumes" (DSEIR, page 6-35). The DSEIR is totally wrong in their conclusions.

At another place, the DSEIR says that the addition of vehicle traffic over San Ramon would increase instances of oncoming traffic on Plymouth, but "drivers would have sufficient opportunities to pull over into available on street parking spaces or driveway curb cuts." [DSEIR, page 6-37]

All of these comments in the DSEIR are without any basis in fact and are incorrect. At the current time, there are seldom any parking spaces on the lower segment of Plymouth near San Ramon. I have witnessed many times two cars meeting each other and unable or unwilling to move. Many times these confrontations have come close to resulting in road rage. That is the situation now.

If San Ramon is opened to traffic from up to 1500 new units there certainly will continue to be no open spaces to park. Moreover, there will be an increase in the problems on Plymouth and additional problems with potential road rage and simply driving on the street. I disagree with the DSEIR conclusion in the DSEIR, quoted above, that if San Ramon is opened there would be sufficient opportunities to pull over into available on street parking. There are generally no parking spaces available now, and if San Ramon is opened to traffic, there would be certain fights for any available parking spaces that would guaranty no open parking spaces.

17

They DSEIR concludes that the use of San Ramon as a vehicle street would not create potentially hazardous conditions for people walking, biking, driving or public transit, and this alternative is "less than significant." [DSEIR 6-36]. This is a conclusion that is not based on any factual analysis. I have lived on Plymouth for over 40 years, and can testify that opening San Ramon to vehicle traffic from 1100 or 1550 units and traffic from City College would create something close to a war zone on this narrow street.

17 (cont.)

I declare under penalty of perjury that the foregoing is true and correct. Executed on this 18th day of September, 2019, at San Francisco, California.

Anne Cher

Attachment 3

Non-CEQA Transportation Analysis



TECHNICAL MEMORANDUM

Date: August 1, 2019

To: Reservoir Community Partners, LLC

From: Kittelson & Associates, Inc.

Subject: Balboa Reservoir – Non-CEQA Analysis, Overview and Executive Summary

INTRODUCTION

This memorandum summarizes the supplemental transportation analyses for the Balboa Reservoir development (proposed project). The supplemental transportation analyses covers topics not analyzed under California Environmental Quality Act (CEQA) that were identified in the scoping and project development process to support project development efforts and address community concerns. The analysis was conducted for informational purposes and is not intended to identify or develop recommendations for implementation. The following topics were analyzed:

- Parking supply and demand. The purpose of this analysis is to present parking supply and
 occupancy counts, present a methodology and framework for ongoing monitoring and reporting
 of parking utilization rates, and assess the effect of the proposed development on existing offstreet and on-street parking.
- Vehicle operations. The objective of the analysis is to evaluate existing and existing plus project corridor operations along Ocean Avenue and Ridgewood Avenue-Frida Kahlo Way and intersection operations at select study intersections to estimate the changes in travel time attributable to the project and to evaluate potential modifications to improve traffic flow and vehicle progression at intersections along Ocean Avenue. Data on existing transit operations is used to inform the evaluation.
- Shuttle feasibility. The purpose of this analysis is to assess the feasibility of a shuttle operating between the Balboa Reservoir site, the City College of San Francisco (CCSF) campus, and the Balboa Park BART/Muni station.

The key findings of the parking analysis, operations analysis, and shuttle study are presented in this memorandum. The technical memorandums are included as attachments.

PARKING ANALYSIS

The key findings of the parking supply and utilization data collection and the parking demand analysis are summarized in this section.

Kittelson & Associates, Inc. San Francisco, California

Off-Street Parking Supply and Utilization

The project site is located west of City College of San Francisco's (CCSF) Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School. The project site is currently occupied by a 1,007-space surface parking lot ("Lower Lot" or west basin) accessed by two driveways on Frida Kahlo Way. The Lower Lot serves as overflow parking for the CCSF's 1,167-space Upper Lot (or east basin), which is accessed from the same two driveways on Frida Kahlo Way.

Parking inventory and occupancy data was collected at both the Upper and Lower Lots on Thursday, December 7, 2017, Wednesday, January 31, 2018, and Wednesday, April 18, 2018 when CCSF was in session. The peak hourly utilization of both the Lower Lot and Upper Lot was observed to occur between 10 a.m. and 1 p.m. The observed maximum combined occupancy rate of 73% (1,596 cars parked and 578 spaces available) occurred on Wednesday, January 31, 2018 between 11 a.m. and 12 p.m.

The Upper Lot can accommodate the existing combined parking demand (the total demand observed at both the Lower Lot and Upper Lot) during the a.m. and p.m. periods (7 to 9 a.m. and 5 to 7 p.m.) but would not meet the combined parking demand during the weekday midday period (10 a.m. to 12 p.m.). During the weekday midday peak hour of parking demand, assuming parking was available only at the Upper Lot, there would be a shortfall of up to 239 parking spaces.

Neighborhood (On-Street) Parking Supply and Utilization

On-street parking utilization data were collected by IDAX Data Solutions¹ in the site vicinity on two weekdays in February 2019. Each block face within the neighborhood on-street parking study area was observed three times a day for two days: at 9:00 a.m. (a.m.), 2:00 p.m. (midday), and 8:00 p.m. (p.m.). Days with street cleaning or abnormal parking behavior were avoided. Parking supply data in the form of number of available parking spaces per block were provided by San Francisco Municipal Transportation Agency (SFMTA).

Based on this data, there are a total of 906 parking spaces within the parking study area and between approximately 200 and 300 on-street spaces are available on weekdays during any given time period (a.m., midday, and p.m.). The highest levels of occupancy were generally observed to occur during the weekday p.m. period.

Parking Demand Analysis

Parking demand was calculated for residential, short-term retail and daycare visitors, and long-term employee parking for both the retail and childcare uses. This parking demand estimation focuses on the midday time period when the retail and childcare are active and existing CCSF parking demand would exceed capacity of the Upper Lot. While adjustments were made to account for the proposed

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¹ IDAX Data Solutions is a multimodal data solutions company providing transportation data with an office in San Francisco, CA.

transportation demand management (TDM) plan and affordable housing on site, the estimated project-generated parking demand can be considered conservative and likely overstates demand based on the site context and travel characteristics, transit proximity and quality, and existing and expected travel characteristics.

The Developer's Proposed Option would generate a total midday parking demand for 455 vehicle parking spaces (426 residential, 29 retail and childcare visitor, 18 retail and childcare employee). The Additional Housing Option would generate a total midday parking demand for 631 vehicle parking spaces (602 residential, 29 retail and childcare visitor, 18 retail and childcare employee).

The vehicle parking supply proposed under each development scenario was evaluated against the estimated parking demand generated by the project and the existing CCSF overflow demand. Based on this analysis, the projected residential parking demand can be met on-site with the currently proposed 0.5:1 parking ratio under the Developer's Proposed Option during the midday and overnight periods and the Additional Housing Option during the midday period. There would be a 101 space residential parking space shortfall during the overnight period with the Additional House Option.

The parking demand associated with the retail and child care visitor and employee demand (29 spaces) and CCSF overflow demand (239 spaces) could be met by available on-street parking spaces within the neighborhood parking study area (316 spaces during the midday period, 217 spaces during the overnight period). The analysis of the Developer's Proposed Option does not include the 750-space parking garage that is analyzed in the EIR. Some or all of these parking spaces could be included in the final project to meet projected demand. Alternatively, the parking demand from the retail and daycare visitors and employees and overflow CCSF vehicles could be accommodated by a combination of reducing CCSF parking demand through planned TDM measures and/or a shared parking agreement with the Balboa Reservoir project.

The Balboa Reservoir development intends to monitor and manage its parking efficiently while working to encourage the use of transportation modes other than the single occupancy vehicle. Shared or flexible parking designations between residential, retail, and CCSF uses would help to minimize the total number of parking spaces needed to meet project-generated parking demand and overflow CCSF parking demand resulting from the redevelopment of the Lower Lot. Implementation of TDM measures and a shared parking agreement with CCSF would reduce any secondary effects of parking shortfalls on the neighborhood parking supply.

OPERATIONS ANALYSIS

Analysis was conducted for existing and existing plus project conditions. Existing plus project conditions reflects the existing transportation network with the inclusion of vehicle trips generated by the Additional Housing Option. For the purposes of a more conservative analysis, the Additional Housing Option was evaluated, as it would generate more vehicle trips and would therefore have a greater effect on corridor delay and intersection operations. The Developer's Proposed Option would generate about 25 percent

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fewer vehicle trips and as a result, would be expected to result in less delay compared to the Additional Housing Option.

Corridor Analysis

The corridor delay analysis considers the change in vehicle delay with the addition of project-generated vehicle trips during the weekday a.m. and p.m. peak hours along the following two corridors:

- Ocean Avenue, from Plymouth Avenue to San Jose Avenue
- Ridgewood Avenue-Frida Kahlo Way, from Ridgewood Avenue/Monterey Boulevard to Frida Kahlo Way/Geneva Avenue/Ocean Avenue

The Additional Housing Option would increase delay along the Ocean Avenue study segment by one second in the eastbound direction during the weekday a.m. peak hour and by two seconds and eight seconds in the eastbound and westbound directions, respectively during the weekday p.m. peak hour.

The Additional Housing Option would increase delay along the Frida Kahlo Way study segment by one second in the northbound and southbound directions during the weekday a.m. peak hour and by three seconds in the southbound direction during the weekday p.m. peak hour.

Intersection Operations Analysis

A detailed intersection operations analysis was conducted to identify more specifically how operations may change with the addition of project-generated vehicle trips from the Additional Housing Option during the weekday a.m. and p.m. peak hours at the following three study intersections:

- Brighton Avenue/Ocean Avenue
- Lee Avenue/Ocean Avenue
- Frida Kahlo Way/Geneva Avenue/Ocean Avenue

These three study intersections were selected for analysis to address concerns raised by the community regarding operations at these locations.

The analysis considers the delay, queue length, and level of service for each approach and for the intersection overall. Intersection volumes were adjusted to reflect the peak hour and lane utilization factors². Overall, vehicle trips generated by the Additional Housing Option are not anticipated to substantially increase delays at study intersections during the weekday a.m. and p.m. peak hours. The

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² Peak hour factor is defined as the hourly volume divided by the peak (fifteen) minute flow rate within that same hour. The lane utilization factor indicates the "uniform" use of available lanes. It is the ratio of the average volume per lane to the heaviest volume in one lane.

key findings of the intersection operations analysis comparing existing with existing plus project conditions are summarized in this section.

Brighton Avenue/Ocean Avenue

- There would not be a substantial change to the delay, queue lengths, and level of service with the addition of project-generated vehicle trips.
- With the addition of project trips, the overall intersection delay may be slightly reduced (by less than one second per vehicle and by 1.3 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively), as a larger proportion of trips travelling through the intersection are doing so on the coordinated phase, thereby increasing the efficiency of the signal and reducing average vehicle delay.

Lee Avenue/Ocean Avenue

- With the addition of project-generated vehicle trips, the overall intersection delay is projected to slightly increase (by 2.0 and 4.2 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively).
- The southbound approach is projected to experience the greatest change in delay, queues, and level of service with the addition of project-generated vehicle trips. The delay is estimated to increase by 11.6 seconds per vehicle during the weekday a.m. and p.m. peak hours. The queue length is estimated to increase by 87 feet during the weekday a.m. peak hour and by 81 feet during the weekday p.m. peak hour. The level of service is estimated to change from LOS C to LOS D during the weekday a.m. and p.m. peak hours.

Frida Kahlo Way/Geneva Avenue/Ocean Avenue

- The overall intersection delay is anticipated to increase by 18.4 seconds per vehicle during the weekday a.m. peak hour and by 37.2 seconds per vehicle during the weekday p.m. peak hour with the addition of project-generated vehicle trips.
- The westbound approach is projected to experience the greatest change in delay, queues, and level of service with the addition of project-generated vehicle trips during the weekday a.m. and p.m. peak hours. The delay is estimated to increase by 28.1 and 70.5 seconds per vehicle, respectively. The queue length is estimated to increase by 38.6 and 115 feet, respectively. The level of service is estimated to worsen from a LOS E to a LOS F during the weekday p.m. peak hour.

Potential Intersection Modifications

Intersection modifications can be made to increase safety and capacity, improve vehicle progression, and reduce congestion on the road. The most common strategies include optimizing or modifying signal timing and implementing physical changes or turn movement restrictions at intersections to increase

efficiency of intersection or corridor operations. Potential intersection modifications were described and analyzed in the Operations Analysis technical memorandum. Key findings are presented in this section.

Signal Timing Modifications

One of the major objectives of traffic signal optimization is to increase the capacity of at-grade intersections. For this analysis, at each study intersection, five seconds of green time was reallocated from the north/south approaches to the east/west approaches. In other words, green time on Ocean Avenue was increased by five seconds for each phase while the overall cycle length remained fixed. Increasing green time on Ocean Avenue would:

- Decrease overall intersection delays at Brighton Avenue/Ocean Avenue and Frida Kahlo Way/Geneva Avenue/Ocean Avenue by between 1 and 5 seconds and between 45 and 51 seconds, respectively. However, Synchro may overestimate the change in delay and queue lengths reported at Frida Kahlo Way/Geneva Avenue/Ocean Avenue, which operates at, or near, capacity.
- Increase overall intersection delay at Ocean Avenue/Lee Avenue by between 1 and 5 seconds.
- Reduce delay and queue lengths on the eastbound and westbound approaches and increase delay and queue lengths on the northbound and southbound movements at all study intersections.

Signalized intersections along Ocean Avenue operate as actuated-coordinated signals³ with maximum recall⁴ that operate on a fixed cycle length. Signal timing modifications implemented at these three intersections in isolation may adversely affect vehicle progression and have unintended consequences for operations along the corridor. Any adjustments to signal timing would need to be reviewed and approved by SFMTA.

Other Modifications

In addition to signal timing modifications, other intersection modifications and treatments along the corridor may be implemented to increase efficiency of operations and reduce vehicle delay and queue lengths along the corridor. These include installation of left-turn lanes, installation of right-turn lanes, implementation of turn restrictions, and intersection redesign. These treatments can be costly if

³ Actuated signals prioritize the through movement of the major street and use sensors to respond to the traffic present at actuated approach, so that the pattern of the signal (the length and order of each phase) depends on the traffic and can be different at every cycle. Sensors report to the signal computer and green is provided for those actuated lanes only when traffic is present and only until the traffic has vacated those lanes or the maximum time set for that phase has been reached.

⁴ Each phase in a signalized intersection is given a recall mode of either no call, minimum, maximum, or pedestrian. No recall implies that a phase can be skipped if no vehicles are present/detected. Minimum recall indicates that a phase is being called for its minimum green time, independent of a vehicle's presence. Maximum recall specifies that a phase is being called for its maximum green time. Pedestrian recall means that a phase will always service the pedestrian walk and clearance interval times independent of a pedestrian's presence.

additional right-of-way is needed and there may be other tradeoffs to consider, such as potential adverse effects on conditions for bicyclists and pedestrians. Modifications that would require roadway widening, additional right-of-way, rail reconfiguration, or signal relocation would be major infrastructure projects and may not be feasible or appropriate within the context of the corridor.

Planned projects that are intended to improve safety, access, and comfort for people traveling along Ocean Avenue include the Ocean Avenue Safety Project and I-280 Interchange Modifications at Balboa Park Project.

SHUTTLE STUDY

A shuttle feasibility assessment was conducted to evaluate the potential for shuttle service operating between the Balboa Reservoir Site, CCSF Ocean Avenue campus, and the Balboa Park BART/Muni station. The analysis includes a ridership assessment, service concept, and feasibility analysis. Key findings from the assessment are summarized in this section.

The Balboa Reservoir development is expected to generate up to 2,700 transit trips⁶ each day, many to/from the Balboa Park BART/Muni station, approximately 0.6 mile east of the project site. While the total travel demand between these destinations is high, and the shuttle would have convenient stop locations, the shuttle's indirect loop route would have to compete with the high frequency and direct travel of the existing transit service and the flexibility and speed of walking.

The conceptual shuttle route is approximately 2.25 miles long with an estimated peak hour travel time of approximately 31.5 minutes, with variability based on congestion, signal delay, passenger boarding/alighting, final routing, and layover scheduling. The shuttle system route would have stops within the Balboa Reservoir site, on CCSF campus, at City College Terminal, and at the Balboa Park BART/Muni station.

Muni currently offers convenient connections to the Balboa Park BART/Muni station. The K/T Third/Ingleside light rail and Muni bus routes 8, 29, 49, and 91 have stops on Ocean Avenue or the City College Terminal near the project site. Muni route 43 operates on Frida Kahlo Way adjacent to CCSF and on Geneva Avenue to the Balboa Park BART/Muni station. Typical wait times are under five minutes during the weekday a.m. and p.m. peak periods.

The Balboa Reservoir shuttle demand model is calibrated to high shuttle use estimates to serve as a proof of concept. The convenience of a free shuttle was estimated to be more appealing than, and capture the majority of, the BART riders that may otherwise walk, take other transit options, drive alone/carpool, or be dropped off in a taxi or transportation network company vehicle (e.g., Uber, Lyft). With the shuttle

⁶ Source: Balboa Reservoir Transit Assessment Memorandum, June 25, 2019.

operating with at least two vehicles in service, approximately half of the walk trips and the majority of transit, drive alone, and kiss and ride modes would be expected to switch modes and use the shuttle.

However, given that multiple Muni lines serve stops near Balboa Reservoir and CCSF operating on 8-10 minute headways during weekday a.m. and p.m. periods and typical waiting times are under five minutes, the shuttle would have to operate at high frequencies throughout the day to effectively compete with the existing transit service and walking trips. With three shuttle buses in operation, vehicle headways and average waiting time would match that of existing peak hour service. This level of shuttle service is forecast to have an estimated cost of \$762,500 to over \$1 million per year without considering factors, such as regulatory requirements and operator staffing and scheduling, which would increase costs and may present substantial hurdles to implementation. If a lower frequency and less costly service were provided as an alternative, it would not be competitive with the existing transit and walking alternatives and would see less use. Overall, the shuttle system route would be duplicative with existing transit connection to the Balboa Park BART/Muni station for passengers able to walk to nearby bus and light rail stops. The costs and convenience associated with providing shuttle service should be weighed against alternatives, such as subsidized first mile/last mile taxi or transportation network company rides for those with mobility needs.

ATTACHMENTS

- A. Parking Analysis Technical Memorandum
- B. Operations Analysis Technical Memorandum
- C. Shuttle Study Technical Memorandum

ATTACHMENT A: PARKING ANALYSIS TECHNICAL MEMORANDUM

1161 MISSION STREET, OFFICE #563 SAN FRANCISCO, CA 94103 P 415 579 1778

TECHNICAL MEMORANDUM

Date: August 1, 2019

To: Reservoir Community Partners, LLC

From: Kittelson & Associates, Inc.

Subject: Balboa Reservoir – Parking Analysis Memorandum

This memorandum summarizes the results of a parking study conducted for the Balboa Reservoir development (proposed project). The project site is located west of City College of San Francisco's (CCSF) Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School. The project site is currently occupied by a 1,007-space surface parking lot ("Lower Lot" or west basin) accessed by two driveways on Frida Kahlo Way. The Lower Lot serves as overflow parking for the CCSF's 1,167-space Upper Lot (or east basin), which is accessed from the same two driveways on Frida Kahlo Way.

The purpose of this analysis is to present parking supply and occupancy counts, present a methodology and framework for ongoing monitoring and reporting of parking utilization rates, and assess the impact of the proposed development on existing off-street and on-street parking under several development scenarios. The memorandum is organized as follows:

- Data collection summary
- Parking demand analysis
- Parking monitoring plan
- Conclusion

DATA COLLECTION SUMMARY

Off-Street Parking

Parking inventory and occupancy data was collected at both the Upper and Lower Lots on Thursday, December 7, 2017, Wednesday, January 31, 2018, and Wednesday, April 18, 2018 on a typical non-holiday, non-registration period day when CCSF was in session. Parking data was collected on an hourly basis between 7:00 a.m. and 9:00 p.m. The number of spaces in the Upper and Lower Lots were counted with the use of aerial photography and then verified in the field. Parking occupancy was collected manually by field technicians. The parking lots were divided into areas with a field technician responsible for collecting data in each. Technicians walked the lots every hour, manually counting the number of full and empty stalls in each area. Data was marked by hand in the field and transferred to spreadsheets. The spreadsheet data entries were then checked against the manual entries.

Parking supply and occupancy data are summarized in Exhibit 1 and Exhibit 2. Exhibit 3 illustrates the average utilization from all three dates.

Exhibit 1: Existing CCSF Upper/Lower Lot Parking Supply and Occupancy

	Lower	Lot (1,007 S	paces)	Upper	Lot (1,167 S	paces)	Comb	ined (2,174 S	paces)
Time	Parked	Available	Utilization	Parked	Available	Utilization	Parked	Available	Utilization
				Thursday, De	ecember 7, 2	017			
7	0	1007	0%	39	1128	3%	39	2135	2%
8	3	1004	0%	181	986	16%	184	1990	8%
9	11	996	1%	614	553	53%	625	1549	29%
10	133	874	13%	1078	89	92%	1211	963	56%
11	235	772	23%	1071	96	92%	1306	868	60%
12	253	754	25%	1083	84	93%	1336	838	61%
13	167	840	17%	1058	109	91%	1225	949	56%
14	101	906	10%	813	354	70%	914	1260	42%
15	87	920	9%	693	474	59%	780	1394	36%
16	40	967	4%	476	691	41%	516	1658	24%
17	26	981	3%	361	806	31%	387	1787	18%
18	9	998	1%	429	738	37%	438	1736	20%
19	6	1001	1%	537	630	46%	543	1631	25%
20	2	1005	0%	445	722	38%	447	1727	21%
21	1	1006	0%	184	983	16%	185	1989	9%
			1	Wednesday, .	January 31, 2	2017			
7	1	1006	0%	79	1088	7%	80	2094	4%
8	4	1003	0%	298	869	26%	302	1872	14%
9	139	868	14%	958	209	82%	1097	1077	50%
10	407	600	40%	1094	73	94%	1501	673	69%
11	533	474	53%	1063	104	91%	1596	578	73%
12	483	524	48%	1046	121	90%	1529	645	70%
13	297	710	29%	963	204	83%	1260	914	58%
14	186	821	18%	876	291	75%	1062	1112	49%
15	135	872	13%	726	441	62%	861	1313	40%
16	76	931	8%	555	612	48%	631	1543	29%
17	55	952	5%	482	685	41%	537	1637	25%
18	17	990	2%	621	546	53%	638	1536	29%
19	12	995	1%	745	422	64%	757	1417	35%
20	8	999	1%	612	555	52%	620	1554	29%
21	4	1003	0%	251	916	22%	255	1919	12%
				-	, April 18, 20				
7	3	1004	0%	56	1111	5%	59	2115	3%
8	4	1003	0%	265	902	23%	269	1905	12%
9	9	998	1%	706	461	60%	715	1459	33%
10	126	881	13%	847	320	73%	973	1201	45%
11	238	769	24%	1078	89	92%	1316	858	61%
12	181	826	18%	1009	158	86%	1190	984	55%
13	187	820	19%	939	228	80%	1126	1048	52%
14	85	922	8%	792	375	68%	877	1297	40%
15	67	940	7%	633	534	54%	700	1474	32%
16	39	968	4%	536	631	46%	575	1599	26%
17	22	985	2%	449	718	38%	471	1703	22%
18	17	990	2%	489	678	42%	506	1668	23%
19	10	997	1%	563	604	48%	573	1601	26%
20	5	1002	0%	510	657	44%	515	1659	24%
21	5	1002	0%	141	1026	12%	146	2028	7%

Sources: Kittelson & Associates, Inc. 2019; Quality Counts, 2017 & 2018.

Note: Parking utilization was rounded.

- Lower Lot Capacity

Exhibit 2: Existing CCSF Upper/Lower Lot Parking Supply and Occupancy – Thursday, December 7, 2017

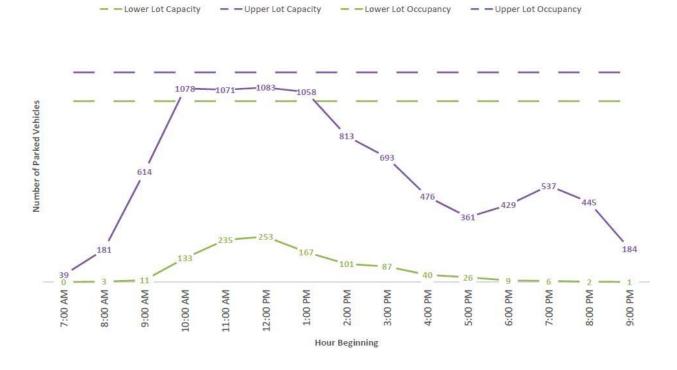
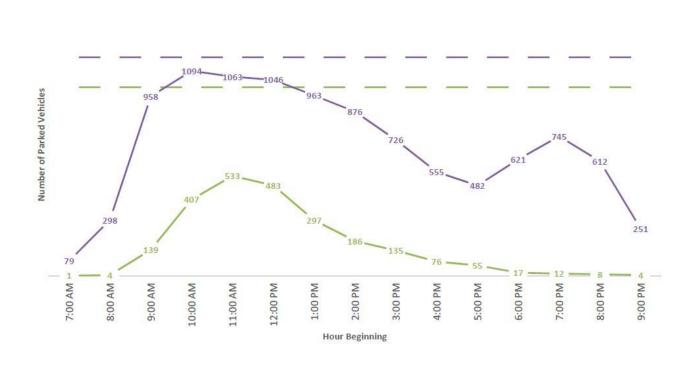


Exhibit 3: Existing CCSF Upper/Lower Lot Parking Supply and Occupancy – Wednesday, January 31, 2018

- Lower Lot Occupancy

- Upper Lot Occupancy

- Upper Lot Capacity



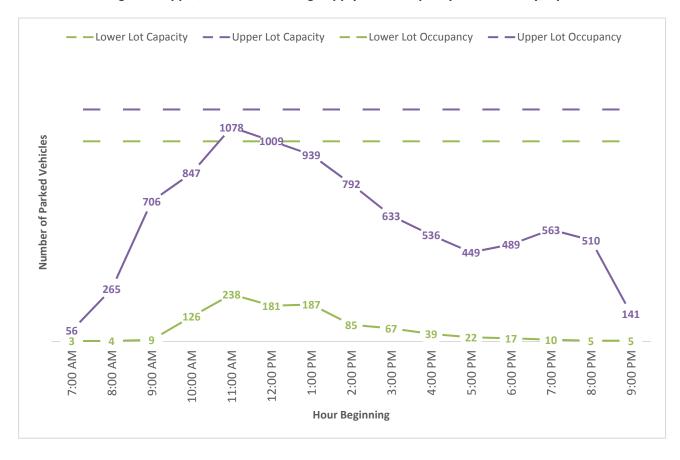


Exhibit 4: Existing CCSF Upper/Lower Lot Parking Supply and Occupancy – Wednesday, April 18, 2018

As shown in Exhibit 1 through Exhibit 4, the peak hourly utilization of both the Lower Lot and Upper Lot occurs between 10:00 a.m. and 1:00 p.m. during all three days of observation.

- On Thursday, December 7, 2017, the peak hour of occupancy occurred between 12:00 p.m. and 1:00 p.m. in both the Lower Lot and Upper Lot; at this time, there were 253 cars parked (754 spaces available) in the Lower Lot and 1,083 cars parked (84 spaces available) in the Upper Lot. This represents a utilization rate of 25% in the Lower Lot and 93% in the Upper Lot and a combined occupancy rate of 61%.
- On Wednesday, January 31, 2018, the peak hour of occupancy occurred between 11:00 a.m. and 12:00 p.m. in the Lower Lot and between 10:00 a.m. and 11:00 a.m. in the Upper Lot; during these times, there were 533 cars parked (474 spaces available) in the Lower Lot and 1,094 cars parked (73 spaces available) in the Upper Lot during the peak hours. This represents a utilization rate of 53% in the Lower Lot and 94% in the Upper Lot.
- On Wednesday, April 18, 2018, the peak hour of occupancy occurred between 11:00 a.m. and 12:00 p.m. in both the Lower Lot and Upper Lot; at this time, there were 238 cars parked (769 spaces available) in the Lower Lot and 1,078 cars parked (89 spaces available) in the Upper Lot. This represents a utilization rate of 24% in the Lower Lot and 92% in the Upper Lot and a combined utilization rate of 61%.

• The maximum combined occupancy rate of 73% (1,596 cars parked and 578 spaces available overall) occurred on Wednesday, January 31, 2018 between 11:00 a.m. and 12:00 p.m.

Neighborhood (On-Street) Parking

On-street parking utilization data were collected by IDAX Data Solutions¹ traffic data collection staff in the site vicinity on weekdays in February 2019 for the block faces shown in Exhibit 5. Each block face was observed three times a day for two days: at 9:00 a.m. (a.m.), 2:00 p.m. (midday), and 8:00 p.m. (p.m.). Days with street cleaning, holidays, events, or other abnormal parking behavior were avoided.

Each observation included the number of parked cars and for each vehicle:

- License plate numbers
- Parking regulation for parking space
- If legally parked
- If parked in a curb cut

Vehicles parked illegally or across driveways/curb cuts were disregarded as the parking supply consists of only legal parking spaces. While these vehicles constitute parking demand, the spaces these vehicles occupy are not included in the parking supply, so they have no impact on the total available spaces, defined by remaining legal spaces. Each observation period averaged 4.8 illegally parked vehicles and 28.3 vehicles parked in curb cuts, primarily in residential blocks south of Ocean Avenue and north of CCSF.

Parking supply data in the form of number of remaining legal parking spaces per block were provided by San Francisco Municipal Transportation Agency (SFMTA). For blocks where the number of observed legally parked vehicles exceed the SFMTA provided supply, the maximum observed occupancy count was used as the parking supply.

Existing Parking Utilization

The parking utilization and supply data was grouped into four parking areas (north, east, south, and west) shown in Exhibit 5. Percent occupancy and number of available spaces were determined for each observation period for each area as shown in Exhibits 6 and 7. The parking supply and availability by area is presented in Exhibit 8.

¹ IDAX Data Solutions is a multimodal data solutions company providing transportation data with an office in San Francisco, CA.

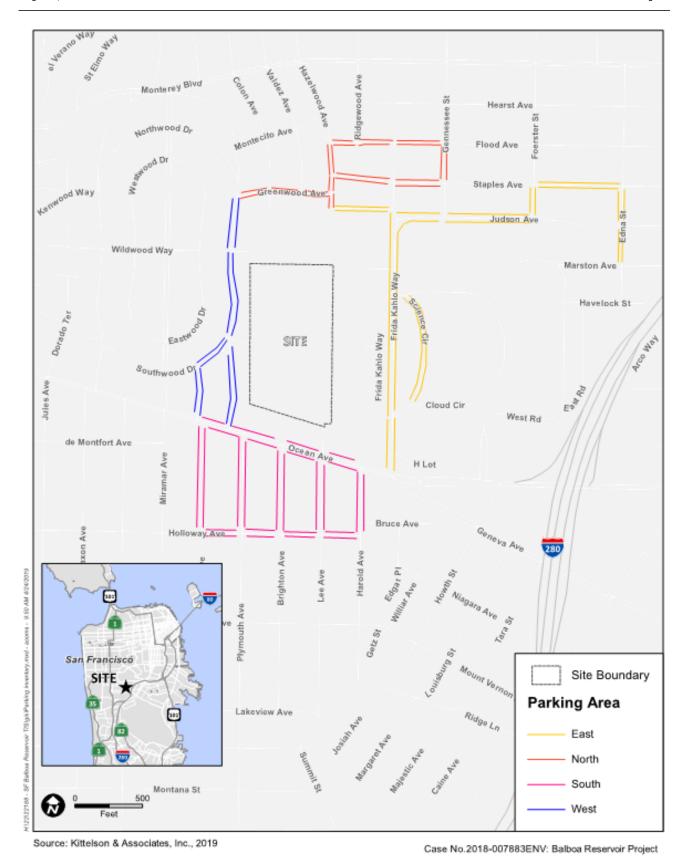
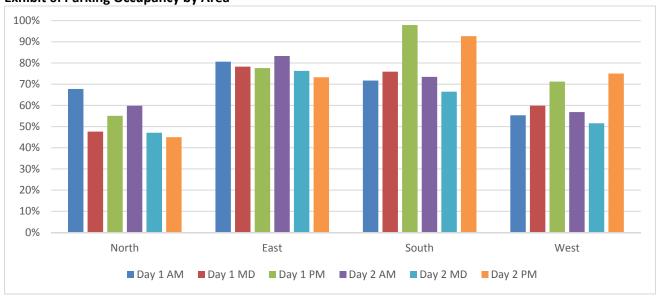


Exhibit 5: Neighborhood (On-Street) Parking Study Area







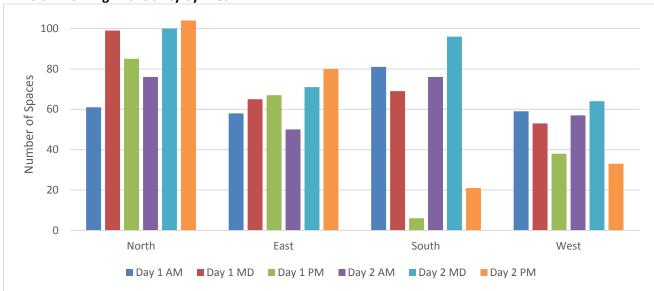


Exhibit 8: Available Street Parking Spaces by Area and Time Period

Parking	Cummbe	Available Street Parking Spaces by Time Period					A., 0.40.00	
Area Supply		Day 1 AM	Day 1 MD	Day 1 PM	Day 2 AM	Day 2 MD	Day 2 PM	Average
North	189	61	99	85	76	100	104	88
East	299	58	65	67	50	71	80	65
South	286	81	69	6	76	96	21	58
West	132	59	53	38	57	64	33	51
Total	906	259	286	196	259	331	238	262

Sources: Kittelson & Associates, Inc. 2019; IDAX 2019; SFMTA 2019.

Notes: AM = weekday a.m. (9 a.m.); MD = weekday midday (2 p.m.); PM = weekday p.m. (8 p.m.)

Data presented represents the total available parking spaces by area and time period for each parking area as calculated by subtracting the observed legally parked vehicles from the maximum of the SFMTA parking supply and greatest legally parked vehicle observation.

Exhibit 8 indicates that there are a total of 906 parking spaces within the parking study area and between approximately 200 and 300 on-street spaces are available on streets within the parking study area on weekdays during any given time period. The North and West parking areas have the highest proportion of available street parking with average occupancy of less than 60% (equivalent to 88 and 51 available spaces, respectively). The South area has the highest average occupancy at 80% (equivalent to about 58 available spaces) with the weekday p.m. period approaching 100% utilization. The weekday p.m. period was generally observed to have the highest occupancy.

Parking in the site vicinity is controlled by a combination of the following types of regulation:

- Parking meters
- Residential Permit Parking (RPP): 2-hour time-limited parking between 8:00 a.m. and 6 p.m. weekdays, except with residential permit
- Time Limit: 2-hour time-limited parking without exception
- Unregulated: no apparent parking regulations outside of street sweeping hours

The supply and average number of available parking spaces distributed by parking regulation type is presented in Exhibit 9. As shown in Exhibit 8, over 300 on-street parking spaces are available in the onstreet parking study area during the midday period (2 p.m.). As shown in Exhibit 9, the parking demand from overflow CCSF vehicles can be accommodated by the available on-street parking supply, though parking regulations may hinder use.

Exhibits 1 through 4 summarize the parking utilization in the Upper Lot and Lower Lot (project site). Exhibit 10 presents the combined occupancy for the Upper Lot and Lower Lot and assumes that no parking spaces would be provided on the Lower Lot. The number of parked vehicles is calculated as the sum of the number of vehicles parked in the Lower Lot and the number of vehicles parked in the Upper Lot. The available spaces and utilization rate are calculated based on the Upper Lot supply of 1,167 parking spaces assuming the Lower Lot has a parking supply of zero spaces. A utilization rate less than 100% indicates that the Upper Lot could accommodate the existing combined parking demand.

As shown in Exhibit 10, the Upper Lot can accommodate the existing combined parking demand during the a.m. and p.m. periods (7 to 9 a.m. and 5 to 7 p.m.) but would not meet the combined parking demand during the weekday midday period (10 a.m. to 12 p.m.). During the weekday midday peak hour of parking demand there would be a shortfall of up to 239 spaces. A similar analysis in the March 2019 CCSF Ocean Campus TDM Plan and Parking Analysis reported a shortfall of 91 spaces without the Lower Lot. The CCSF Ocean Campus TDM Plan and Parking Analysis was prepared by Fehr & Peers and commissioned by CCSF.

Exhibit 9: Average Available Street Parking Spaces by Area and Parking Regulation

		Parking Regulation						
Parking Area	Parking Count Type	Parking Meters	Residential Parking	Time Limit	Unregulated	Total		
			Permit		4.4.0	100		
North	Supply	0	0	70	119	189		
North	Available	0	0	53	35	88		
Foot	Supply	0	0	45	254	299		
East	Available	0	0	9	56	65		
C	Supply	42	244	0	0	286		
South	Available	16	42	0	0	58		
Most	Supply	0	79	0	53	132		
West	Available	0	35	0	16	51		
Total	Supply	42	323	115	426	906		
	Available	16	77	62	107	262		

Sources: Kittelson & Associates, Inc. 2019; IDAX 2019; SFMTA 2019.

Notes: Data presented represents average available parking spaces by block attributed to the predominate parking regulation for that block.

Exhibit 10: Existing City College Upper/Lower Lot Parking Occupancy and Upper Lot Supply

		Combined Occupancy ¹			
Time Period	Time (Hour Beginning)	Parked Vehicles	Available Spaces, Upper Lot	% Utilization, Upper Lot	
Weekday a.m. Peak Period	7 a.m.	59	1,108	5%	
Weekday a.iii. Feak Feilou	8 a.m.	252	915	22%	
	10 a.m.	1,228	-61	105%	
Weekday Midday Peak Period	11 a.m.	1,406	-239	120%	
	12 p.m.	1,352	-185	116%	
Weekday p.m. Peak Period	5 p.m.	465	702	40%	
Weekday p.iii. Feak Feilou	6 p.m.	527	640	45%	

Sources: Kittelson & Associates, Inc. 2019; Quality Counts, 2017 & 2018.

Notes: Data presented represents the average across three days of data collection: Thursday, December 7, 2017, Wednesday, January 31, 2018, and Wednesday, April 18, 2018.

The City College of San Francisco March 2019 Facilities Master Plan Final Draft recommends a new West Parking Garage with up to 1,200 spaces to be constructed on the Upper Lot in conjunction with additional buildings. However, the plan states "the size of the structure does not include specific consideration for the potential loss of parking in the lower Balboa Reservoir." The plan also calls for transportation demand management measures to reduce vehicle and parking demand on campus.

PARKING DEMAND ANALYSIS

The project site is the 17.4-acre parcel located across Frida Kahlo Way from the City College of San Francisco campus and adjacent to a City College parking lot that fronts onto Frida Kahlo Way. The project

¹ Parked vehicles calculated as the sum of the number of vehicles parked in both the Lower Lot and Upper Lot. Available spaces and utilization rate calculated based on the Upper Lot supply of 1,167 parking spaces, assuming zero parking spaces provided in the Lower Lot.

site is currently used as an approximately 1,000-space surface parking lot (known as the "Lower Lot") for City College, supplementing the 1,167 vehicle parking spaces in the Upper Lot.

Proposed development scenarios are shown in Exhibit 11 including 0.5:1 residential unit parking ratio. The proposed development, both options, is assumed to be comprised of 40% one-bedroom, 30% two-bedroom, 30% three-bedroom units with 50% of the units being affordable housing. The unit mix is a conservative estimate used for analysis purposes. The actual unit mix may differ.

Exhibit 11: Proposed Land Use Program

		Options	
Land Use	Unit of measurement	Developer's Proposed Option	Additional Housing Option
Residential ¹	Total Dwelling Units	1,100	1,550
	Total Square Feet	1,283,000	1,547,000
General Retail	Gross Square Feet	7,500	7,500
Childcare & Community Room	Gross Square Feet	10,000	10,000
Residential Vehicle Parking ²	Spaces	Up to 550	Up to 650

Source: Reservoir Community Partners, LLC

Parking demand for the proposed development, both options, was estimated based on the methodology in Appendix G of the 2002 Transportation Impact Analysis Guidelines² (2002 Guidelines) with adjustments to account for the proposed affordable housing and transportation demand management (TDM) measures. The parking demand formulas and parameters from the 2002 Guidelines were used directly to estimate the parking demand associated with the residential units and the retail and daycare space. Affordable housing units were assumed to have a reduced parking demand relative to market rate units to reflect the lower rates of auto ownership, price of unbundled parking, and quality of transit service near the project site.

Transportation Demand Management

The development will implement transportation demand management (TDM) measures to encourage the use of non-auto modes and reduce vehicle trips. Proposed TDM measures are identified in Exhibit 12, along with the estimated vehicle trip reduction rate associated with implementation.

¹ Based on information provided by Reservoir Partners LLC, the analysis assumes the following bedroom unit mix: 40% one-bedroom, 30% two-bedroom, 30% three-bedroom units. The unit mix is a conservative estimate used for analysis purposes and the actual unit mix may differ.

² Under the Developer's Proposed Option, up to 750 additional public parking spaces are being considered.

² An update to the 2002 Guidelines was published in February 2019. However, the parking demand methodology presented in the 2019 Guidelines is based on the neighborhood parking rate for non-residential uses only. The 2002 Guidelines methodology was determined to be more appropriate for the proposed development.

Exhibit 12: TDM Measures and Estimated Vehicle Trip Reduction

TDM Measure	Range of Vehicle Trip Reduction Rate	Estimated Vehicle Trip Reduction Rate for Developer's Proposed Option and Additional Housing Option ¹
Improve Biking/Walking Network	0% to 2%	1.0%
Provide Bicycle Parking	0.625%	0.6%
Implement Car Share Program	5% to 15%	5.0%
Unbundle Parking	2.6% to 13%	4.3%
Limit On-Site Parking Supply	5% to 12.5%	8.8%
Improved Design of Development ²	3% to 21.3%	10.7%
TDM Progr	30.4%	

Source: California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, August 2010.
Notes:

The range of effectiveness for vehicle trip reductions (VTR) identified for each measure is based on information included in the California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, August 2010 (CAPCOA Report). The quantification methods provided in the CAPCOA Report are based on an extensive literature review and are appropriate for use in this project-level analysis. The estimated vehicle trip reduction rate is based on the anticipated level of adoption and aggressiveness of implementation of a given strategy. Vehicle trip reduction is estimated by applying the vehicle trip reduction rate to the vehicle trips generated by the target user group, which would include residents, employees, and visitors to the site.

As shown in Exhibit 12, the selected TDM measures would reduce vehicle trips generated by the project. Similar to how these treatments would facilitate non-auto trips, these amenities would reduce parking demand. Reduced auto demand reduces parking demand for visitors and employees. Actions such as unbundling parking from residential units and limiting parking supply directly impact residential parking demand. Therefore, the TDM measures were estimated to reduce residential parking demand by 30.4%.

Project Parking Demand

Parking demand was calculated for residential, short-term retail and daycare visitors, and long-term employee parking for both the retail and childcare uses, as shown in Exhibit 13. This parking demand estimation focuses on the midday time period when the retail and childcare are active and existing CCSF parking demand would exceed capacity of the Upper Lot. While adjustments were made to account for the TDM plan and affordable housing, this parking estimate is conservative and likely overstates demand based on the site context and travel characteristics, transit proximity and quality, and existing and expected travel characteristics. Additionally, this parking analysis reflects 2019 parking costs and regulations; future parking policies may influence parking demand for CCSF and the Balboa Reservior.

¹ Vehicle trip reduction rate estimated based on the estimated level of adoption and aggressiveness of implementation of a given strategy and account for the implementation of other TDM program elements so as not to overestimate vehicle trip reduction for the overall program.

² Design elements include: multimodal wayfinding, real-time information displays, on-site bikeshare, bicycle repair station, showers and lockers, delivery supportive amenities, and tailored transportation marketing.

Exhibit 13: Estimated Midday Site Parking Demand with Travel Demand Management

	Project Options			
Land Use	Developer's Proposed Option	Additional Housing Option		
Residential (Midday 80% of Overnight) ¹	426	602		
Retail & Childcare Short-Term	11	11		
Retail Employee ²	9	9		
Childcare Employee ³	9	9		
Total Development Midday Parking Demand	455	631		

Notes:

As shown in Exhibit 13, the Developer's Proposed Option would generate a total midday parking demand for 455 vehicle parking spaces (426 residential, 29 retail and childcare visitor, 18 retail and childcare employee). The Additional Housing Option would generate a total midday parking demand for 631 vehicle parking spaces (602 residential, 29 retail and childcare visitor, 18 retail and childcare employee).

The vehicle parking supply proposed under each development scenario was evaluated against the estimated parking demand generated by the project and the existing CCSF overflow demand. The summary results are shown in Exhibit 14.

Exhibit 14: Total Parking Analysis Summary (0.5:1 Parking Ratio [currently proposed])

		Developer's Proposed Option (0.5:1)			Additional Housing Option (0.5:1)				
				Supply			Supply		
Time Period	Parking Scenario	Dem- and	On- Site	Neighbor -hood ²	Total	Dem- and	On- Site	Neighbor -hood ²	Total
	Residential	426	550	0	550	602	650	0	650
Midday	Public/CCSF ³	268	0	316	316	268	0	316	316
	Total	694	550	316	866	870	650	316	966
	Residential	533	550	0	550	751	650	0	650
Overnight	Public/CCSF ³	0	0	217	217	0	0	217	217
	Total	533	550	217	767	751	650	217	867

Notes: (0.5:1) denotes a parking ratio of 0.5 residential parking spaces for 1 residential unit; green-shaded cells have excess parking supply while red-shaded cells have parking deficits

As shown in Exhibit 14, the currently proposed 0.5:1 parking ratio meets residential parking demand under the Developer's Proposed Option during the midday and overnight periods and the Additional

¹ Based on distribution of unit sizes and affordable housing; 20% midday reduction based on page G-2 of 2002 Transportation Analysis Guidelines. Overnight parking demand is 514 vehicles for the Developer's Proposed Option and 724 for the Additional Housing Option.

² Daily non-work automobile trips calculated by adjusting Table 6 of the Travel Demand Memorandum trips by Table C-2 values of 2002 Transportation Analysis Guidelines; vehicle occupancy based on SD-3 retail trips per 2002 Transportation Analysis Guidelines.

³ Number of employees based on Table C-1 of 2002 Transportation Analysis Guidelines; Mode split per Table 4 of Travel Demand Memorandum.

¹ Developer's Proposed Option supply does not include the 750-space parking garage that is analyzed in the EIR. Some or all of these parking spaces could be included in the final project to meet projected demand.

² Neighborhood supply includes available street parking spaces within the parking study area during the given time period (Midday and Evening/Overnight).

³ Includes 29 retail and child care visitor and employee demand and 239 overflow CCSF vehicles.

Housing Option during the midday period. There would be a 101 space residential parking space shortfall during the overnight period with the Additional House Option. The parking demand associated with the retail and child care visitor and employee demand (29 spaces) and CCSF overflow demand (239 spaces) could be met by available on-street parking spaces within the study area (316 spaces during the midday period, 217 spaces during the overnight period).

Alternatively, the parking demand from the retail and daycare visitors and employees and overflow CCSF vehicles could be accommodated by a combination of reducing CCSF parking demand through planned TDM measures and/or a shared parking agreement with the Balboa Reservoir project. Additionally, under the Developer's Proposed Option, the supply shown in Exhibit 14 does not include the 750-space parking garage that is analyzed in the EIR. Some or all of these parking spaces could be included in the final project to meet projected demand.

PARKING MONITORING PLAN

Goal of the Monitoring Plan

The goal of the monitoring plan is to conduct ongoing monitoring and evaluation of vehicle parking supply and utilization on the Balboa Reservoir project site and nearby City College of San Francisco parking facility. Data will be collected and reviewed to help inform the construction of parking facilities and to determine if parking and transportation demand management strategies are needed.

Background

The Balboa Reservoir Parking Utilization Study (2017-2018) presented above, is an analysis of the parking conditions on the proposed project site ("Lower Lot") and the adjacent Upper Lot. Data was collected at three time periods when school was in session to gauge when parking utilization would be at its highest levels of the year.

The Parking Utilization Study (2017-2018) was intended to monitor and evaluate parking supply and usage to understand the potential effects of the proposed Balboa Reservoir development on the Lower Lot and the resulting loss of parking on City College of San Francisco staff and students. This initial study will be used to develop the framework and methodology for ongoing monitoring and evaluation of parking supply and utilization on the Balboa Reservoir site and the Upper Lot to guide management of Balboa Reservoir and City College of San Francisco parking facilities. Proposed methodology and implementation of the parking monitoring plan is discussed in the following sections.

Methodology

Balboa Reservoir Parking Utilization Study (2017-2018) Methodology

For the Balboa Reservoir Parking Utilization Study (2017-2018), parking data was collected on an hourly basis over a 14-hour time period, between 7:00 a.m. and 9:00 p.m. Data was collected on three separate mid-week days (Tuesday, Wednesday, or Thursday) when CCSF was in session. The number of spaces in the Upper and Lower Lots were counted with the use of aerial photography and then verified in the field. Parking occupancy was collected manually by field technicians. The parking lots were divided into areas with a field technician responsible for collecting data in each area. Technicians walked the lots every hour, manually counting the number of full and empty stalls in each area. Data was marked by hand in the field and transferred to spreadsheets. The spreadsheet data entries were then checked against the manual entries. The cost of data collection was \$560 for each of the Upper Lot and Lower Lot, or \$1,120 total, for each 14-hour observation period.

Ongoing Monitoring and Evaluation

The following methodology for ongoing monitoring is recommended to provide efficient and accurate data collection, to align reported space types with parking management categories, and to make the utilization report simple and accessible to all audiences.

- **Survey Study Area.** Collect data within the Lower Lot and Upper Lot. When construction of the Balboa Reservoir project begins, collect data within the Upper Lot only. After construction of the Balboa Reservoir project, if public parking is provided on the Balboa Reservoir site, collect data at the public parking facility and the Upper Lot.
- **Survey Time Period.** Conduct the survey over a four-week period, during the third, fourth, fifth, and sixth weeks of the fall academic term, alternating weekly between Wednesday and Thursday in order to capture daily variations in class schedules and allow for two surveys on each day to get a broader representation of parking demand. This survey period is intended to be inclusive of the period of peak CCSF enrollment.
- **Survey Duration.** Conduct data collection between the hours of 7 a.m. and 9 p.m. to capture hourly variation and peak periods of parking demand.
- Parking Space Classification. Classify vehicle parking spaces into the following categories to align with existing parking types provided by CCSF³ and the Balboa Reservoir project: student; faculty/staff; Americans with Disabilities Act (ADA); reserved; short-term/metered; public (free); public (paid); and private (residents only). Additional categories that could be considered depending on applicability, include electric vehicle charging spaces and dedicated carpool spaces. The Balboa Reservoir Parking Utilization Study (2017-2018) collected and reported

Kittelson & Associates, Inc. San Francisco, California

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³ City College of San Francisco 2019 Facilities Master Plan, March 2019. P. 2-32. https://www.ccsf.edu/en/about-city-college/administration/vcfa/facilities planning/facilities-master-plan.html, accessed April 5, 2019.

utilization data for each facility but did not classify the parking spaces into categories. This approach made data collection and reporting simple and easy to understand, however, it offers limited utility to match space types with parking management categories and patterns of parking demand.

- Parking Capacity. Parking capacity is a measure of the number of parking spaces available
 within the surveyed locations at the time of the survey. Year-to-year changes in capacity are
 influenced by the physical addition or removal of parking lots and spaces as well as by changes
 in the management of individual spaces and lots.
- Parking Utilization. The overall parking utilization rate is calculated as the ratio of occupied spaces to the total number of parking spaces in the surveyed lots. The percent utilization reported would be an average of the four survey days. Parking utilization should be reported overall (for both facilities combined), by location (for each individual facility), and by parking space category.
- **Reporting.** The parking utilization study should be conducted on an annual basis and build on prior year's data to allow for a longitudinal/historical evaluation.

Future Management of Parking Facilities

Balboa Reservoir development intends to manage its parking efficiently while working to encourage the use of transportation modes other than the single occupancy vehicle. These efforts are being pursued concurrently and in partnership with City College of San Francisco, Public Utilities Commission, and the City of San Francisco to address the future parking needs for CCSF Ocean Campus.

City College of San Francisco approved its Facilities Master Plan in March 2019. The document outlines a vision for the future of the campus that directs cars to routes at the perimeter of campus, emphasizes a more pedestrian atmosphere on Frida Kahlo Way, and limits on-campus circulation to ADA and service vehicles. City College of San Francisco is developing a transportation demand management program aimed at actively reducing single occupancy vehicle trips to the campus through strategies including designated carpool and carshare vehicle parking and provision of passenger loading and short-term parking spaces. According to information included in the Facilities Master Plan, the West Parking Structure could replace surface parking in the Upper Lot due to the construction of the Performing Arts Education Center. The structure may include up to 1,200 vehicle parking spaces on six floors. Additional vehicle parking would be provided in the East Surface Parking lot located on the east side of the east campus.

With regular monitoring of parking utilization and careful management, Balboa Reservoir and CCSF can support efficient use of the facilities by implementing transportation demand management measures and parking strategies that could include, but are not limited to:

 Private parking partnerships. Shared parking arrangement between Balboa Reservoir and City College of San Francisco.

- Parking policies. Implement changes to policies and practices that optimize parking occupancy and turnover, such as adding time limits or paid parking, including variable demand-based pricing.
- Physical improvements. Make physical improvements, including sidewalk widening, installation
 of bike facilities and amenities, and wayfinding to increase use of non-auto modes.
- **Shuttle service**. Provide fixed-route or on-demand shuttle service between the project site and key destinations to increase use of non-auto modes.
- Valet parking. Implement centralized valet service, thereby increasing capacity of existing
 parking facilities by enabling tandem parking.
- Increase parking supply. Construct a new garage or expand the existing facility.

SUMMARY OF FINDINGS

The key findings of the parking supply and utilization data collection and the parking demand analysis are summarized below:

- The peak hourly utilization of both the Lower Lot and Upper Lot occurs between 10 a.m. and 1 p.m. The observed maximum combined occupancy rate of 73% (1,596 cars parked and 578 spaces available) occurred between 11 a.m. and 12 p.m.
- Under existing parking pricing policy, the Upper Lot can accommodate the existing combined parking demand (the total demand observed at both the Lower Lot and Upper Lot) during the a.m. and p.m. periods (7 to 9 a.m. and 5 to 7 p.m.) but would not meet the combined parking demand during the weekday midday period (10 a.m. to 12 p.m.). During the weekday midday peak hour of parking demand, assuming parking was available only at the Upper Lot, there would be a shortfall of up to 239 parking spaces.
- There are a total of 906 parking spaces within the neighborhood on-street parking study area and between approximately 200 and 300 on-street spaces are available on weekdays during any given time period (a.m., midday, and p.m.).
- Projected residential parking demand can be met at a 0.5:1 parking ratio except during the overnight period for the Additional Housing Option, which would have a 101 space shortfall.
- Projected parking demand from the retail and daycare visitors and employees and overflow CCSF
 vehicles could be accommodated by available on-street parking spaces, reduced Balboa Reservoir
 and CCSF parking demand through planned TDM measures, and/or a shared parking agreement
 with the Balboa Reservoir project.
- The Balboa Reservoir development intends to monitor and manage its parking efficiently while working to encourage the use of transportation modes other than the single occupancy vehicle. Shared or flexible parking designations between residential, retail, and CCSF uses would help to minimize the total number of parking spaces needed to meet project-generated parking demand and overflow CCSF parking demand resulting from the redevelopment of the Lower Lot. Implementation of TDM measures and a shared parking agreement with CCSF would reduce the impacts of parking shortfalls on the neighborhood parking supply.

ATTACHMENT B: OPERATIONS ANALYSIS TECHNICAL MEMORANDUM



TECHNICAL MEMORANDUM

Date: August 1, 2019

To: Reservoir Community Partners, LLC

From: Kittelson & Associates, Inc.

Project: Balboa Reservoir – Operations Analysis Memorandum

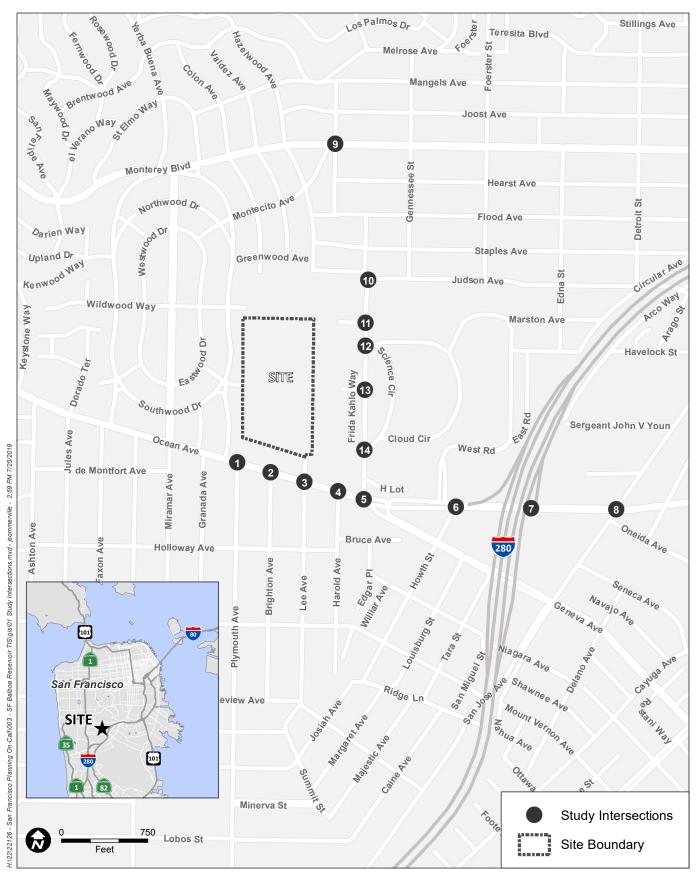
This memorandum summarizes the corridor delay and intersection operations analyses conducted for the Balboa Reservoir development (proposed project). The objective of the analysis is to evaluate existing and existing plus project corridor operations along Ocean Avenue and Ridgewood Avenue-Frida Kahlo Way and intersection operations at select study intersections to estimate the changes in travel time attributable to the project and to evaluate potential modifications to improve traffic flow and vehicle progression at intersections along Ocean Avenue. Data on existing transit operations is used to inform the evaluation. This memorandum is organized as follows:

- Data collection summary
- Analysis methodology
- Corridor delay analysis
- Intersection operations analysis
- Potential intersection modifications
- Summary of findings

DATA COLLECTION SUMMARY

Intersection Turning Movement Counts

Weekday a.m. (7 to 9 a.m.) and p.m. (4 to 6 p.m.) period multimodal turning movement counts were collected at 14 locations along Ocean Avenue, Ridgewood Avenue, and Frida Kahlo Way. Turning movement counts were collected on a weekday (Tuesday, Wednesday, or Thursday) when City College of San Francisco was in session. The study intersection locations are shown in Figure 1 and listed in Table 1.



Source: Kittelson & Associates, Inc., 2019

Balboa Reservoir Project

Figure 1 Study Intersections

Table 1: Study Intersections

#	Intersection
1	Plymouth Avenue/Ocean Avenue
2	Brighton Avenue/Ocean Avenue
3	Lee Avenue/Ocean Avenue
4	Harold Avenue/Ocean Avenue
5	Frida Kahlo Way/Geneva Avenue/Ocean Avenue
6	I-280 SB Off-Ramp/Ocean Avenue
7	I-280 NB On-Ramp/Ocean Avenue
8	San Jose Avenue/Ocean Avenue
9	Ridgewood Avenue/Monterey Boulevard
10	Frida Kahlo Way/Judson Avenue
11	Frida Kahlo Way/City College Upper Reservoir Lot (N)
12	Frida Kahlo Way/Cloud Circle (N)
13	Frida Kahlo Way/City College Upper Reservoir Lot (S)
14	Frida Kahlo Way/Cloud Circle (S)

SFMTA General Transit Feed Specification (GTFS) Data

The SFMTA provided General Transit Feed Specification data for two inbound/outbound routes operating on streets adjacent to the project, 29 Sunset and 43 Masonic, for the weekday a.m. and p.m. peak periods (7 to 9 a.m. and 4. to 6 p.m.). SFMTA provided GTFS data for the segment of line 29 on Ocean Avenue between Mission Street/Persia Avenue and Plymouth Avenue and for the segment of line 43 extending from Gennessee Street/Monterey Boulevard to the City College Bookstore for inbound (southbound) operations and from the City College Bookstore to Foerster Street/Monterey Boulevard for outbound (northbound) operations. Historical travel time data was provided for dates between August 27, 2018 and March 8, 2019. Table 2 displays an average of the data for weekday a.m. and p.m. peak periods.

Table 2: SFMTA Transit Data

Transit	Study Segment	Transit Travel Time (minutes:seconds)			
Line	Study Segment	a.m.	p.m.		
20	Mission Street/Persia Avenue to Plymouth Avenue/Ocean Avenue	10:55	12:00		
29	Plymouth Avenue/Ocean Avenue to Mission Street/Persia Avenue	9:53	10:10		
42	Gennessee Street/Monterey Boulevard to City College Bookstore	4:25	4:05		
43	City College Bookstore to Foerster Street/Monterey Boulevard	4:37	4:35		

Sources: SFMTA, 2019.

Notes: a.m. refers to 7 to 9 a.m. and p.m. refers to 4 to 6 p.m. Travel time is reported in minutes and seconds.

Transit Travel Time Runs

Supplemental transit time data was collected along study segments via onboard surveys. Transit travel times were collected on Tuesday, April 2, 2019, during the weekday a.m. peak period (7 to 9 a.m.) and the weekday p.m. peak period (4 to 6 p.m.). Two staff boarded each transit vehicle at the route start point and recorded the travel time between each stop and the dwell time at each stop. Data was gathered for the following Muni lines and study segments:

- K/T Third/Ingleside from Jules Avenue/Ocean Avenue to the Balboa Park BART Station (eastbound) and from San Jose Avenue/Geneva Avenue to Dorado Terrace/Ocean Avenue (westbound)
- 29 Sunset from Mission Street/Persia Avenue to Plymouth Avenue/Ocean Avenue (westbound) and from Plymouth Avenue/Ocean Avenue to Mission Street/Persia Avenue (eastbound)
- 43 Masonic from Frida Kahlo Way/CCSF South Entrance to Foerster Street/Monterey Boulevard (northbound) and from Gennessee Street/Monterey Boulevard to Frida Kahlo Way/CCSF South Entrance (southbound)
- 49 Van Ness/Mission from Frida Kahlo Way/CCSF South Entrance to Mission Street/Persia Avenue (eastbound) and from Mission Street/Ocean Avenue to Frida Kahlo Way/CCSF South Entrance (westbound)

Table 3 shows observed transit travel times for each study segment. Multiple travel time runs were conducted on each segment in each direction. The value in the table reflects the average of those runs.

Table 3: Supplemental Transit Travel Time Runs

Transit	Transit Route	Transit Travel Time (minutes:seconds)			
Line	Transit Noute	a.m.	p.m.		
	Jules Avenue/Ocean Avenue to Balboa Park BART Station	3:30	8:42		
K	San Jose Avenue/Geneva Avenue to Dorado Terrace/Ocean Avenue	3:28	10:03		
20	Mission Street/Persia Avenue to Plymouth Avenue/Ocean Avenue	7:10	9:55		
29	Plymouth Avenue/Ocean Avenue to Mission Street/Persia Avenue	8:01	12:09		
40	Frida Kahlo Way/CCSF South Entrance to Foerster Street/Monterey Boulevard	4:20	4:37		
43	Gennessee Street/Monterey Boulevard to Frida Kahlo Way/CCSF South Entrance	4:16	4:23		
40	Frida Kahlo Way/CCSF South Entrance to Mission Street/Persia Avenue	5:39	10:04		
49	Mission Street/Ocean Avenue to Frida Kahlo Way/CCSF South Entrance	7:18	11:25		

Sources: Kittelson & Associates, Inc. 2019.

Notes: CCSF stands for Community College of San Francisco. a.m. refers to 7 to 9 a.m. and p.m. refers to 4 to 6 p.m. Travel time is reported in minutes and seconds. Multiple transit runs were recorded, and the value in the table reflects an average of those runs.

The supplemental transit travel time data displayed in Table 3 is relatively consistent with the average historical travel time data for both peak periods on 43 Masonic and the evening peak period on 29 Sunset. While the transit travel time runs collected for 29 Sunset during the weekday a.m. peak hour were within the overall range of historic travel time data provided by SFMTA, they were about 3 minutes less than the average historic travel times reported by SFMTA during the weekday a.m. peak period (7-8 minutes as compared to 10-11 minutes). Variation between the average transit travel times observed on Tuesday, April 2, 2019 and the average of historic transit travel time data collected between August 27, 2018 and March 8, 2019 could be related to differences in the volume of vehicles traveling along the corridor and differences in dwell time and the number of passengers boarding/alighting along the corridor, among other factors. Additionally, the supplemental transit travel time data relies on two to three data points on a single day of observation compared to multiple data points collected over a 193 day period.

ANALYSIS METHODOLOGY

All corridor delay analyses described in this memorandum were performed using Trafficware's Synchro modeling software. This software helps provide a macroscopic evaluation of traffic conditions. The transportation network, consisting of the study intersections outlined in Table 1, was constructed utilizing San Francisco (SF) Planning Department's *Guidelines for Synchro Intersection LOS Analysis* (2012),

as well as signal timing information provided by the San Francisco Municipal Transportation Agency (SFMTA).

Corridor Delay Analysis

Corridor delay analysis was conducted along the following two corridors:

- Ocean Avenue, from Plymouth Avenue to San Jose Avenue
- Ridgewood Avenue-Frida Kahlo Way, from Ridgewood Avenue/Monterey Boulevard to Frida Kahlo Way/Geneva Avenue/Ocean Avenue

Synchro summarizes corridor delay for approaches along the arterial and includes through and turning lane groups¹. The specific performance measure that is documented is total delay along the corridor by direction². This performance measure is used to provide information about existing travel times through the study corridors and evaluate travel time increases associated with vehicle traffic generated by the proposed project options.

Intersection Operations Analysis

Detailed intersection operations analysis was conducted at the following three locations:

- Brighton Avenue/Ocean Avenue
- Lee Avenue/Ocean Avenue
- Frida Kahlo Way/Geneva Avenue/Ocean Avenue

These three study intersections were selected for analysis to address concerns raised by the community regarding operations at these locations.

Intersection level of service (LOS) analyses were performed in accordance with the procedures stated in the 2000 *Highway Capacity Manual*. Intersection level of service is dependent on control delay³ and is analogous to letter grades in a school report card, ranging from LOS A to LOS F. Motorists using an intersection that operates at a LOS A experience very little delay and usually do not stop, while those using an intersection that operates at a LOS F will experience long delays typically greater than 80 seconds per vehicle.

¹ The corridor delay is calculated by utilizing weighted volumes for approaches on the arterial. These volumes are not adjusted for the peak hour factor (PHF) or lane utilization factor. Peak hour factor is defined as the hourly volume divided by the peak (fifteen) minute flow rate within that same hour. The lane utilization factor indicates the "uniform" use of available lanes. It is the ratio of the average volume per lane to the heaviest volume in one lane.

² Total corridor delay is calculated by summing the control delay and queue delay and is presented in seconds per vehicle.

³ Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. This variable is measured in seconds per vehicle during a specific time period (for example, the p.m. peak hour).

All queue length analyses were performed in accordance with Synchro methodologies and represent the 95th percentile maximum queue lengths. The 95th percentile queue is the queue length that would not be exceeded 95 percent of the time.

All three signalized intersections operate as actuated-coordinated⁴ signals with maximum recall⁵ on the coordinated phase. This control type is defined as having the major movements (i.e., Ocean Avenue) as coordinated and set to a maximum recall, while the minor streets (Brighton Avenue, Lee Avenue, and Frida Kahlo Way/Geneva Avenue) are actuated and typically have no recall. The signals also operate on a fixed cycle length, so if there is any unused time in a cycle, it is added to the designated coordinated phases.

Analysis Scenarios

Analysis was conducted for existing and existing plus project conditions. Existing plus project conditions reflects the existing transportation network with the inclusion of vehicle trips generated by the Additional Housing Option.

The Balboa Reservoir development has two proposed project options:

- Developer's Proposed Option. 1,100 dwelling units, 10,000 square feet of childcare use and 7,500 square feet of retail and is estimated to add 249 vehicle trips and 318 vehicle trips during the a.m. and p.m. peak hours, respectively.
- Additional Housing Option. 1,550 dwelling units, 10,000 square feet of childcare use and 7,500 square feet of retail and is forecasted to add 329 vehicle trips and 423 vehicle trips during the a.m. and p.m. peak hours, respectively.

For the purposes of a more conservative analysis, the Additional Housing Option was evaluated, as it would generate more vehicle trips and would therefore have a greater effect on corridor delay and intersection operations. The Developer's Proposed Option would generate about 25 percent fewer vehicle trips and as a result, would be expected to result in less delay compared to the Additional Housing Option.

Kittelson & Associates, Inc. San Francisco, California

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⁴ Actuated signals prioritize the through movement of the major street and use sensors to respond to the traffic present on the actuated approach, so that the pattern of the signal (the length and order of each phase) depends on the traffic and can be different at every cycle. Sensors report to the signal computer and green is provided for those actuated lanes only when traffic is present and only until the traffic has vacated those lanes or the maximum time set for that phase has been reached.

⁵ Each phase in a signalized intersection is given a recall mode of either no call, minimum, maximum, or pedestrian. No recall implies that a phase can be skipped if no vehicles are present/detected. Minimum recall indicates that a phase is being called for its minimum green time, independent of a vehicle's presence. Maximum recall specifies that a phase is being called for its maximum green time. Pedestrian recall means that a phase will always service the pedestrian walk and clearance interval times independent of a pedestrian's presence.

CORRIDOR DELAY ANALYSIS

The corridor delay analysis considers the change in vehicle delay with the addition of project-generated vehicle trips along Ocean Avenue, from Plymouth Avenue to San Jose Avenue, and along Ridgewood and Frida Kahlo Way, from Ridgewood Avenue/Monterey Boulevard to Frida Kahlo Way/Geneva Avenue/Ocean Avenue. Table 4 and Table 5 display the total corridor delay for existing conditions and existing plus project conditions for the weekday a.m. and p.m. peak hours.

Table 4: Corridor Delay – Ocean Avenue

		m. Peak Hour s/vehicle)	Weekday p.m. Peak Hour (seconds/vehicle)	
Scenario	Eastbound	Westbound	Eastbound	Westbound
Existing Conditions	11	32	13	33
Existing Plus Additional Housing Option Conditions	12	32	15	41
Project-Related Change	+1	0	+2	+8

Sources: Kittelson & Associates, Inc. 2019.

Table 5: Corridor Delay – Frida Kahlo Way

	_	n. Peak Hour /vehicle)	Weekday p.m. Peak Hour (seconds/vehicle)		
Scenario	Northbound	Southbound	Northbound	Southbound	
Existing Conditions	3	11	4	19	
Existing Plus Additional Housing Option Conditions	4	12	4	22	
Project-Related Change	+1	+1	0	+3	

Sources: Kittelson & Associates, Inc. 2019.

As shown in Table 4, the Additional Housing Option would increase delay along the Ocean Avenue study segment by one second in the eastbound direction during the weekday a.m. peak hour and by two seconds and eight seconds in the eastbound and westbound directions, respectively during the weekday p.m. peak hour. As shown in Table 5, the Additional Housing Option would increase delay along the Frida Kahlo Way study segment by one second in the northbound and southbound directions during the weekday a.m. peak hour and by three seconds in the southbound direction during the weekday p.m. peak hour.

INTERSECTION OPERATIONS ANALYSIS

A detailed intersection operations analysis was conducted to identify more specifically how operations at the three study intersections (Brighton Avenue/Ocean Avenue, Lee Avenue/Ocean Avenue, and Frida Kahlo Way/Geneva Avenue/Ocean Avenue) may change with the addition of project-generated vehicle trips from the Additional Housing Option during the weekday a.m. and p.m. peak hours.

The analysis considers the delay, queue length, and LOS for each approach and for the intersection overall. Intersection volumes were adjusted to reflect the peak hour and lane utilization factors. Based on observations along Ocean Avenue, there were twice as many vehicles in the outside lanes, compared to the center lanes, as to avoid the light rail tracks and to avoid being delayed behind transit. Therefore, a lane utilization factor⁶ of 0.75 was applied to eastbound and westbound through movements at each study intersection. Table 6 summarizes the weekday a.m. peak hour results, and Table 7 displays the weekday p.m. peak hour results.

Table 6: Intersection Operations - Weekday a.m. Peak Hour

Intersection/ Eastbound			Westbound			Northbound			Southbound			Int.	
Scenario	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay
Existing Conditions													
Brighton Avenue	7.9	136.0	Α	6.4	374.0	Α	36.2	52.0	D	64.4	25.0	E	9.2
Lee Avenue	8.6	55.0	Α	16.6	263.0	В	31.6	94.0	С	23.6	30.0	С	14.3
Frida Kahlo Way/Geneva Avenue	39.0	427.0	D	136.4	485.0	F	30.4	210.0	С	21.4	87.0	С	84.3
	Existing Plus Additional Housing Option												
Brighton Avenue	7.9	136.0	А	6.2	398.0	А	36.2	52.0	D	64.4	25.0	E	9.0
Lee Avenue	8.6	55.0	Α	17.4	265.0	В	33.4	107.0	С	35.2	117.0	D	16.3
Frida Kahlo Way/Geneva Avenue	51.9	487.0	D	164.5	521.0	F	31.3	218.0	С	21.4	87.0	С	102.7
Project Change													
Brighton Avenue	-	-	-	-0.2	+24.0	-	-	-	-	-	-	-	-0.2
Lee Avenue	-	-	-	+0.8	+2.0	-	+1.8	+13.0	-	+11.6	+87.0	C to D	+2.0
Frida Kahlo Way/Geneva Avenue	+12.9	+60.0	-	+28.1	+36.0	-	+0.9	+8.0	-	-	-	-	+18.4

Sources: Kittelson & Associates, Inc. 2019.

Notes: LOS = Level of Service. Int. = Intersection. Approach delay is measured in average seconds delay experienced per vehicle on the approach during the specified time period. Intersection delay is the average total vehicle delay of all movements through an intersection during the specified time period. Queue length is measured in feet and represents the queue for through or left-turn lane movements on each approach. Analysis results presented in **bold** represents an approach exceeding capacity, with a volume-to-capacity ratio greater than 1.07. Synchro may overestimate the delay and queue lengths reported at intersections or approaches operating at, or near, capacity.

⁶ A lane utilization factor can be applied in Synchro as to indicate a specific distribution across lanes. The factor is estimated by dividing the total approach volume by the number of lanes and the highest lane volume.

⁷ According to the *Highway Capacity Manual*, capacity is defined as the maximum flow rate for a roadway under specific geometric, traffic, environmental, and control conditions. When a volume-to-capacity ratio (v/c) is greater than one, then there is typically high delay and long queues.

Table 7: Intersection Operations – Weekday p.m. Peak Hour

Intersection/ Eastbound			Westbound			Northbound			Southbound			Int.	
Scenario	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay
Existing Conditions													
Brighton Avenue	9.6	140.0	А	78.2	570.0	E	36.8	62.0	D	42.5	16.0	D	45.6
Lee Avenue	9.4	64.0	Α	18.0	314.0	В	32.5	98.0	С	27.7	70.0	С	15.7
Frida Kahlo Way/Geneva Avenue	46.9	471.0	D	75.1	393.0	E	29.6	203.0	С	23.3	141.0	С	53.7
	Existing Plus Additional Housing Option												
Brighton Avenue	9.6	142.0	А	75.1	492.0	E	36.8	62.0	D	42.5	16.0	D	44.3
Lee Avenue	9.4	64.0	Α	22.2	323.0	С	35.4	130.0	D	39.3	151.0	D	19.9
Frida Kahlo Way/Geneva Avenue	60.4	516.0	E	145.6	508.0	F	31.9	223.0	С	23.3	141.0	С	90.9
Project Change													
Brighton Avenue	-	+2.0	-	-3.1	-78.0	-	-	-	-	-	-	-	-1.3
Lee Avenue	-	-	-	+4.2	+9.0	B to C	+2.9	+32.0	C to D	+11.6	+81.0	C to D	+4.2
Frida Kahlo Way/Geneva Avenue	+13.5	+45.0	D to E	+70.5	+115.0	E to F	+2.3	+20.0	-	-	-	-	37.2

Sources: Kittelson & Associates, Inc. 2019.

Notes: LOS = Level of Service. Int. = Intersection. Approach delay is measured in average seconds delay experienced per vehicle on the approach during the specified time period. Intersection delay is the average total vehicle delay of all movements through an intersection during the specified time period. Queue length is measured in feet and represents the queue for through or left-turn lane movements on each approach. Analysis results presented in **bold** represents an approach exceeding capacity, with a volume-to-capacity ratio greater than 1.0. Synchro may overestimate the delay and queue lengths reported at intersections or approaches operating at, or near, capacity.

Brighton Avenue/Ocean Avenue

The intersection of Brighton Avenue/Ocean Avenue is a four-legged, offset, signalized intersection. The eastbound and westbound approaches have two through lanes each, where the inside lanes serve transit buses and light rail and general vehicles. Left-turns onto Brighton Avenue are permitted for these approaches. The northbound and southbound approaches consist of one lane in each direction that serves through, right, and left-turn movements.

Traffic signals along Ocean Avenue, west of Geneva Avenue, are coordinated to provide east-west progression during the weekday a.m. and p.m. peak periods. Traffic signal control at Brighton Avenue/Ocean Avenue operates with three phases. The cycle length during both peak periods is 80 seconds. Phases on Ocean Avenue are always being called to their maximum green time, whereas any green time not utilized on Brighton Avenue is added to the through movements on Ocean Avenue. Brighton Avenue operates with split phasing, with southbound movements following northbound movements

As shown in Table 6 and Table 7, there would not be a substantial change to the delay, queue lengths, and level of service for all approaches at the intersection of Brighton Avenue/Ocean Avenue with the addition of project-generated vehicle trips. The following is a summary of the analysis results:

- The westbound approach would operate above capacity, with a volume-to-capacity ratio greater than 1, during the weekday p.m. peak hour for existing and existing plus project conditions.
- With the addition of project trips, the overall intersection delay may be slightly reduced (by less than one second per vehicle and by 1.3 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively), as a larger proportion of trips travelling through the intersection are doing so on the coordinated phase, thereby increasing the efficiency of the signal and reducing average vehicle delay.
- The westbound approach is projected to experience the greatest amounts of change with the buildout of the Additional Housing Option.
 - With the project, delays on this approach may be slightly reduced (by 0.2 and 3.1 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively), as a larger proportion of intersection traffic is on the coordinated phase.
 - With the project, the queue length may increase slightly (by 24 feet) during the weekday a.m. peak hour and decrease slightly (by 78 feet) during the weekday p.m. peak hour. This decrease is due to better utilization of the coordinated phase.
 - The level of service is estimated to remain the same during the weekday a.m. and p.m. peak hours.
- The project would not add trips to Brighton Avenue and the delay, queue length, and level of service on the northbound and southbound approaches are forecast to remain the same during the weekday a.m. and p.m. peak periods.

Lee Avenue/Ocean Avenue

The intersection of Lee Avenue/Ocean Avenue is a four-legged signalized intersection. The eastbound and westbound approaches have two through lanes each, where the inside lanes serve transit and vehicles. Left-turns onto Lee Avenue are prohibited for these approaches. The northbound and southbound approaches consist of one lane in each direction that serves through, right, and left-turn movements. Lee Avenue is anticipated to be an access route to the project, and to accommodate additional traffic entering and exiting the project, Lee Avenue will be restriped to include an additional lane on the southbound approach. Therefore, for the purposes of this memorandum, the southbound approach was analyzed using a different lane configuration than what is existing. The lane configuration analyzed for existing and existing plus project conditions is comprised of a southbound left-turn lane and a southbound through/right-turn lane.

Traffic signals along Ocean Avenue, west of Geneva Avenue, are coordinated to provide east-west progression during the weekday a.m. and p.m. peak periods. Traffic signal control at Lee Avenue operates with two phases. The cycle length during both peak periods is 80 seconds. Phases on Ocean Avenue are

always being called to their maximum green time, whereas any green time not utilized on Lee Avenue is added to through movements on Ocean Avenue. For pedestrians utilizing the eastbound and westbound crosswalks, there is a four second leading pedestrian interval. This means that pedestrians are given a head start when entering an intersection before vehicles are given a green indication.

The data in Table 6 and Table 7 summarizes the quantitative measures for the quality of traffic at the intersection. The following outlines the results of the intersection operations analysis comparing existing traffic conditions and existing plus project traffic conditions:

- With the addition of project-generated vehicle trips, the overall intersection delay may slightly increase (by 2.0 and 4.2 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively).
- The southbound approach is projected to experience the greatest change in delay, queues, and level of service with the addition of project-generated vehicle trips.
 - The delay is estimated to increase by 11.6 seconds per vehicle during the weekday a.m. and p.m. peak hours.
 - The queue length is estimated to increase by 87 feet during the weekday a.m. peak hour and by 81 feet during the weekday p.m. peak hour.
 - o The level of service is estimated to change from LOS C to LOS D during the weekday a.m. and p.m. peak hours.
- There would be a slight increase in delay on the northbound approach (1.8 and 2.9 seconds during the weekday a.m. and p.m. peak hours, respectively) with the addition of project-generated vehicle trips. Queue lengths would increase by less than two vehicle lengths.
- There would be a slight increase in delay on the westbound approach (0.8 and 4.2 seconds during the weekday a.m. and p.m. peak hours, respectively) with the addition of project-generated vehicle trips. Queue lengths would increase by less than one vehicle length.
- The eastbound approach is projected to experience little to no change in delay, queues, or level of service during the weekday a.m. and p.m. peak hours with the addition of project-generated vehicle trips.

Frida Kahlo Way/Geneva Avenue/Ocean Avenue

The intersection of Frida Kahlo Way/Geneva Avenue/Ocean Avenue is a four-legged signalized intersection. The eastbound approach has one left-turn lane, one through lane, and a through/right-turn lane. The westbound approach has two through lanes and one through/right-turn lane. The northbound approach has one left-turn lane and one shared left/right-turn lane. The southbound approach has one right-turn lane, one through lane, and one through/left-turn lane. Both general vehicles and transit vehicles utilize the eastbound left-turn lane and westbound inside through lane.

Traffic signals along Ocean Avenue, west of Geneva Avenue, are coordinated to provide east-west progression during the weekday a.m. and p.m. peak periods. The cycle length during both peak periods is 80 seconds. Northbound/southbound approaches and eastbound/westbound approaches run

concurrently. Left-turning movements on the eastbound approach and the westbound approach are protected and are given a left-turn green arrow.

Referencing the data outlined in Table 6 and Table 7 project generated trips are predicted to result in changes to delay, queues, and level of service at Frida Kahlo Way/Geneva Avenue/Ocean Avenue. The following describes the changes between existing conditions and existing plus project conditions:

- The eastbound approach is estimated to operate over capacity with the addition of project-generated trips during the weekday p.m. peak hour. The westbound approach is estimated to operate over capacity during the weekday a.m. and p.m. peak hours for existing and existing plus project conditions.
- The overall intersection delay is anticipated to increase by 18.4 seconds per vehicle during the weekday a.m. peak hour and by 37.2 seconds per vehicle during the weekday p.m. peak hour with the addition of project-generated vehicle trips.
- The addition of project-generated vehicle trips is forecast to result in changes to delay and queue length on the eastbound approach during the weekday a.m. and p.m. peak hours, as follows:
 - o The delay is estimated to increase by 12.9 and 13.5 seconds per vehicle, respectively.
 - o The queue length is estimated to increase by 60 and 45 feet, respectively.
- The addition of project-generated vehicle trips is forecast result in changes to delay, queue length, and level of service on the westbound approach during the weekday a.m. and p.m. peak hour, as follows:
 - o The delay is estimated to increase by 28.1 and 70.5 seconds per vehicle, respectively.
 - o The queue length is estimated to increase by 38.6 and 115 feet, respectively.
 - The level of service is estimated to worsen from a LOS E to a LOS F during the weekday p.m. peak hour.
- The addition of project-generated vehicle trips are estimated to result in minimal changes to the delay, queue length on the northbound and southbound approaches during the weekday a.m. and p.m. peak hours.

Corridor Travel Times

To assess the effect of project-generated vehicle traffic on transit travel time on Muni lines K/T, 29, 43 and 49, the total change in delay across the three intersections for various movements is presented in Table 8.

Table 8: Transit Travel Time Changes

		Ocean Avenue Corridor Transit Travel Time (minutes:seconds)									
Transit Line	Transit Route	Existing C	Conditions		Related	Existing Plus Project Conditions					
		a.m.	p.m.	a.m.	p.m.	a.m.	p.m.				
	Jules Avenue/Ocean Avenue to Balboa Park BART Station	3:30	8:42	0:29	1:12	3:59	9:54				
K	San Jose Avenue/Geneva Avenue to Dorado Terrace/Ocean Avenue	3:28	10:03	0:13	0:14	3:41	10:17				
29	Mission Street/Persia Avenue to Plymouth Avenue/Ocean Avenue	10:55	12:00	0:29	1:12	11:24	13:12				
	Plymouth Avenue/Ocean Avenue to Mission Street/Persia Avenue	9:53	10:10	0:13	0:14	10:06	10:23				
43	Gennessee Street/Monterey Boulevard to City College Bookstore	4:25	4:05	-	-	4:25	4:05				
	City College Bookstore to Foerster Street/Monterey Boulevard	4:37	4:35	0:01	0:05	4:38	4:40				
49	Frida Kahlo Way/CCSF South Entrance to Mission Street/Persia Avenue	5:39	10:04	0:01	0:05	5:40	10:09				
	Mission Street/Ocean Avenue to Frida Kahlo Way/CCSF South Entrance	7:18	11:25	0:01	0:05	7:19	11:30				

Sources: SFMTA, 2019 (Existing Conditions). Kittelson & Associates, Inc. 2019 (Project-Related Change).

Notes: Delay is measured in seconds per vehicle. Transit times are presented in minutes and seconds. "-" indicates data not available.

As shown in Table 8, project-related change in transit travel time could not be calculated for the 43 Gennessee Street/Monterey Boulevard to City College Bookstore study segment as no study intersections are located along that segment. The greatest project-related increase in transit travel times of 29 seconds and 1 minute 12 seconds are estimated to affect the westbound operations for Muni lines K and 29 during the weekday a.m. and p.m. peak hours, respectively. This refined and detailed analysis considers the effect of imbalanced lane utilization along Ocean Avenue. As a result, the analysis results presented herein may differ from those presented within the corridor delay analysis and transit assessment memorandums.

POTENTIAL INTERSECTION MODIFICATIONS

Intersection modifications can be made to increase safety and capacity, improve vehicle progression, and reduce congestion on the road. The most common strategies include optimizing or modifying signal timing and implementing physical changes or turn movement restrictions at intersections to increase efficiency of intersection or corridor operations. This section presents a discussion and quantitative analysis of potential signal timing modifications and a discussion and qualitative assessment of other potential modifications.

Signal Timing Modifications

One of the major objectives of traffic signal optimization is to increase the capacity of at-grade intersections. This section discusses increasing green time on Ocean Avenue and evaluates the potential of this modification to reduce vehicle delay at study intersections along Ocean Avenue. For this analysis, at each study intersection, five seconds of green time was reallocated from the north/south approaches to the east/west approaches. In other words, green time on Ocean Avenue was increased by five seconds for each phase while the overall cycle length remained fixed. Table 9 and Table 10 summarize the delay, queue length, and level of service for each approach comparing existing plus project conditions and existing plus project conditions with the green time modifications for weekday a.m. and p.m. peak hours.

As shown in Table 9 and Table 10, the green time extension would reduce delay on eastbound and westbound movements and increase delay on northbound and southbound movements at study intersections along Ocean Avenue. Increasing, or reallocating, green time to Ocean Avenue would result in longer wait times for people crossing Ocean Avenue.

Table 9: Intersection Operations – Weekday a.m. Peak Hour with Green Time Reallocation to Ocean Avenue

Intersection/S	E	Eastbour	nd	W	/estbour	nd	Ne	orthboui	nd	Sc	outhbour	nd	Int.
cenario	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay
				Existin	g Plus A	dditiona	l Housir	ng Optio	n				
Brighton Avenue	7.9	136.0	А	6.2	398.0	А	36.2	52.0	D	64.4	25.0	E	9.0
Lee Avenue	8.6	55.0	Α	17.4	265.0	В	33.4	107.0	С	35.2	117.0	D	16.3
Frida Kahlo Way/Geneva Avenue	51.9	487.0	D	164.5	521.0	F	31.3	218.0	С	21.4	87.0	С	102.7
	Existing Plus Additional Housing Option with Green Time Reallocation to Ocean Avenue												
Brighton Avenue	6.5	80.0	А	5.1	44.0	А	37.6	67.0	D	73.8	25.0	E	8.1
Lee Avenue	5.4	54.0	Α	15.6	301.0	В	42.3	129.0	D	68.0	150.0	E	17.4
Frida Kahlo Way/Geneva Avenue	32.2	426.0	С	73.7	390.0	E	54.9	280.0	D	25.9	95.0	С	51.6
			Change	e with G	reen Tin	ne Reall	ocation	to Ocea	n Avenu	e			
Brighton Avenue	-1.4	-56.0	-	-1.1	-354.0	1	+1.4	+15.0	-	+9.4	-	-	-0.9
Lee Avenue	-3.2	-1.0	-	-1.8	+36.0	-	+8.9	+22.0	C to D	+32.8	+33.0	D to E	+1.1
Frida Kahlo Way/Geneva Avenue	-19.7	-61.0	D to C	-90.8	-131.0	F to E	+23.6	+62.0	C to D	+4.5	+8.0	-	-51.1

Sources: Kittelson & Associates, Inc. 2019.

Notes: LOS = level of service. Int. = Intersection. Approach delay is measured in average seconds delay experienced per vehicle on the approach during the specified time period. Intersection delay is the average total vehicle delay of all movements through an intersection during the specified time period. Queue length is measured in feet and represents the queue for through or left-turn lane movements on each approach. Analysis results presented in **bold** represents an approach exceeding capacity, with a v/c>1.0. Synchro may overestimate the delay and queue lengths reported at intersections or approaches operating at, or near, capacity.

Table 10: Intersection Operations – Weekday p.m. Peak Hour with Green Time Reallocation to Ocean Avenue

Intersection/	E	astbour	nd	Westbound		Northbound			Sc	outhbour	nd	Int.	
Scenario	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay
				Existin	g Plus A	dditiona	al Housin	ng Optio	n				
Brighton Avenue	9.6	142.0	А	75.1	492.0	E	36.8	62.0	D	42.5	16.0	D	44.3
Lee Avenue	9.4	64.0	Α	22.2	323.0	С	35.4	130.0	D	39.3	151.0	D	19.9
Frida Kahlo Way/Geneva Avenue	60.4	516.0	E	145.6	508.0	F	31.9	223.0	С	23.3	141.0	С	90.9
Existing Plus Additional Housing Option with Green Time Reallocation to Ocean Avenue													
Brighton Avenue	8.5	115.0	А	66.4	542.0	E	38.2	85.0	D	42.5	16.0	D	39.5
Lee Avenue	5.9	58.0	Α	20.2	368.0	С	56.9	175.0	Е	90.3	184.0	F	24.1
Frida Kahlo Way/Geneva Avenue	33.2	442.0	С	63.3	362.0	E	28.7	288.0	E	28.9	155.0	С	45.7
			Change	e with G	reen Tin	ne Reall	ocation	to Ocea	n Avenu	e			
Brighton Avenue	-1.1	-27.0	-	-8.7	+50.0	-	+1.4	+23.0	-	-	-	-	-4.8
Lee Avenue	-3.5	-6.0	-	-2.0	+45.0	-	+21.5	+45.0	D to E	+51.0	+33.0	D to F	+4.2
Frida Kahlo Way/Geneva Avenue	-27.2	-74.0	E to C	-82.3	-146.0	F to E	-3.2	+65.0	C to E	+5.6	+14.0	-	-45.2

Sources: Kittelson & Associates, Inc. 2019.

Notes: LOS = level of service. Int. = Intersection. Approach delay is measured in average seconds delay experienced per vehicle on the approach during the specified time period. Intersection delay is the average total vehicle delay of all movements through an intersection during the specified time period. Queue length is measured in feet and represents the queue for through or left-turn lane movements on each approach. Analysis results presented in **bold** represents an approach exceeding capacity, with a v/c>1.0. Synchro may overestimate the delay and queue lengths reported at intersections or approaches operating at, or near, capacity.

The following section describes the changes between existing plus project conditions with and without the signal timing adjustment at each study intersection:

Brighton Avenue/Ocean Avenue

- The overall average intersection delay would decrease by 0.9 seconds per vehicle during the weekday a.m. peak hour and by 4.8 seconds per vehicle during the weekday p.m. peak hour, with the green time adjustment.
- The greatest reductions in delay and queue lengths are estimated to occur on the westbound movements on Ocean Avenue. During the weekday a.m. peak hour, the delay is estimated to decrease by 1.1 seconds per vehicle, while the queue length is estimated to decrease by 354 feet, with the green time adjustment. During the weekday p.m. peak hour, the delay is estimated to decrease by 8.7 seconds per vehicle, though the queue length is estimated to increase by 50 feet, with the green time adjustment.

Lee Avenue/Ocean Avenue

- The overall average intersection delay is projected to increase by 1.1 seconds per vehicle during the weekday a.m. peak hour and by 4.2 seconds per vehicle during the weekday p.m. peak hour, with the green time adjustment.
- O During the weekday a.m. peak hour, the delay on the southbound approach is estimated to increase by 32.8 seconds per vehicle, the queue length is estimated to increase by 33 feet, and the level of service is estimated to worsen from a LOS D to LOS E, with the adjustment to the green time. During the weekday p.m. peak hour, the delay is estimated to increase by 51 seconds per vehicle, the queue length is estimated to increase by 33 feet, and the level of service is estimated to worsen from a LOS D to LOS F, with the green time adjustment.
- The delay on the eastbound approach is estimated to decrease by 3.2 and 3.5 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively, with the adjustment to the green time.

Frida Kahlo Way/Geneva Avenue/Ocean Avenue

- During the weekday a.m. and p.m. peak periods, the delays on the eastbound and westbound movements are anticipated to decrease with the green time adjustment.
- The overall average intersection delay is forecast to decrease by 45.2 seconds per vehicle during the weekday a.m. peak hour and by 51.1 seconds per vehicle during the weekday p.m. peak hour, with the green time adjustment. Synchro may overestimate delay and queue lengths reported at intersections and approaches operating at, or near, capacity.
- o With the addition of the green time adjustment, the westbound approach is anticipated to experience the greatest changes. During the weekday a.m. peak hour, the delay would decrease by 90.8 seconds per vehicle, the queue length would decrease by 131 feet, and the level of service would improve from LOS F to LOS E. During the weekday p.m. peak hour, the delay would decrease by 82.3 seconds per vehicle, the queue

length would decrease by 146 feet, and the level of service would improve from LOS F to LOS E.

Overall, the intersection delay is anticipated to decrease at Brighton Avenue/Ocean Avenue (by between 1 and 5 seconds) and Frida Kahlo Way/Geneva Avenue/Ocean Avenue (by between 45 and 51 seconds)⁸ and is anticipated to increase at Ocean Avenue/Lee Avenue (by between 1 and 5 seconds) with the green time adjustments. Generally, the reallocation of green time to Ocean Avenue would reduce delay and queues on the eastbound and westbound approaches and increase delay and queue lengths on the northbound and southbound movements.

As previously discussed, signalized intersections along Ocean Avenue operate as actuated-coordinated signals with maximum recall⁹ that operate on a fixed cycle length. Signal timing modifications implemented at these three intersections in isolation may adversely affect vehicle progression and have unintended consequences for operations along the corridor. Any adjustments to signal timing would need to be reviewed and approved by SFMTA.

Other Modifications

In addition to signal timing modifications, other intersection modifications and treatments along the corridor may be implemented to increase efficiency of operations and reduce vehicle delay and queue lengths along the corridor. The following types of modifications may be considered:

- Install left-turn lanes. Left-turn lanes remove stopped or slow-moving left-turning motor vehicles from the stream of through traffic and reduce the potential for rear-end crashes at intersections. The safety and capacity benefits of left-turn lanes apply to all vehicular traffic, motorized as well as non-motorized. However, left-turn lanes add to the pedestrian crossing distance and pedestrian crossing time. The additional street width needed for left-turn lanes may require land taking or removal of on-street parking. These treatments can be costly if additional right-of-way is needed. Intersection reconfiguration that would require roadway widening or additional right-of-way may not be feasible or appropriate within the context of the corridor.
- Install right-turn lanes. Right turn lanes are used to remove decelerating right-turning motor vehicles from the traffic stream, and also to provide an additional lane for the storage of right-turning motor vehicles. Where the right-turn volume is heavy, this removal of the turning motor vehicle from the traffic stream can also reduce a primary cause of rear-end crashes at

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⁸ Synchro may overestimate delay and queue lengths reported at intersections and approaches operating at, or near, capacity.

⁹ Actuated signals prioritize the through movement of the major street and use sensors to respond to the traffic present at actuated approach, so that the pattern of the signal (the length and order of each phase) depends on the traffic and can be different at every cycle. Sensors report to the signal computer and green is provided for those actuated lanes only when traffic is present and only until the traffic has vacated those lanes or the maximum time set for that phase has been reached.

intersections. The safety and capacity benefits of right-turn lanes apply to all vehicular traffic, motorized as well as non-motorized. However, right-turn lanes add to the pedestrian crossing distance and pedestrian crossing time. The additional street width needed for right-turn lanes may require land taking or removal of on-street parking. These treatments can be costly if additional right-of-way is needed. Intersection reconfiguration that would require roadway widening or additional right-of-way may not be feasible or appropriate within the context of the corridor.

- Implement turn restrictions. Left turns take a large amount of space and signal time and right turns can be problematic for transit and through vehicle operations in the right lane. Prohibiting turns and shifting turn volume to intersections where they can be best accommodated with signal phases and turn lanes can improve general traffic and transit performance, and walking and bicycling safety at the same time. On two-way streets, left-turn restrictions can substantially increase the capacity of general traffic lanes.
- Redesign intersections. Unconventional intersection designs can be used to increase the capacity of intersections at high volume locations. Examples of unconventional designs include median U-turns, jug handles, superstreets, quadrant roadway intersections, continuous flow intersections, and synchronized-split phasing intersections. In these designs, one or more traffic movements are prohibited and re-routed at the intersection, so that fewer signal phases are needed at the intersection signal, thereby increasing the capacity of the intersection. These designs typically require extra land space and re-routed traffic movements often need to go through the intersection multiple times, which limits travel time and congestion reduction benefits. Other examples of unconventional designs include tandem intersections with separate left-turn phases and intersections with dynamic use of exit lanes for left-turns. These designs can increase the utilization of the intersection cross-section without removing or re-routing turning movements. These designs are not intuitive for drivers and can be challenging to navigate. Intersection reconfiguration that would require roadway widening, additional right-of-way, rail reconfiguration, or signal relocation would be major infrastructure projects and may not be feasible or appropriate within the context of the corridor.

Other planned projects that are intended to enhance safety and may reduce vehicle delay along the corridor include the Ocean Avenue Safety Project¹⁰ and the I-280 Interchange Modifications at Balboa Park Project¹¹.

The Ocean Avenue Safety Project is aimed at improving safety, accessibility, and comfort for people traveling on Ocean Avenue and Geneva Avenue between Ocean Avenue/Geneva Avenue/Frida Kahlo Way and San Jose Avenue. The goals of this project are to develop of a set of near-term improvements, cost-effective measures that can be installed quickly (near-term project construction planned for

¹⁰ SFMTA, Ocean Avenue Safety Project website, https://www.sfmta.com/projects/ocean-avenue-safety-project

¹¹ SFCTA, I-280 Interchange Modifications at Balboa Park Project website, https://www.sfcta.org/I-280-interchange-modifications-balboa-park-project

Summer 2020) to improve safety on Ocean Avenue and to create a long-term vision for the Ocean Avenue corridor that can be coordinated with other on-going projects or a future Muni re-rail project.

The I-280 Interchange Modifications at Balboa Park Project is aimed at reducing multimodal conflicts at the I-280 freeway ramps while maintaining vehicle operations in the area, providing safe, accessible, and convenient connections, and developing cost-effective solutions that can be implemented within the next decade. The recommended modifications include I-280/Geneva Avenue northbound on-ramp closure and southbound I-280/Ocean Avenue off-ramp realignment and construction of a new signalized intersection.

City College of San Francisco Facilities Master Plan¹² identifies several recommendations that would enhance transportation in the area, including developing site improvements to provide direct access between transit stops and campus gateways and coordinating efforts to support local "Transit First" policies, encourage use of non-auto modes, and implement transportation demand management measures to reduce driving to the campus.

SUMMARY OF FINDINGS

For the purposes of a more conservative analysis, the Additional Housing Option was evaluated, as it would generate more vehicle trips and would have a greater effect on corridor delay and intersection operations. The Developer's Proposed Option would generate about 25 percent fewer vehicle trips and as a result, would be expected to result in less delay compared to the Additional Housing Option.

Corridor Delay Analysis

Overall, vehicle trips generated by the Additional Housing Option are not anticipated to substantially increase delays along Ocean Avenue and Ridgewood Avenue/Frida Kahlo Way during the weekday a.m. and p.m. peak hours. The results of the corridor delay analysis comparing existing with existing plus project conditions are summarized in this section.

Ocean Avenue

- Under existing and existing plus project conditions, vehicles travelling westbound experience
 greater delay compared to vehicles travelling eastbound, during the weekday a.m. and p.m.
 peak hours. Specifically, westbound vehicles experience 32 and 33 seconds of delay per vehicle
 during the weekday a.m. and p.m. peak hours, while eastbound vehicles experience 11 and 13
 seconds of delay per vehicle during the weekday a.m. and p.m. peak hours, respectively.
- Vehicle trips generated by the Additional Housing Option increase the delay by one second per vehicle for eastbound movements, while westbound movements experience no change in delay

¹² City College of San Francisco, City College Facilities Master Plan, approved by the Board of Trustees in March 2019, https://www.ccsf.edu/en/about-city-college/administration/vcfa/facilities planning/facilities-master-plan.html

during the weekday a.m. peak hour. Vehicle trips generated by the Additional Housing Option increase the delay by two seconds per vehicle for eastbound movements and eight seconds per vehicle for westbound movements during the weekday p.m. peak hour.

Ridgewood Avenue-Frida Kahlo Way

- Under existing and existing plus project conditions, vehicles travelling southbound experience greater delay compared to vehicles travelling northbound, during the weekday a.m. and p.m. peak hours. Specifically, southbound movements endure 11 and 19 seconds of delay per vehicle during the weekday a.m. and p.m. peak hours, while northbound movements experience 3 and 4 seconds of delay per vehicle during the weekday a.m. and p.m. peak hours, respectively.
- Vehicle trips generated by the Additional Housing Option increase the delay by one second per vehicle for northbound and southbound movements during the weekday a.m. peak hour.
 Vehicle trips generated by the Additional Housing Option do not affect the delay for northbound movements, though southbound movements experience and increase in delay by three seconds per vehicle during the weekday p.m. peak hour.

Intersection Operations Analysis

Overall, vehicle trips generated by the Additional Housing Option are not anticipated to substantially increase delays at study intersections during the weekday a.m. and p.m. peak hours. The results of the intersection operations analysis comparing existing with existing plus project conditions are summarized in this section.

Brighton Avenue/Ocean Avenue

- There would not be a substantial change to the delay, queue lengths, and level of service with the addition of project-generated vehicle trips.
- With the addition of project trips, the overall intersection delay may be slightly reduced (by less than one second per vehicle and by 1.3 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively), as a larger proportion of trips travelling through the intersection are doing so on the coordinated phase, thereby increasing the efficiency of the signal and reducing average vehicle delay.
- The westbound approach is projected to experience the greatest amounts of change with the addition of project-generated vehicle trips:
 - Delays on this approach may be slightly reduced (by 0.2 and 3.1 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively), as a larger proportion of intersection traffic is on the coordinated phase.
 - Queue length may increase slightly (by 24 feet) during the weekday a.m. peak hour and decrease slightly (by 78 feet) during the weekday p.m. peak hour. This decrease is due to better utilization of the coordinated phase.

 The level of service is estimated to remain the same during the weekday a.m. and p.m. peak hours.

Lee Avenue/Ocean Avenue

- With the addition of project-generated vehicle trips, the overall intersection delay is projected to slightly increase (by 2.0 and 4.2 seconds per vehicle during the weekday a.m. and p.m. peak hours, respectively).
- The southbound approach is projected to experience the greatest change in delay, queues, and level of service with the addition of project-generated vehicle trips.
 - The delay is estimated to increase by 11.6 seconds per vehicle during the weekday a.m. and p.m. peak hours.
 - The queue length is estimated to increase by 87 feet during the weekday a.m. peak hour and by 81 feet during the weekday p.m. peak hour.
 - The level of service is estimated to change from LOS C to LOS D during the weekday a.m. and p.m. peak hours.

Frida Kahlo Way/Geneva Avenue/Ocean Avenue

- The overall intersection delay is anticipated to increase by 18.4 seconds per vehicle during the weekday a.m. peak hour and by 37.2 seconds per vehicle during the weekday p.m. peak hour with the addition of project-generated vehicle trips.
- The addition of project-generated vehicle trips is forecast to result in changes to delay and queue length on the eastbound approach during the weekday a.m. and p.m. peak hours, as follows:
 - o The delay is estimated to increase by 12.9 and 13.5 seconds per vehicle, respectively.
 - o The queue length is estimated to increase by 60 and 45 feet, respectively.
- The addition of project-generated vehicle trips is forecast to result in changes to delay, queue length, and level of service on the westbound approach during the weekday a.m. and p.m. peak hour, as follows:
 - o The delay is estimated to increase by 28.1 and 70.5 seconds per vehicle, respectively.
 - o The queue length is estimated to increase by 38.6 and 115 feet, respectively.
 - The level of service is estimated to worsen from a LOS E to a LOS F during the weekday p.m. peak hour.

Corridor Transit Travel Times

Overall, vehicle trips generated by the Additional Housing Option are anticipated to increase transit travel times by a maximum of 1 minute 12 seconds on Muni lines K and 29 in the eastbound direction during the weekday p.m. peak hour. The addition of project-generated vehicle trips is projected to increase delays by a maximum of 15 seconds for other lines/directions.

Signal Timing Modifications

Reallocating five seconds of green time from north/south phases to east/west phases on Ocean Avenue would have the following effect on study intersections during the weekday a.m. and p.m. peak hours:

- Decrease overall intersection delays at Brighton Avenue/Ocean Avenue and Frida Kahlo Way/Geneva Avenue/Ocean Avenue by between 1 and 5 seconds and between 45 and 51 seconds, respectively. However, Synchro may overestimate the change in delay and queue lengths reported at Frida Kahlo Way/Geneva Avenue/Ocean Avenue, which operates at, or near, capacity.
- Increase overall intersection delays at Ocean Avenue/Lee Avenue by between 1 and 5 seconds.
- Generally, signal timing modifications would reduce delay and queues on the eastbound and westbound approaches and increase delay and queue lengths on the northbound and southbound movements.

Signalized intersections along Ocean Avenue operate as actuated-coordinated signals with maximum recall¹³ that operate on a fixed cycle length. Signal timing modifications implemented at these three intersections in isolation may adversely affect vehicle progression and have unintended consequences for operations along the corridor. Any adjustments to signal timing would need to be reviewed and approved by SFMTA.

Other Modifications

In addition to signal timing modifications, other intersection modifications and treatments along the corridor may be implemented to increase efficiency of operations and reduce vehicle delay and queue lengths along the corridor. These include installation of left-turn lanes, installation of right-turn lanes, implementation of turn restrictions, and intersection redesign. These treatments can be costly if additional right-of-way is needed and there may be other tradeoffs to consider, such as potential adverse effects on conditions for bicyclists and pedestrians. Intersection reconfiguration that would require roadway widening, additional right-of-way, rail reconfiguration, or signal relocation would be major infrastructure projects and may not be feasible or appropriate within the context of the corridor.

Planned projects that are intended to improve safety, access, and comfort for people traveling along Ocean Avenue include the Ocean Avenue Safety Project and I-280 Interchange Modifications at Balboa Park Project.

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¹³ Actuated signals with maximum recall prioritize the through movement of the major street and use sensors to respond to the traffic present at actuated approach. Sensors report to the signal computer and green is provided for those actuated lanes only when traffic is present and only until the traffic has vacated those lanes or the maximum time set for that phase has been reached.

ATTACHMENT C: SHUTTLE STUDY TECHNICAL MEMORANDUM



TECHNICAL MEMORANDUM

Date: August 1, 2019

To: Reservoir Community Partners, LLC

From: Kittelson & Associates, Inc.

Subject: Balboa Reservoir – Shuttle Study Memorandum

Kittelson & Associates, Inc. (Kittelson) has prepared this memorandum to present the results of a shuttle assessment analysis for the proposed Balboa Reservoir project (Case No. 2018-007883ENV) in San Francisco, California. The purpose of this analysis is to assess the feasibility of a shuttle operating between the Balboa Reservoir site, the City College of San Francisco (CCSF) campus, and the Balboa Park BART/Muni station. The memorandum is organized as follows:

- Ridership Assessment
- Service Concept
- Feasibility Analysis
- Conclusion

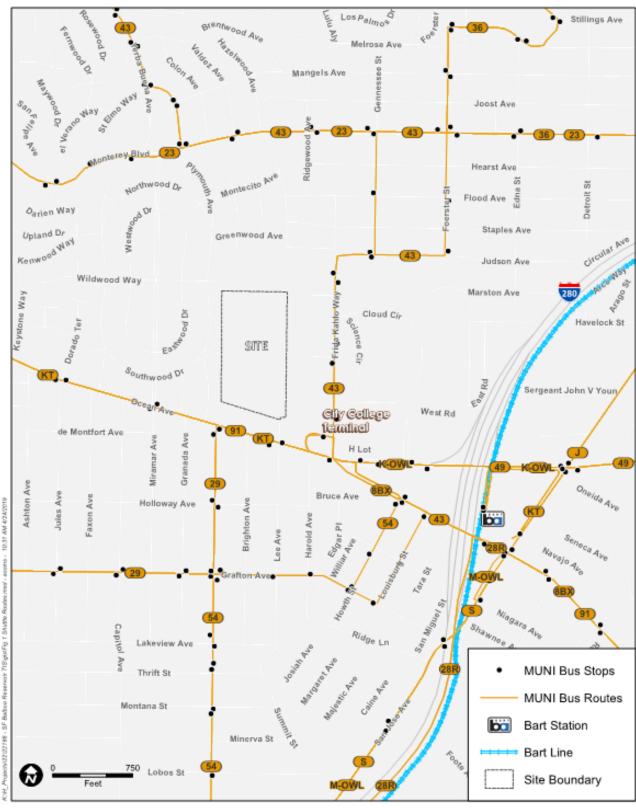
EXECUTIVE SUMMARY

The Balboa Reservoir development is expected to generate up to 2,700 transit trips¹ each day, many to/from the Balboa Park BART/Muni station, approximately 0.6 miles east of the project site. While a direct shuttle connecting the site to transit hubs and CCSF would potentially attract a high ridership, the shuttle must operate at high frequencies to effectively compete with the existing transit service and walking trips. A free, high-frequency shuttle service is forecast to be well-utilized with an estimated cost well over \$750,000 per year. If a lower frequency and less costly service were provided as an alternative, it would not be competitive with the existing transit and walking alternatives and would see less use.

RIDERSHIP ASSESSMENT

The proposed Balboa Reservoir development is well served by existing transit, as documented by the April 19, 2019 *Transit Assessment Memorandum*, which projects a 38% transit mode share for project-generated trips and up to 2,700 daily transit trips. Existing transit routes and stops are presented in Figure 1.

¹ Source: Balboa Reservoir Transit Assessment Memorandum, January 14, 2019



Source: Kittelson & Associates, Inc., 2019

Case No.2018-007883ENV: Balboa Reservoir Project

Figure 1 Existing Transit Service

A shuttle service to connect the Balboa Reservoir development with the City College Terminal, the Balboa Park BART/Muni Station, and CCSF is under consideration. While the total travel demand between these destinations is high, the forecast shuttle demand would take into consideration walking times versus shuttle wait and travel times when considering the desirability of shuttle use. This ridership choice is based heavily on the quality of proposed shuttle service, which is described in greater detail in the next section. This shuttle analysis assumes the shuttle service would be more appealing than existing transit service when the travel times are similar.

Existing Transit Service

Muni currently offers convenient connections to the Balboa Park BART/Muni station as shown in Figure 1. The K Ingleside light rail and Muni bus routes 8, 29, 49, and 91 have stops on Ocean Avenue or the City College Terminal near the project site. Muni route 43 operates on Frida Kahlo Way adjacent to CCSF and on Geneva Avenue to the Balboa Park BART/Muni station. Each line operates on 8- to 10-minute headways during daytime periods and 15- to 20- minute headways after 7 p.m². Given that multiple lines serve most nearby stops, typical waiting times are under five minutes during the weekday a.m. and p.m. peak periods. The shuttle system route would be duplicative with existing transit connection to the Balboa Park BART/Muni station for passengers able to walk to nearby bus and light rail stops.

Walking Travel Time

The Balboa Park BART/Muni station is approximately 0.6 mile from the Balboa Reservoir development, a trip of 14 minutes at a typical walking pace of 4 feet per second³. A similar walking trip to the City College Terminal and the adjacent K Ingleside light rail is less than 0.3 miles, or about a 6 minute walk. To be appealing to passengers, the shuttle must offer time savings and convenience on par or better than these walking trips.

Kittelson prepared a spreadsheet model to estimate weekday a.m. and p.m. peak hour shuttle demand between the four shuttle stops based on walking versus shuttle waiting time plus travel time. This iterative process, illustrated in Exhibit 1, results in the needed number and size of shuttles to serve the corresponding demand.

² Source: San Francisco Municipal Transit Agency, 2019. https://www.sfmta.com/getting-around/muni/routes-stops

³ This walking pace is similar to estimated walk times from Google Maps.

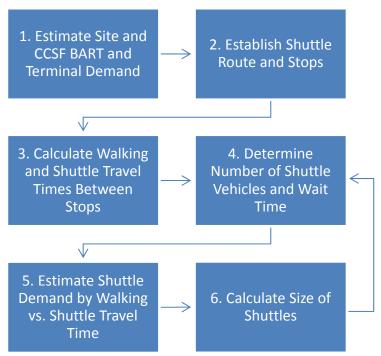


Exhibit 1 Peak Hour Shuttle Demand Estimation Process

The steps in the spreadsheet model are as follows:

1. Estimate Site and CCSF BART and Terminal Demand⁴

- a. Peak hour transit demand between the project site and the Balboa Park BART/Muni Station and the City College Terminal were calculated from the *Transit Assessment Memorandum*
- b. CCSF demand to/from BART was calculated from:
 - i. Estimate of the percentage of peak hour Balboa Park BART/Muni station riders to/from CCSF
 - ii. Estimate of CCSF students and faculty using BART during peak hours
- c. CCSF demand to/from the City College Terminal was assumed to equal the CCSF demand to/from BART

2. Establish Shuttle Route and Stops

- Stops established at Balboa Reservoir, City College Terminal, Balboa Park BART/Muni Station, and CCSF
- 3. Calculate Walking and Shuttle Travel Times Between Stops

⁴ CCSF transit ridership data is not available. In lieu of specific CCSF transit ridership data, BART Station Survey data and CCSF enrollment data were used as they represent the best/most relevant data available for this analysis. The analysis relies on informed assumptions regarding mode share to determine CCSF transit ridership. Actual CCSF transit ridership may vary. However, it is expected to be within a reasonable range of the assumed ridership and would not substantially affect the analysis.

- a. Walking time between stops calculated by distance and intersection crossings
- b. Shuttle travel times estimated from distance, route, and Google Maps peak hour travel time estimates

4. Determine Number of Shuttle Vehicles and Wait Time

- a. Total shuttle route travel time determines the number of trips per hour per shuttle
- b. Number of shuttles determines headway (time between shuttles at a given stop)
- c. Average wait time is one-half the headway

5. Estimate Shuttle Demand by Walking vs. Shuttle Travel Time

- a. Calculate ratio of shuttle waiting plus travel time and walking travel time between each stop
- b. Assign proportion of demand between each stop pair to the shuttle: if the shuttle is comparable to walking, shuttle usage is high; if the shuttle travel time is several times that of walking, shuttle usage is low.

6. Calculate Size of Shuttles

a. Determine the size of shuttles needed to serve the maximum number of riders on any link of the shuttle route.

Step 5 includes estimating the proportion of trips between stops that would use the shuttle. As the number of shuttles operating the peak hour increase, the headway and associated average wait time decrease, which increase the attractiveness of the shuttle compared to walking, increasing projected ridership. Kittelson developed a shuttle demand model informed by BART mode access research shown in Table 1 and Exhibit 2. Walking travel times compared to shuttle travel times determine the proportion of total demand uses the shuttle for each stop pair.

Table 1 Balboa Park BART Station Access Mode from Home to BART

Station	Walk	Bicycle	Bus, Train, or Other Transit	Motorcycle / Motorized Scooter	Drive Alone / Carpool	Drop Off / Taxi / Other
Balboa Park	56%	6%	13%	0%	6%	20%

Sources: 2015 BART Station Profile Study

Notes: Drop Off/Taxi/Other category does not include TNCs given the data is from 2015, before TNCs were available.

Per the 2015 Station Profile Study, 56% of current Balboa Park riders walk to the station, with a median walking distance of 0.52 miles. Additionally, 13% of existing Balboa Park BART Station riders use transit (median distance of 1.15 miles) and 20% are dropped off; likely due to a lack of vehicle parking at the station, there are only 6% drive alone/carpool trips to the station. Combining the Balboa Park BART Station specific data in Table 1 with the general distance-based data in Exhibit 2, walking is expected to comprise about 30% of the 0.6-mile trips between the Balboa Reservoir development and the Balboa Park BART Station, depending on the frequency of the shuttle. The Balboa Reservoir shuttle demand model is calibrated to high shuttle use estimates to serve as a proof of concept. The convenience of a free shuttle was estimated to be more appealing than and capture the majority of the BART riders that may otherwise walk, take other transit options, drive alone/carpool, or be dropped off in a taxi or TNC. Given the Balboa Reservoir development is proposed to include limited, unbundled parking; residents

are expected to have low rates of auto ownership; and given that the Balboa Park BART Station does not include station parking, driving the 0.6 miles to the station is expected to be particularly unappealing compared to the distribution of travel mode shown in Table 1 and Exhibit 2.

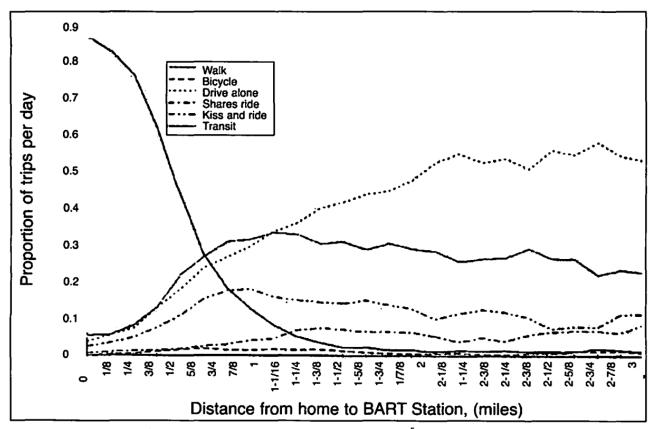


Exhibit 2 Distribution of Travel Mode to BART Stations by Distance⁵

The model is flexible to be responsive to a range of projections and assumptions and can be used as tool to forecast a range of demand scenarios. Key assumptions include the shuttle would be free for Balboa Reservoir residents and visitors and CCSF students, staff, and faculty and the shuttle would use Muni bus stops. An example of the model results is shown in Table 2 for the one-way site trips to the Balboa Park BART/Muni station. Table 2 presents the results of the shuttle model for one to four shuttles operating in the peak hour.

⁵ Source: Cervero, R. Walk-and-Ride: Factors Influencing Pedestrian Access to Transit, 2001.

Table 2: Weekday Peak Hour Ridership Estimate: Site to BART

		Shuttle Oper	Average	Average			
Number of Shuttles	Headway (minutes)	Average Wait Time (minutes)	Travel Time (minutes)	Time Shuttle Time		Transit Time (minutes) ¹	Percent Use Shuttle
1	31.5	15.8		23.3			53%
2	15.8	7.9	7.5	15.4	14	15	73%
3	10.5	5.3	7.5	12.8			82%
4	7.9	3.9		11.4			87%

Sources: Kittelson & Associates, Inc. 2019; Google Maps 2019.

Notes: ¹ Consists of typical walking time, average wait time, and transit travel time.

All times rounded to nearest tenth.

As shown in Table 2, for this 0.6-mile walking route, the average walking time and transit travel time are approximately equal to the average total shuttle time (average wait plus travel time) when two shuttles are operating. With the shuttle in operation, approximately half of the walk trips and the majority of transit, drive alone, and kiss and ride modes shown in Exhibit 2 would be expected to switch modes and use the shuttle. The shuttle use is estimated to range from 53 to 87 percent of BART riders traveling to/from Balboa Reservoir and CCSF.

Table 3 demonstrates the shuttle vehicles can be smaller when more shuttles are in operation, even as total demand increases. The forecast shuttle ridership roughly doubles as service improves from one to four shuttles in peak hour operation.

Table 3: Weekday Peak Hour Ridership Estimate and Shuttle Needs

		Peak Hour Ridership			
Number of Shuttles	Headway (minutes)	AM	PM	Peak Passenger Load	Shuttle Vehicle
1	31.5	142	87	41	40-Foot Bus
2	15.8	236	169	35	35-Foot Bus
3	10.5	281	203	27	Cutaway Minibus
4	7.9	304	222	22	Cutaway Minibus

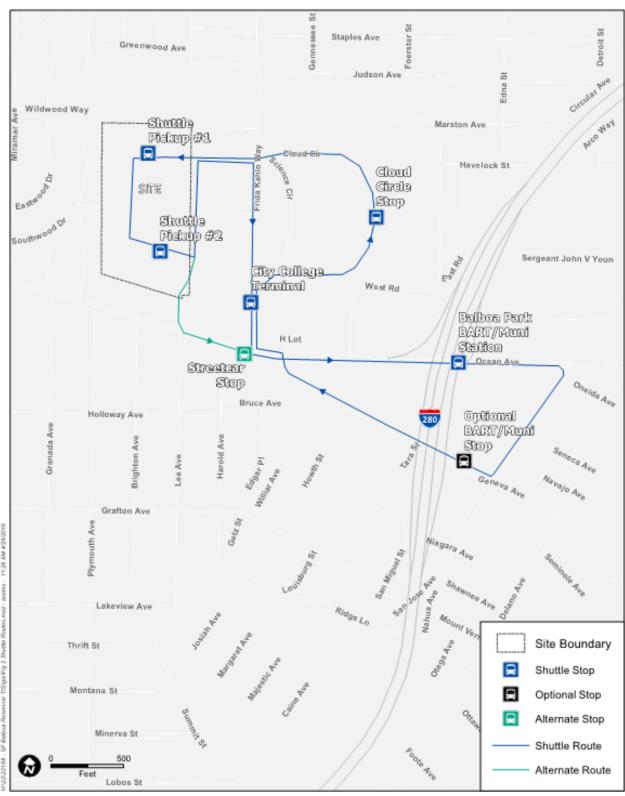
Sources: Kittelson & Associates, Inc. 2019; BART 2019; CCSF 2019.

Notes: AM = weekday a.m.; PM = weekday p.m.

SERVICE CONCEPT

Shuttle Route

The conceptual shuttle route and stop location concept is presented in Figure 2. This route would operate in one direction, clockwise, to allow loading/unloading on the most convenient side of the street at each stop to minimize the need for street crossings. The route is approximately 2.25 miles long with an estimated peak hour one-way travel time of approximately 20 minutes, not including loading/unloading and dwell time.



Source: Kittelson & Associates, Inc., 2019

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Figure 2 Proposed Shuttle Service

This concept represents one potential route and additional analysis would be needed in later stages of the shuttle planning process to further refine the alignment and ensure feasibility, including stops and facilities to serve shuttle vehicles within and outside of the Balboa Reservoir site.

Shuttle Stops

The proposed stops are:

- Balboa Reservoir: one or two stops pending final street layout and locations suitable for shuttle stops
- City College Terminal: served by the existing Muni bus stop on Frida Kahlo Way, or via the alternate Lee Avenue route to the Ocean Avenue Muni bus stop.
- Balboa Park BART/Muni Station: the assumed stop is at the Ocean Avenue Muni bus stop but
 could be served alternatively or in addition at the Geneva Avenue Muni bus stop. The Geneva
 Avenue Muni bus stop location is currently constrained and shuttle of this stop may not be
 feasible. An alternative stop location would need to be found.
- CCSF: the assumed stop is a central and convenient location on Cloud Circle.

Shuttle buses loading and unloading passengers in Muni bus stops at Balboa Park BART/Muni Station and near the City College Terminal is essential to the feasibility of the service. This access would require SFMTA approval. SFMTA regulations would not currently permit shuttle service at these bus stops.

Service Headways

The proposed route is expected to be approximately 31.5 minutes long during peak hours, with variability based on congestion, signal delay, passenger boarding/alighting, final stops/routing, layover scheduling, and the site circulation network. The associated headways based on the number of shuttles in operation and the corresponding vehicle needs are shown in Table 3.

Vehicle dwell times while loading/unloading vary by ridership and vehicle type, such as if two-door boarding is feasible. For this analysis, dwell time was assumed to be 30 seconds for the City College Terminal, CCSF stops, and the Balboa Park BART/Muni station stop, and 10 minutes at the site to account for up to two stops, a timepoint, and a 10 minute layover once per hour. Shuttle dwell times in this study are intended to be conservative and are estimated based on several factors specific to the shuttle service including time points and/or coordination with BART arrival and potential higher proportion of riders needing assistance.

Hours of Operation

Hourly demand projections are beyond the scope of this study. Midday and evening shuttle demand is expected to be less than peak hour demand for the primarily residential Balboa Reservoir development while CCSF demand is forecast to respond to class schedule, remaining steady throughout much of the

weekday. Suggested initial service span for scheduled service is 6 a.m. to 8 p.m. on weekdays and 10 a.m. to 6 p.m. on weekends. More shuttles should be in operation during the weekday a.m. and p.m. peaks and during midday. The shuttles can run either on a fixed schedule (where buses may wait to keep on schedule) or run continuously.

During periods of lower demand, such as early morning, late evening, and weekends, the shuttle can be run as demand responsive service instead of fixed route/schedule. This would require a request and dispatching mechanism. Alternatively, a reduced schedule could be provided to serve CCSF night classes or late-night BART train arrivals. As is typical with transit service, the shuttle's initial hours, schedule, and frequency should be revised based on actual ridership needs.

Vehicle Requirements

As shown in Table 3, vehicle capacity varies with the number of vehicles in operation. A fleet of three accessible "cutaway" minibuses with 24-28 passenger capacity would be optimal for high-frequency peak hour service and flexible off-peak service.

SHUTTLE COST ANALYSIS

Shuttle costs primarily comprise of two main elements:

- Shuttle vehicles (rolling stock)
- Operational costs
 - o Driver's wages and benefits
 - o Insurance
 - o Vehicle maintenance
 - o Fuel

"Cutaway" minibuses cost between \$42,000 and \$58,000⁶ and have an average lifespan of 5.6 years⁷. Operational costs for shuttles operating in San Mateo county indicate typical shuttle operations costs of \$60 to \$80 per hour. The weekday peak period shuttles typically cost between \$150,000 and \$200,000 annually⁸. Based on San Francisco Consumer Price Index data, there has been an annual average escalation of about three percent over the last nine years. This escalation would be expected to continue in the future.

The shuttle concept analyzed in this memorandum assumes three "cutaway" minibus shuttles operating during weekday a.m. and p.m. peak period with reduced service during off peak and weekend periods. This analysis assumes a weekday service of five hours with three buses, eight hours with two buses, and two hours

⁶ Source: Colorado Department of Transportation, *Overview of Transit Vehicles*

⁷ Source: Federal Transit Administration, Useful Life of Buses and Vans, 2007

⁸ Source: San Mateo County Transportation Authority, *San Mateo County Shuttle Inventory and Analysis*, 2010. San Mateo County data assumed to be similar to San Francisco.

with one bus. Weekend service is assumed to be nine hours with one bus in operation. Based on this operational profile, low and high estimates of the vehicle and operational costs of the shuttle concept is shown in Table 4.

Table 4: Shuttle Concept Estimated Annual Costs (2019 \$)9

Estimate	Number of Vehicles	Annualized Vehicle Costs ¹	Weekday Service Shuttle- Hours ²	Weekend Service Shuttle- Hours ²	Annual Operations Cost ³	Total Annual Cost
Low	3	\$22,500	33	9	\$740,000	\$762,500
High	3	\$31,000	33	9	\$980,000	\$1,011,00

Sources: Kittelson & Associates, Inc. 2019; CODOT, FTA 2007, San Mateo CTA, 2010

Notes:

The vehicle and operations costs can be reduced by owning and operating fewer vehicles and/or reducing service hours, which in turn would reduce the usefulness and appeal of the shuttle and result in fewer riders, as shown in Table 3.

ADDITIONAL CONSIDERATIONS

This feasibility analysis focuses on the attractiveness and potential ridership of a potential shuttle based on various levels of service. The feasibility analysis does not consider regulatory, facility, or operational concerns, such as:

- Shuttle operator labor requirements
- Operator rest facility locations
- Balboa Reservoir shuttle stop locations or supporting amenities
- SFMTA regulatory provisions and permitting requirements
- Muni bus stop operations and feasibility of shared bus zones
- Operator staffing and scheduling
- Dispatch and operations management
- · Shuttle maintenance facilities and staffing

These items require further study and are likely to increase the cost of shuttle operations.

¹ Based on three shuttle vehicles to be replaced every 5.6 years.

² Sum of number of hours each shuttle is assumed to operate

³ Annual hours of shuttle service times hourly operational cost; escalated to 2019 costs and rounded.

⁹ Year 2010 costs escalated by 29% based on San Francisco CPI growth per Bureau of Labor Statistics, to reflect Year 2019 costs.

CONCLUSION

The high level of transit ridership forecast for Balboa Reservoir residents, employees, and visitors and CCSF students, staff, and faculty indicate a high frequency shuttle service with buses every nine minutes may be well utilized during peak periods to reduce travel time, provide convenience, enhance mobility particularly for seniors and people with disabilities, and/or increase personal security/sense of safety. The shuttle provides an opportunity for collaboration between Balboa Reservoir and CCSF for mutual benefit as approximately 40 percent of peak hour demand is associated with CCSF.

However, the Balboa Reservoir site and CCSF are within walking distance of high frequency transit with service to/from the Balboa Park BART/Muni station. The costs associated with operating a shuttle must be weighed against alternatives, such as subsidized first mile/last mile taxi or TNC rides for those with mobility needs. While the shuttle, as presented, would connect several destinations, the shuttle's indirect one-way loop route would have to compete with the high frequency and direct travel of the existing transit service and the flexibility and speed of walking. With three shuttle buses in operation, vehicle headways and average waiting time would match that of existing peak hour service. However, with one operating shuttle, off-peak periods would have headways of up to 31.5 minutes, making taking the shuttle slower than walking or using existing transit. Given the estimated cost of high-quality service of \$762,500 to over \$1 million per year (see Table 4), the shuttle concept would not be competitive with existing transit service and walking at a reasonable level of service. Additional considerations, including regulatory requirements and operator staffing and scheduling would increase costs and may present substantial hurdles to implementation.

Attachment 4

Travel Demand Workbook

Trips by Mode

Based on Static Export of Sf Planning Workbook on 11/30/18 Daycare mode share based on Summary of all modes Note: AM Average Passenger Rate is same as PM AM and PM Based on AM/PM Ratios from ITE Trip Gen

Total AVO is based on weighted average of AVO for the weight of each land use

	Daily		Weekday	a.m. Peak Ho	ur		Weekday p	.m. Peak Hour	
Mode	Total	Retail	Daycare	Residential	Total	Retail	Daycare	Residential	Total
			Develope	r's Proposed C	Option				
Auto	4,245	42	48	254	344	55	49	334	437
Taxi / TNC	361	1	4	22	27	1	4	29	34
Transit	1,989	12	22	120	153	16	22	157	195
Walk	3,984	21	39	215	275	28	39	283	349
Bike	406	1	4	24	29	1	4	32	37
Total Person-Trips	10,985	77	116	635	828	101	117	834	1,052
Total Vehicle-Person Trips	4,606	43	52	276	371	56	53	363	471
Average Vehicle Occupancy	1.56	1.87	1.87	1.52	1.60	1.87	1.87	1.52	1.59
Unadjusted TNC Vehicle Trips	216	1	2	13	16	1	2	18	21
TNC Vehicle Trips	216.00	2	4	26	32	2	4	36	42
Updated Vehicle Trips	3,168	24	30	195	249	31	30	257	318
Vehicle Trips	2,952	23	28	182	232	30	28	239	297
	•		Addition	al Housing Op	otion		•		
	Daily			AM			-	PM	
Mode	Total	Retail	Daycare	Residential	Total	Retail	Daycare	Residential	Total
Auto	5,781	42	48	358	448	55	49	470	574
Taxi / TNC	495	1	4	31	36	1	4	41	46
Transit	2,713	12	22	169	202	16	22	221	259
Walk	5,284	21	39	303	363	28	39	398	465
Bike	552	1	4	34	39	1	4	45	50
Total Person-Trips	14,825	77	116	895	1,088	101	117	1,176	1,394
Total Vehicle-Person Trips	6,276	43	52	389	484	56	53	511	620
Average Vehicle Occupancy	1.51	1.87	1.87	1.52	1.58	1.87	1.87	1.52	1.57
			_		22	1	2	25	28
Unadjusted TNC Vehicle Trips	297	1	2	19	22	1	2	25	20
TNC Vehicle Trips	297	2	4	38	44	2	4	50	56
· · · · · · · · · · · · · · · · · · ·									

Overall Mode Split for Developer's Proposed Option PM Peak Period									
Mode	Daycare								
Auto Person Trips	40%	54%	42%						
Taxi TNC Person Trips	4%	1%	3%						
Public Transit	19%	16%	19%						
Walk	34%	28%	33%						
Bike	4%	1%	4%						
Total	100%	100%	100%						

Overall Mode Split for Developer's Proposed Option PM Peak Period										
Mode Share Percent										
Auto Person	389	42%								
Taxi TNC Person Trips	30	3%								
Public Transit	173	19%								
Walk	310	33%								
Bike	33	4%								
Total	935	100%								

Trips by Land Use

From Static Worksheets PM Residential and Retail 11-30 Note: Peak Hour Trips from Trips By Mode Worksheet

Assumption AM Trip Rate is based on the ratio of total AM to total PM for each land use Assumption
TNC Vehicle Trips are doubled $\stackrel{\cdot}{\mathsf{AM}}$ Peak Hour In/Out Ratios is based on the inverse of the PM Peak Hour In/Out Ratios

Land Use	Daily	Week	day a.m. Pea	k Hour	Weekda	ay p.m. Peak Ho	ur		
Land Ose	Dally	In	Out	Total	In	Out	Total		
Developer's Proposed Option									
Residential	9,386	148	486	635	639	195	834		
Retail	1,123	47	30	77	39	62	101		
DayCare	476	61	56	117	57	61	118		
Total Person-Trips	10,985	256	573	829	735	318	1,053		
		Additional I	Housing Opti	on					
Residential	13,226	209	685	895	901	275	1,176		
Retail	1,123	47	30	77	39	62	101		
DayCare	476	61	56	117	57	61	118		
Total Person-Trips	14,825	317	772	1,089	997	398	1,395		

Mode		Residential			Retail	
	Out	In	Total	Out	In	Total
	7.1	98.8	105.9	1.9	3.7	5.6
Auto Person Trips	126.6	237.5	364.1	28.0	21.4	49.4
Taxi / TNC Person Trips (unadjusted	11.7	29.5	41.2	0.6	0.5	1.0
Taxi / TNC Person Trips Adjusted	46.0	46.0	92.1	1.0	1.0	2.0
Toronia Donner Trino	7.0	131.8	138.8	6.5	0.8	7.3
Transit Person Trips	18.9	63.8	82.7	7.0	1.6	8.6
Total	171.2	561.5	732.7	44.0	27.9	71.9
Person Trip Split	23%	77%	100%	61%	39%	100%
Total Auto Person Trips	180	382	562	31	26	57
Total Auto Vehicle Trips	114	243	358	17	14	30
TNC / Auto Person Trip Split	32%	68%	100%	54%	46%	100%

Note: TNC Person trips are adjusted in this table to account for the addition of an outbound vehicle trip for all inbound TNC trips

ITE Trip Generation Handbook Reference	Land Use Code	Land Use	weeкday PM Peak Hour	weeкday AM Peak hour	AM to PM Ratio
General Urban Suburban pg. 228-229	565	Daycare	11.82	11.73	0.992
Multi-Use Urban pg. 72	221	Mid Rise Residential	2.08	1.9	0.913
Multi Use Urban pg. 285 to 286	231	Mid Rise Residential with Ground Floor Retail	0.46	0.35	0.761

Option	Total Am to PM Ratio
Developer's Proposed Option	78.68%
Additional Housing Option	78.05%

Proportion of	Proportion of
Person Trips in	Person Trips in
Daycare Land Use -	Daycare Land Use
Additional	- Developer
0.400/	11 220/
8.48%	11.22%

Vehicle Trips using in/out splits

Land Use	Daily Weekday a.m. Peak Hour			Weekday p.m. Peak Hour			
Lanu Ose	Daily	In	Out	Total	In	Out	Total
	De	eveloper's F	roposed Op	otion			
Residential	2,842	62	133	195	175	82	257
Retail	192	13	11	24	14	17	31
Daycare	134	16	14	30	14	16	30
Total Vehicle Trips	3,168	92	157	249	203	115	318
	Į.	Additional F	lousing Opt	ion			
Residential	4,116	88	187	275	246	116	362
Retail	192	13	11	24	14	17	31
Daycare	134	16	14	30	14	16	30
Total Vehicle Trips	4,442	117	212	329	274	149	423

Daycare In/Out Splits Using 2002 Guidelines						
Trip Type	In	Out	Total			
Person Trips	48.0%	52.0%	100.0%			
Vehicle Trips	47.6%	52.4%	100.0%			

TNC Trips

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
		Current T	NC Trips			
Developer's Proposed	5	11	16	14	6	20
Additional Housing	6	16	22	20	8	28
		Updated T	NC Trips			
Developer's Proposed	16	16	32	20	20	40
Additional Housing	22	22	44	28	28	56
Difference Developers Proposed	11	5	16	6	14	20
Additional Housing Difference	16	6	22	8	20	28

Note: Peak Hour Trips from Trips By Mode Worksheet

	Size Turnover		Delivery/Ser	vice Vehicle	Trips		
Land Use (Square Feet)		Rate	Daily	Average Hour	Peak Hour		
Person Trips							
Residential	1,283,000	0.03	38.5	1.8	2.2		
Retail	7,500	0.22	1.7	0.1	0.1		
Daycare Center	10,000	0.1	1.0	0.0	0.1		
Total	1,300,500	-	41.1	1.9	2.4		
	Addition	al Housing O _l	otion				
Residential	1,547,000	0.03	46.4	2.1	2.7		
Retail	7,500	0.22	1.7	0.1	0.1		
Daycare Center	10,000	0.10	1.0	0.0	0.1		
Total	1,564,500	-	49.1	2.3	2.8		

Bedroom Mix

Option	SF	Units	1 Bedroom Units	2 Bedroom Units	3 Bedroom Units	Total Bedrooms	Average SF per Unit
Developer's Proposed Option	1,283,000	1,100	440	330	330	2,945	1,166
Additional Housing Option	1,547,000	1,550	620	465	465	2,090	1,166

Assumption is being made that the size of each unit for the Additional Housing Option is the same as the Developer's Proposed Option

Bedroom Mix for Both Options					
Bedroom Type	Percent				
1 Bedroom	40%				
2 Bedroom	30%				
3 Bedroom	30%				

Passenger Loading

Step Description	Weekday a.m. Peak Hour				Weekday p.m. Peak Hour					
Land Use	Daycare	Retail	Residential	Total	Daycare	Retail	Residential	Total		
	Additional Housing Option									
Person Trips	117	77	895	1,089	118	101	1,176	1,395		
Loading Percentage	3.0%	3.0%	7.2%	-	3.0%	3.0%	7.2%	-		
Passenger Loading Trips	3.5	2.3	64.4	70.2	3.5	3.0	84.6	91.2		
Average Stop Duration (Minutes)	3.5	2.3	64.4	70.2	3.5	3.0	84.6	91.2		
Peak Hour Spaces of Passenger Loading Demand	0.06	0.04	1.07	1.17	0.06	0.05	1.41	1.52		
Peak Hour Spaces of Passenger Loading Demand (Rounded)	1.0	1.0	2.0	4.0	1.0	1.0	2.0	4.0		
		Developer's I	Proposed Opti	on						
Person Trips	117	77	635	829	118	101	834	1,054		
Loading Percentage	3.0%	3.0%	7.2%	-	3.0%	3.0%	7.2%	-		
Passenger Loading Trips	3.5	2.3	45.7	51.5	3.5	3.0	60.1	66.7		
Average Stop Duration (Minutes)	3.5	2.3	45.7	51.5	3.5	3.0	60.1	66.7		
Peak Hour Spaces of Passenger Loading Demand	0.06	0.04	0.76	0.86	0.06	0.05	1.00	1.11		
Peak Hour Spaces of Passenger Loading Demand (Rounded)	1.0	1.0	1.0	3.0	1.0	1.0	2.0	4.0		

Trip Generation Rates

Note: Peak Hour Trips from Trips By Mode Worksheet

AM rates use the ratio of the PM to AM ratio of each land use from ITE Trip Generation Manual 10th edition

Land Use	Period	Average	Unit
	Daily	4.5	
Residential	PM Peak	0.4	Per Bedroom
	AM Peak	0.3	
	Daily	150	Dor 1k saft of land
Retail - General	PM Peak	13.5	Per 1k sq ft of land use
	AM Peak	10.3	use
	Daily	47.6	Dor 1k saft of land
Daycare	PM Peak	11.8	Per 1k sq ft of land use
	AM Peak	11.7	use

Daycare Trips

Assumption: ITE Trip rate is same as person-trips
Note: Peak Hour Trips from Trips By Mode Worksheet

PM Daycare Trips						
Method	ITE Trip Gen	Students / sqft				
Square Feet	10.00	10000.00				
ITE Trip PM Trip Generation Rate	11.82					
Students per sqft		88.00				
Student Estimate		113.64				
Driving Mode Share		0.70				
Student-based Trips		79.55				
Staff per Student		0.20				
Staff Total		22.73				
Retail Auto Share		0.40				
Staff Based Trips		9.09				
PM Trips	118.20	88.64				

Daily Daycare Tri	ps
Method	ITE Trip Gen
Sqft (1000)	10.00
ITE Trip PM Trip Generation	47.62
Rate	47.02
Daily	476.20

All distribution sheets From Static Export of SF Guidelines Workbook on 11-30
Daycare trip distribution based on summary of PM Peak Period trip distribution
Retail trip distribution for Additional Housing Option is identical to Developer's Proposed Option for PM peak period and daily.

AM Distibution is assumed to be same as PM for all land uses. In and Out is assumed to be inversed

		's Proposed tion		al Housing otion
Origin/Destination	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday AM Peak Hour	Weekday PM Peak Hour
Downtown/Northbeach	11%	11%	11%	11%
SoMa	2%	2%	2%	2%
Marina/Western Market	12%	12%	12%	12%
Mission/Potrero	10%	10%	10%	10%
Outer Mission/Hills	14%	14%	13%	13%
Bayshore	4%	4%	4%	4%
Richmond	1%	1%	1%	1%
Sunset	24%	24%	25%	25%
Islands	0%	0%	0%	0%
South Bay	16%	16%	11%	11%
East Bay	6%	6%	6%	6%
North Bay	0%	0%	0%	0%
Total	100%	100%	96%	96%

Option	Total Am to PM Ratio
Developer's Proposed Option	78.68%
Additional Housing Option	78.05%

										Distribution of	f Retail Trips fo	r Develope	r's Propos	ed Option in PM I	Peak Period											
								Outbound												Inbound						
Mode		Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total	Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay North Bay	Total
Auto Person Trips	PM Work Trips	0.00	0.14	0.11	1.28	0.06	0.00	0.00	0.14	0.00	0.20	0.00	0.00	1.93	1.42	0.00	0.07	0.96	0.10	0.17	0.00	0.08	0.00	0.90	0.00 0.00	3.70
Auto reison mps	PM Non-Work Trips	0.00	0.00	1.50	1.84	9.73	3.93	1.01	4.14	0.00	3.17	1.93	0.74	28.00	0.21	0.15	1.42	1.42	4.71	0.18	1.14	6.78	0.00	3.90	0.93 0.52	21.36
Taxi / TNC Person	PM Work Trips	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.03	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.02	0.00 0.00	0.07
Trips	PM Non-Work Trips	0.00	0.00	0.03	0.03	0.18	0.07	0.02	0.08	0.00	0.06	0.04	0.01	0.52	0.00	0.00	0.03	0.03	0.09	0.00	0.02	0.12	0.00	0.07	0.02 0.01	0.39
Transit Person Trips	PM Work Trips	1.55	0.00	0.00	4.90	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	6.54	0.14	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.57	0.00 0.00	0.76
Transit Ferson Trips	PM Non-Work Trips	0.80	0.11	0.09	3.46	1.15	0.00	0.00	0.06	0.00	0.65	0.63	0.00	6.95	0.11	0.00	0.53	0.23	0.79	0.00	0.00	0.00	0.00	0.00	0.00 0.00	1.65
Auto VehicleTrips*	PM Work Trips	0.00	0.14	0.05	1.28	0.03	0.00	0.00	0.14	0.00	0.12	0.00	0.00	1.77	1.38	0.00	0.07	0.96	0.08	0.17	0.00	0.08	0.00	0.85	0.00 0.00	3.59
Auto veniciemps	PM Non-Work Trips	0.00	0.00	0.81	0.74	4.55	2.22	0.53	1.61	0.00	1.38	0.87	0.45	13.17	0.07	0.07	0.65	0.79	2.54	0.18	0.72	2.89	0.00	2.17	0.27 0.38	10.73
Taxi / TNC Vehicle	PM Work Trips	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.00 0.00	0.04
Trips*		0.00	0.00	0.02	0.02	0.11	0.04	0.01	0.05	0.00	0.03	0.02	0.01	0.31	0.00	0.00	0.02	0.02	0.05	0.00	0.01	0.07	0.00	0.04	0.01 0.01	0.24
Total Trips		2.35	0.25	1.73	11.53	11.13	4.09	1.03	4.42	0.00	4.09	2.59	0.76	43.97	1.90	0.15	2.05	2.70	5.69	0.35	1.16	6.99	0.00	5.45	0.95 0.53	27.92
In and Out Total Trips		4.25	0.40	3.77	14.24	16.82	4.45	2.19	11.41	0.00	9.53	3.54	1.29	71.89												
Percent		6%	1%	5%	20%	23%	6%	3%	16%	0%	13%	5%	2%													
AVO														1.874												1.749007055

										Distribution of R	esidential Trip	s for Devel	per's Prop	osed Option in Pf	A Peak Period											
								Outbound											1	Inbound						
Mode		Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total	Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay B	rth Total
Auto Person Trips	PM Non-Work Trips 4.70 0.44 19.70 10.88 8.07 3.15 1.06 22.49 0.00 19.32 0.00 0.00 89.81 13.49															4.18	2.97	2.14	0.35	2.96	0.00	10.46	0.51	17.90	14.59 0.	
	PM Non-Work Trips 4.70 0.44 19.70 10.88 8.07 3.15 1.06 22.49 0.00 19.32 0.00 0.00 89.81 13.49															0.35	13.91	17.32	36.86	7.14	1.26	69.57	0.00	7.96	0.00 0.	71 168.58
Taxi / TNC Person	PM Work Trips	0.39	0.00	0.02	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	1.23	0.37	0.26	0.19	0.03	0.26	0.00	0.92	0.04	1.57	1.28 0.	00 6.15
Trips	PM Non-Work Trips	0.41	0.04	1.73	0.95	0.71	0.28	0.09	1.97	0.00	1.69	0.00	0.00	7.88	1.18	0.03	1.22	1.52	3.23	0.63	0.11	6.10	0.00	0.70	0.00 0.	06 14.79
Transit Person Trips	PM Work Trips	4.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.95	46.11	6.18	5.95	0.00	0.92	4.59	15.86	0.92	0.00	0.00	13.00 0.	00 93.53
mansit reison mps	PM Non-Work Trips	2.11	4.95	1.84	0.00	4.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.40	14.30	3.21	3.14	0.00	10.72	0.00	2.57	3.83	0.00	5.40	2.11 0.	00 45.29
Auto VehicleTrips*	PM Work Trips	4.47	0.00	0.12	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.92	13.25	3.19	2.86	2.14	0.18	2.96	0.00	10.46	0.51	17.90	14.59 0.	00 68.04
Auto venicie mps	PM Non-Work Trips	3.34	0.44	17.76	10.11	7.68	1.71	1.06	12.93	0.00	10.47	0.00	0.00	65.50	4.55	0.35	7.11	8.29	19.23	3.21	1.09	32.13	0.00	6.54	0.00 0.	36 82.86
Taxi / TNC Vehicle	PM Work Trips	0.23	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.74	0.22	0.16	0.11	0.02	0.16	0.00	0.55	0.03	0.94	0.77 0.	00 3.68
Trips*	PM Non-Work Trips	0.25	0.02	1.03	0.57	0.42	0.17	0.06	1.18	0.00	1.01	0.00	0.00	4.72	0.71	0.02	0.73	0.91	1.94	0.38	0.07	3.65	0.00	0.42	0.00 0.	04 8.85
Total Trips		17.04	5.44	23.53	12.19	13.27	3.43	1.16	24.47	0.00	21.01	0.00	0.00	121.52	90.39	14.31	27.45	21.17	52.12	15.58	19.81	91.80	0.55	33.54	30.98 0.	77 398.47
In and Out Total		107.10	40.75		20.00	65.00		00.00																		
Trips		107.42	19.75	50.97	33.36	65.39	19.01	20.96	116.26	0.55	54.55	30.98	0.77	519.99												
Percent		21%	4%	10%	6%	13%	4%	4%	22%	0%	10%	6%	0%													
AVO		•												1.519												

Note: Daycare trip	distribution based on sum	mary of PM Peak Period	d trip distrib	bution																							
										Distribution of	Day Care Trips	for Develo	per's Propo	sed Option in PM	Peak Period												
								Outbound												Inbound							
Mode		Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total	Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	y East Bay	North Bay	Total
	Daily Work Trips	0.38	0.01	0.03	0.14	0.01	0.00	0.00	0.01	0.00	0.02	0.00	0.00	0.59	1.31	0.35	0.26	0.26	0.04	0.27	0.00	0.89	0.04	1.59	1.24	0.00	6.26
Auto Person Trips	Daily Non-Work Trips	0.40	0.04	1.80	1.08	1.51	0.60	0.18	2.26	0.00	1.91	0.16	0.06	9.98	1.16	0.04	1.30	1.59	3.52	0.62	0.20	6.47	0.00	1.00	0.08	0.10	16.10
Taxi / TNC Person	Daily Work Trips 0.03 0.00 0.00 0.00 0.00 0.00 0.00 0.0															0.02	0.02	0.00	0.02	0.00	0.08	0.00	0.13	0.11	0.00	0.53	
Trips	Daily Non-Work Trips	0.03	0.00	0.15	0.08	0.08	0.03	0.01	0.17	0.00	0.15	0.00	0.00	0.71	0.10	0.00	0.11	0.13	0.28	0.05	0.01	0.53	0.00	0.07	0.00	0.01	1.29
	Daily Work Trips	0.55	0.00	0.00	0.42	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.97	3.92	0.52	0.50	0.00	0.08	0.39	1.34	0.08	0.00	0.05	1.10	0.00	7.99
Transit Person Trips	Daily Non-Work Trips	0.25	0.43	0.16	0.29	0.48	0.00	0.00	0.01	0.00	0.06	0.05	0.00	1.72	1.22	0.27	0.31	0.02	0.98	0.00	0.22	0.32	0.00	0.46	0.18	0.00	3.98
	Daily Work Trips	0.38	0.01	0.01	0.14	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.57	1.24	0.27	0.25	0.26	0.02	0.27	0.00	0.89	0.04	1.59	1.24	0.00	6.07
Auto VehicleTrips*	Daily Non-Work Trips	0.28	0.04	1.57	0.92	1.04	0.33	0.14	1.23	0.00	1.00	0.07	0.04	6.67	0.39	0.04	0.66	0.77	1.84	0.29	0.15	2.97	0.00	0.74	0.02	0.06	7.93
Taxi / TNC Vehicle	Daily Work Trips	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.06	0.02	0.01	0.01	0.00	0.01	0.00	0.05	0.00	0.08	0.06	0.00	0.32
Trips*	Daily Non-Work Trips	0.02	0.00	0.09	0.05	0.05	0.02	0.01	0.10	0.00	0.09	0.00	0.00	0.43	0.06	0.00	0.06	0.08	0.17	0.03	0.01	0.32	0.00	0.04	0.00	0.00	0.77
Total Trips		0.70	0.05	1.68	1.11	1.08	0.35	0.14	1.35	0.00	1.10	0.08	0.04	7.68	1.76	0.33	0.98	1.12	2.04	0.60	0.16	4.22	0.05	2.45	1.32	0.07	15.09
In and Out Total Trips		2.46	0.38	2.66	2.23	3.12	0.95	0.30	5.57	0.05	3.55	1.40	0.11	22.77													
Percent		1%	0%	1%	1%	1%	0%	0%	2%	0%	1%	1%	0%														
AVO										•	•			1.559													

										Distributio	n of Residentia	l Trips for	Developer'	s Proposed Optio	n- Daily											
								Outbound											1	Inbound						
Mode		Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total	Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay Ba	th Total
Auto Person Trips	PM Work Trips	54.26	8.94	41.01	26.74	42.91	29.06	25.43	26.31	0.00	76.56	58.61	4.56	394.39	47.64	11.41	41.33	13.99	31.95	26.20	23.23	28.43	0.83	94.09	44.88 7.0	05 371.03
Auto reison mps	PM Non-Work Trips	61.42	28.90	363.18	94.33	190.60	12.83	122.14	376.79	0.00	157.93	38.18	25.65	1471.97	76.17	23.02	355.12	147.11	207.92	14.89	112.15	365.81	0.00	163.02	19.75 ##	# 1515.21
Taxi / TNC Person	PM Work Trips	4.76	0.78	3.60	2.35	3.76	2.55	2.23	2.31	0.00	6.72	5.14	0.40	34.60	4.18	1.00	3.63	1.23	2.80	2.30	2.04	2.49	0.07	8.25	3.94 0.0	52 32.55
Trips	PM Non-Work Trips	5.39	2.53	31.86	8.27	16.72	1.13	10.71	33.05	0.00	13.85	3.35	2.25	129.12	6.68	2.02	31.15	12.90	18.24	1.31	9.84	32.09	0.00	14.30	1.73 2.0	55 132.91
Transit Person Trips	PM Work Trips	178.97	130.56	49.72	22.23	30.88	4.07	13.86	10.10	0.00	43.67	67.18	0.00	551.24	160.80	109.34	15.28	21.45	31.56	4.07	14.85	7.10	0.00	44.70	75.41 0.0	00 484.55
Transit Person Trips	PM Non-Work Trips	85.00	21.18	58.91	16.11	121.25	2.81	6.18	35.52	0.00	20.99	5.04	0.00	372.99	58.41	8.22	71.91	106.43	35.13	3.68	12.97	38.13	0.00	18.26	6.22 0.0	00 359.36
Auto VehicleTrips*	PM Work Trips	48.26	7.33	35.18	25.14	42.01	29.06	24.53	25.73	0.00	71.58	54.96	4.56	368.34	41.31	9.27	35.06	13.99	31.66	26.20	23.23	27.88	0.83	82.70	41.08 7.0	3 40.26
Auto venicie mps	PM Non-Work Trips	39.43	23.94	196.38	59.53	125.60	6.86	76.41	191.67	0.00	85.85	28.46	16.64	850.76	47.45	14.12	187.86	75.05	147.55	7.75	74.00	193.90	0.00	97.26	19.08 ##	# 888.55
Taxi / TNC Vehicle	PM Work Trips	2.85	0.47	2.15	1.40	2.25	1.53	1.34	1.38	0.00	4.02	3.08	0.24	20.72	2.50	0.60	2.17	0.73	1.68	1.38	1.22	1.49	0.04	4.94	2.36 0.3	37 19.49
Trips*	PM Non-Work Trips	3.23	1.52	19.08	4.95	10.01	0.67	6.42	19.79	0.00	8.30	2.01	1.35	77.32	4.00	1.21	18.65	7.73	10.92	0.78	5.89	19.21	0.00	8.56	1.04 1.5	9 79.59
Total Trips		93.77	33.26	252.80	91.03	179.88	38.11	108.69	238.57	0.00	169.75	88.50	22.78	1317.14	95.26	25.20	243.75	97.50	191.81	36.11	104.35	242.49	0.88	193.47	63.55 ##	# 1327.88
In and Out Total Trips		189.03	58.45	496.55	188.53	371.69	74.22	213.04	481.06	0.88	363.22	152.05	56.30	2645.02	•	•					•					

Percent 7% 2% 19% 7% 14% 3% 8% 18% 0% 14% 6% 2%

AVO 1.53501736

										Distributi	on of Resdent	ial Trips for	Additiona	l Housing Option	- Daily											
								Outbound												Inbound						
Mode		Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total	Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay Bay	th Total
	Daily Work Trips	119.98	18.09	86.08	38.75	71.36	35.79	46.50	32.98	0.00	113.73	71.59	8.98	643.83	110.43	26.62	91.18	19.55	58.23	32.10	24.11	35.06	0.86	115.32	58.64 ###	# 585.64
Auto Person Trips	Daily Non-Work Trips	117.57	34.38	485.28	126.59	232.39	126.51	151.15	404.80	0.00	202.56	47.13	34.44	1962.79	138.57	45.12	503.77	206.55	255.50	99.15	153.56	398.69	0.00	210.36	44.64 ###	# 2095.48
Taxi / TNC Person	Daily Work Trips	10.52	1.59	7.55	3.40	6.26	3.14	4.08	2.89	0.00	9.98	6.28	0.79	56.48	9.69	2.33	8.00	1.71	5.11	2.82	2.11	3.08	0.08	10.12	5.14 1.19	9 51.37
	Daily Non-Work Trips	10.31	3.02	42.57	11.10	20.39	11.10	13.26	35.51	0.00	17.77	4.13	3.02	172.17	12.16	3.96	44.19	18.12	22.41	8.70	13.47	34.97	0.00	18.45	3.92 3.4	7 183.81
	Daily Work Trips	230.67	112.23	59.29	44.85	26.03	3.11	13.57	24.58	0.00	72.33	108.28	0.00	694.94	204.01	95.85	23.39	16.40	24.68	3.11	11.36	13.10	0.00	73.64	83.94 0.00	0 549.50
Transit Person Trips	Daily Non-Work Trips	207.17	37.01	141.70	40.70	110.89	2.69	32.58	30.80	0.00	22.75	24.00	0.00	650.31	129.43	22.59	169.82	113.52	35.49	21.98	34.34	38.77	0.00	17.33	13.46 0.00	0 596.71
	Daily Work Trips	97.37	15.29	67.73	36.30	69.91	35.79	45.56	32.05	0.00	103.37	67.81	8.98	580.16	88.24	23.34	74.87	19.18	57.40	32.10	24.11	33.34	0.86	100.27	54.69 ###	# 521.97
Auto VehicleTrips*	Daily Non-Work Trips	80.22	27.70	282.84	82.28	146.58	62.07	102.14	209.02	0.00	115.94	35.16	22.87	1166.83	88.30	31.96	293.02	111.93	178.16	61.20	110.33	216.13	0.00	134.22	34.23 ###	# 1290.90
Taxi / TNC Vehicle	Daily Work Trips	6.30	0.95	4.52	2.04	3.75	1.88	2.44	1.73	0.00	5.97	3.76	0.47	33.82	5.80	1.40	4.79	1.03	3.06	1.69	1.27	1.84	0.05	6.06	3.08 0.73	1 30.76
Trips*	Daily Non-Work Trips	6.18	1.81	25.49	6.65	12.21	6.64	7.94	21.26	0.00	10.64	2.48	1.81	103.10	7.28	2.37	26.46	10.85	13.42	5.21	8.07	20.94	0.00	11.05	2.34 2.0	8 110.07
Total Trips		190.07	45.75	380.59	127.26	232.44	106.39	158.09	264.07	0.00	235.92	109.21	34.13	1883.91	189.62	59.08	399.14	142.99	252.05	100.19	143.77	272.25	0.91	251.60	94.34 ###	# 1953.70
In and Out Total Trips		379.69	104.82	779.73	270.25	484.49	206.58	301.86	536.32	0.91	487.52	203.55	81.89	3837.61												
Percent		10%	3%	20%	7%	13%	5%	8%	14%	0%	13%	5%	2%													
AVO		-												1.499												

											Distri	bution of R	etail Trips -	Daily													
								Outbound												Inbound							
Mode		Downtown / NorthBeach	SoMa	Marina/ Western	Mission/ Potrero	Outer Mission/	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total	Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay N	lorth Bay	Total
	Daily Work Trips	0.80	0.50	1.90	2.30	0.90	0.80	1.00	2.90	0.00	2.30	0.50	1.00	15.00	1.80	1.10	3.50	2.90	1.40	0.60	1.00	2.70		3.80	0.50 0	0.90 2	20.00
Auto Person Trips	Daily Non-Work Trips	3.40	2.30	8.40	9.80	31.60	4.20	10.50	38.90		16.70	5.00	2.20	133.00	2.70	1.80	8.50	6.10	33.10	2.30	11.30	37.20	-	17.10	4.80 1	.80 1	27.00
Taxi / TNC Person	Daily Work Trips	0.00	0.00	0.10	0.10	0.00	0.00	0.10	0.20	0.00	0.10	0.00	0.10	1.00	0.10	0.10	0.20	0.20	0.10	0.00	0.10	0.10		0.20	0.00 0	.00	1.00
	Daily Non-Work Trips	0.20	0.10	0.40	0.50	1.70	0.20	0.60	2.10	-	0.90	0.30	0.10	7.00	0.10	0.10	0.50	0.30	1.80	0.10	0.60	2.00	-	0.90	0.30 0	0.10	7.00
	Daily Work Trips	3.00	1.20	1.60	5.50	0.10	0.10		0.40		0.60	0.10		13.00	2.30	1.60	3.50	2.60	3.70	0.10	0.20		-	1.00	2.70	- 1	18.00
Transit Person Trips	Daily Non-Work Trips	5.60	0.60	6.90	8.10	9.60	1.00	1.40	5.50		2.60	5.70	1.20	48.00	7.30	-	11.50	5.10	11.90	1.60	1.30	5.10	-	4.20	5.90 0	.30 5	54.00
	Daily Work Trips	0.60	0.50	1.40	1.90	0.80	0.80	1.00	1.90	0.00	2.00	0.50	0.70	12.00	1.50	0.90	2.60	2.20	1.10	0.50	1.00	1.90		3.40	0.50 0).70 1	16.00
Auto VehicleTrips*	Daily Non-Work Trips	2.60	1.30	5.10	5.30	18.80	2.60	6.70	19.00		9.80	2.80	1.40	75.00	1.10	1.00	5.50	3.70	18.40	1.20	6.80	18.70	-	9.90	2.40 1	.30 7	70.00
Taxi / TNC Vehicle	Daily Work Trips	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.00	0.00	0.10	0.00	0.10	0.10	0.00	0.00	0.00	0.10		0.10	0.00	0.00	1.00
Trips*	Daily Non-Work Trips	0.10	0.10	0.30	0.30	1.00	0.10	0.30	1.20		0.50	0.20	0.10	4.00	0.10	0.10	0.30	0.20	1.10	0.10	0.40	1.20	-	0.50	0.20 0	0.10	4.00
Total Trips		3.30	1.90	6.90	7.60	20.60	3.50	8.00	22.20	0.00	12.40	3.50	2.20	91.00	2.80	2.00	8.50	6.20	20.60	1.80	8.20	21.90	0.00	13.90	3.10 2	.10 9	91.00
In and Out Total Trips		6.10	3.90	15.40	13.80	41.20	5.30	16.20	44.10	0.00	26.30	6.60	4.30	182.00													
D																											

										Distribution o	f Resdential Trip	s for Addit	ional Housi	ng Option in PM	Peak Period											
								Outbound												Inbound						
Mode		Downtown / NorthBeach	SoMa	Western	Potrero	Mission/	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total	NorthReach	SoMa	Marina/ Western Market	Potrero	Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay Ray	Total
	Daily Work Trips	6.30	0.00	0.33	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.10	19.82	5.89	4.19	3.02	0.50	4.18	0.00	14.74	0.72	25.23	20.55 0.00	98.83
Auto Person Trips	Daily Non-Work Trips	6.62	0.62	27.76	15.32	11.37	4.44	1.50	31.69	0.00	27.22	0.00	0.00	126.55	19.01	0.49	19.60	24.41	51.94	10.07	1.78	98.03	0.00	11.22	0.00 1.00	237.55
Taxi / TNC Person	Daily Work Trips	0.55	0.00	0.03	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62	1.74	0.52	0.37	0.27	0.04	0.37	0.00	1.29	0.06	2.21	1.80 0.00	8.67
	Daily Non-Work Trips	0.58	0.05	2.44	1.34	1.00	0.39	0.13	2.78	0.00	2.39	0.00	0.00	11.10	1.67	0.04	1.72	2.14	4.56	0.88	0.16	8.60	0.00	0.98	0.00 0.09	20.84
	Daily Work Trips	6.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.98	64.98	8.70	8.38	0.00	1.30	6.47	22.35	1.30	0.00	0.00	18.32 0.00	131.79
Transit Person Trips	Daily Non-Work Trips	2.97	6.98	2.59	0.00	6.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.88	20.16	4.52	4.42	0.00	15.11	0.00	3.63	5.39	0.00	7.61	2.97 0.00	63.81
	Daily Work Trips	6.30	0.00	0.16	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.93	18.67	4.50	4.02	3.02	0.25	4.18	0.00	14.74	0.72	25.23	20.55 0.00	95.88
Auto VehicleTrips*	Daily Non-Work Trips	4.70	0.62	25.03	14.25	10.82	2.41	1.50	18.22	0.00	14.75	0.00	0.00	92.30	6.42	0.49	10.02	11.68	27.10	4.52	1.54	45.28	0.00	9.21	0.00 0.50	116.76
Taxi / TNC Vehicle	Daily Work Trips	0.33	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	1.04	0.31	0.22	0.16	0.03	0.22	0.00	0.77	0.04	1.33	1.08 0.00	5.19
	Daily Non-Work Trips	0.35	0.03	1.46	0.80	0.60	0.23	0.08	1.66	0.00	1.43	0.00	0.00	6.65	1.00	0.03	1.03	1.28	2.73	0.53	0.09	5.15	0.00	0.59	0.00 0.05	5 12.48
Total Trips		11.68	0.66	26.67	15.55	11.41	2.65	1.58	19.89	0.00	16.18	0.00	0.00	106.25	27.12	5.33	15.29	16.14	30.10	9.45	1.63	65.95	0.75	36.35	21.63 0.55	5 230.30
In and Out Total Trips		38.80	5.98	41.96	31.69	41.51	12.09	3.21	85.83	0.75	52.53	21.63	0.55	336.56												
Percent		12%	2%	12%	9%	12%	4%	1%	26%	0%	16%	6%	0%	·												
AVO														1.519												

									Sun	nmary of Distributi	on of Trips for	Additional	Housing O	ption in PM Peal	k Period -w/ Day	care										
								Outbound												Inbound						
Mode		Downtown / NorthBeach	SoMa	Western	Mission/ Potrero	Mission/	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total	Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay Ba	th Total
	Daily Work Trips	6.83	0.15	0.47	1.89	0.07	0.00	0.00	0.15	0.00	0.21	0.00	0.00	9.78	23.02	6.38	4.62	4.31	0.65	4.71	0.00	16.07	0.78	28.32	22.28 0.0	00 111.14
Auto Person Trips	Daily Non-Work Trips	7.18	0.68	31.72	18.61	22.87	9.08	2.72	38.84	0.00	32.95	2.09	0.80	167.53	20.83	0.70	22.79	28.00	61.41	11.11	3.16	113.62	0.00	16.38	1.01 1.6	55 280.65
Taxi / TNC Person															1.91	0.56	0.40	0.31	0.05	0.40	0.00	1.40	0.07	2.42	1.95 0.0	0 9.47
	Daily Non-Work Trips	0.63	0.06	2.67	1.49	1.28	0.50	0.16	3.10	0.00	2.65	0.04	0.01	12.59	1.81	0.05	1.89	2.35	5.03	0.96	0.19	9.46	0.00	1.14	0.02 0.1	11 23.01
	Daily Work Trips	9.25	0.00	0.00	5.31	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	14.66	70.58	9.43	9.08	0.06	1.41	7.01	24.23	1.41	0.00	0.62	19.86 0.0	00 143.69
Transit Person Trips	Daily Non-Work Trips	4.09	7.68	2.91	3.75	8.11	0.00	0.00	0.06	0.00	0.71	0.68	0.00	28.00	21.96	4.90	5.36	0.25	17.23	0.00	3.93	5.84	0.00	8.25	3.22 0.0	00 70.96
	Daily Work Trips	6.83	0.15	0.24	1.89	0.03	0.00	0.00	0.15	0.00	0.13	0.00	0.00	9.43	21.74	4.88	4.44	4.31	0.36	4.71	0.00	16.07	0.78	28.27	22.28 0.0	00 107.82
Auto VehicleTrips*	Daily Non-Work Trips	5.10	0.68	28.01	16.25	16.66	5.03	2.20	21.50	0.00	17.48	0.94	0.49	114.34	7.04	0.61	11.57	13.52	32.13	5.10	2.45	52.21	0.00	12.34	0.29 0.9	96 138.20
Taxi / TNC Vehicle	Daily Work Trips	0.36	0.00	0.02	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	1.15	0.34	0.24	0.18	0.03	0.24	0.00	0.84	0.04	1.45	1.17 0.0	00 5.67
	Daily Non-Work Trips	0.38	0.04	1.60	0.89	0.76	0.30	0.10	1.85	0.00	1.59	0.02	0.01	7.54	1.08	0.03	1.13	1.41	3.01	0.58	0.11	5.66	0.00	0.69	0.01 0.0	06 13.78
SubTotal		28.58	8.58	37.81	31.12	32.33	9.67	2.88	42.16	0.00	36.52	2.81	0.82	233.27	140.12	22.02	44.14	35.27	85.78	24.19	31.51	147.80	0.84	57.13	48.35 1.7	6 638.92
Percent		12%	4%	16%	13%	14%	4%	1%	18%	0%	16%	1%	0%		22%	3'	% 7%	6%	13%	4%	5%	6 23%	09	6 9%	8% 0	% 100%
In and Out Total		168.69	30.60	81.95	66.40	118.11	33.86	34.39	189.96	0.84	93.66	51.16	2.58	872.19												
Percent		19%	4%	9%	8%	14%	4%	4%	22%	0%	11%	6%	0%	100%												
AVO														1.548												
		12.66	0.87	29.87	19.08	17.46	5.33	2.30	23.51	0.00	19.20	0.96	0.50	131.73	31.00	5.85	17.38	19.42	35.53	10.62	2.56	74.79	0.82	42.74	23.75 1.0	
		10% 43.66	1% 6.72	23 % 47.24	14% 38.51	13% 52.99	4% 15.95	2% 4.86	18% 98.30	0%	15% 61.94	1% 24.71	0% 1.52	100% 397.21	12%	2%	7%	7%	13%	4%	1%	28%	0%	16%	9% 09	, 100%
		43.66	2%	12%	10%	13%	4%	1%	25%	0.82	16%	6%	0%	100%	_											

									Sumi	mary of Trip Dist	ribution for Dev	eloper's Pr	oposed Opt	ion in PM Peak P	eriod - w/o Day	care										
								Outbound												Inbound						
Mode		Downtown / NorthBeach	SoMa	Western	Mission/ Potrero	Mission/	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total	Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay Bay	h Total
	Daily Work Trips	4.47	0.14	0.34	1.61	0.06	0.00	0.00	0.14	0.00	0.20	0.00	0.00	6.96	15.48	4.18	3.04	3.10	0.46	3.13	0.00	10.55	0.51	18.80	14.59 0.00	0 73.83
Auto Person Trips	Daily Non-Work Trips	4.70	0.44	21.20	12.72	17.80	7.09	2.07	26.63	0.00	22.49	1.93	0.74	117.81	13.70	0.50	15.33	18.74	41.57	7.32	2.40	76.35	0.00	11.86	0.93 1.23	3 189.94
Taxi / TNC Person	Daily Work Trips	0.39	0.00	0.02	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	1.26	0.37	0.26	0.21	0.03	0.26	0.00	0.92	0.04	1.59	1.28 0.00	0 6.22
Trips	Daily Non-Work Trips	0.41	0.04	1.76	0.99	0.89	0.35	0.11	2.05	0.00	1.75	0.04	0.01	8.39	1.19	0.03	1.25	1.55	3.32	0.63	0.13	6.23	0.00	0.77	0.02 0.0	7 15.18
	Daily Work Trips	6.51	0.00	0.00	4.90	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	11.49	46.25	6.18	5.95	0.05	0.92	4.59	15.86	0.92	0.00	0.57	13.00 0.00	94.29
Transit Person Trips	Daily Non-Work Trips	2.91	5.06	1.93	3.46	5.64	0.00	0.00	0.06	0.00	0.65	0.63	0.00	20.35	14.41	3.21	3.66	0.23	11.51	0.00	2.57	3.83	0.00	5.40	2.11 0.00	0 46.93
	Daily Work Trips	4.47	0.14	0.17	1.61	0.03	0.00	0.00	0.14	0.00	0.12	0.00	0.00	6.69	14.63	3.19	2.93	3.10	0.26	3.13	0.00	10.55	0.51	18.75	14.59 0.00	0 71.63
Auto VehicleTrips*	Daily Non-Work Trips	3.34	0.44	18.57	10.86	12.23	3.94	1.60	14.55	0.00	11.84	0.87	0.45	78.68	4.63	0.42	7.76	9.08	21.77	3.39	1.81	35.02	0.00	8.71	0.27 0.74	4 93.59
Taxi / TNC Vehicle	Daily Work Trips	0.23	0.00	0.01	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.75	0.22	0.16	0.12	0.02	0.16	0.00	0.55	0.03	0.95	0.77 0.00	0 3.72
	Daily Non-Work Trips	0.25	0.02	1.05	0.59	0.53	0.21	0.07	1.23	0.00	1.05	0.02	0.01	5.03	0.71	0.02	0.75	0.93	1.99	0.38	0.08	3.73	0.00	0.46	0.01 0.04	4 9.09
Total		8.29	0.61	19.81	13.09	12.79	4.14	1.66	15.91	0.00	13.02	0.89	0.46	90.68	20.73	3.85	11.59	13.23	24.04	7.05	1.89	49.85	0.54	28.87	15.63 0.78	8 178.04
		9%	1%	22%	14%	14%	5%	2%	18%	0%	14%	1%	1%		12%	2%	7%	7%	14%	4%	1%	28%	0%	16%	9% 0%	100%
In and Out Total		29.01	4.46	31.40	26.32	36.83	11.20	3.55	65.76	0.54	41.89	16.51	1.24	268.72												

Summary of Trip Distribution for Developer's Proposed Option in PM Peak Period - With Daycare																										
								Outbound												Inbound						
Mode		Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total	Downtown / NorthBeach	SoMa	Marina/ Western Market	Mission/ Potrero	Outer Mission/ Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay Bay	Total
Auto Person Trips	Daily Work Trips	4.74	0.15	0.36	1.71	0.07	0.00	0.00	0.15	0.00	0.21	0.00	0.00	7.38	16.41	4.43	3.23	3.29	0.48	3.32	0.00	11.18	0.54	19.93	15.46 0.00	78.26
	Daily Non-Work Trips	4.98	0.47	22.48	13.48	18.87	7.51	2.20	28.23	0.00	23.84	2.04	0.79	124.88	14.52	0.53	16.25	19.87	44.07	7.76	2.54	80.94	0.00	12.57	0.98 1.31	201.33
Taxi / TNC Person Trips	Daily Work Trips	0.42	0.00	0.02	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51	1.34	0.39	0.28	0.22	0.03	0.28	0.00	0.97	0.05	1.68	1.36 0.00	6.59
	Daily Non-Work Trips	0.44	0.04	1.86	1.05	0.94	0.37	0.12	2.17	0.00	1.86	0.04	0.01	8.90	1.26	0.04	1.32	1.64	3.52	0.67	0.14	6.60	0.00	0.82	0.02 0.08	16.09
Transit Person Trip	Daily Work Trips	6.90	0.00	0.00	5.19	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	12.18	49.02	6.55	6.30	0.06	0.98	4.87	16.81	0.98	0.00	0.60	13.78 0.00	99.95
	Daily Non-Work Trips	3.09	5.37	2.04	3.67	5.98	0.00	0.00	0.06	0.00	0.69	0.67	0.00	21.57	15.27	3.40	3.88	0.24	12.20	0.00	2.73	4.05	0.00	5.73	2.24 0.00	49.75
Auto VehicleTrips*	Daily Work Trips	4.74	0.15	0.18	1.71	0.03	0.00	0.00	0.15	0.00	0.13	0.00	0.00	7.09	15.51	3.38	3.10	3.29	0.28	3.32	0.00	11.18	0.54	19.88	15.46 0.00	75.93
	Daily Non-Work Trips	3.54	0.47	19.69	11.51	12.97	4.17	1.69	15.42	0.00	12.55	0.92	0.48	83.40	4.91	0.45	8.23	9.62	23.08	3.59	1.92	37.12	0.00	9.23	0.28 0.78	99.21
Taxi / TNC Vehicle Trips*	Daily Work Trips	0.25	0.00	0.01	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.80	0.23	0.17	0.13	0.02	0.17	0.00	0.58	0.03	1.01	0.81 0.00	3.95
	Daily Non-Work Trips	0.26	0.02	1.11	0.63	0.56	0.22	0.07	1.30	0.00	1.11	0.02	0.01	5.33	0.75	0.02	0.79	0.98	2.11	0.40	0.08	3.95	0.00	0.49	0.01 0.05	9.64
Total		20.56	6.03	26.77	25.15	25.86	7.97	2.32	30.62	0.00	26.60	2.75	0.80	175.42	97.82	15.33	31.26	25.31	61.28	16.89	22.23	104.72	0.59	41.33	33.84 1.38	451.98
		12%	3%	15%	14%	15%	5%	1%	17%	0%	15%	2%	0%		22%	3%	7%	6%	14%	4%	5%	23%	0%	9%	7% 0%	-
In and Out Total		118.38	21.36	58.03	50.46	87.14	24.87	24.54	135.34	0.59	67.93	36.59	2.18	627.39)											
Percent		19%	3%	9%	8%	14%	4%	4%	22%	0%	25%	14%	1%		_											
AVO														1.559	9											

Attachment 5

SFMTA Transit Delay Analysis Memorandum



London Breed, Mayor

Cheryl Brinkman, Chairman Malcolm Heinicke, Vice Chairman Art Torres, Director Gwyneth Borden, Director Lee Hsu, Director

Cristina Rubke. Director

Edward D. Reiskin, Director of Transportation

MEMORANDUM

DATE: July 20, 2018

TO: Wade Wietgrefe, Principal Environmental Planner, Planning Department

Sarah Jones, Planning Director, SFMTA FROM:

Sean Kennedy, Acting Deputy Director Transit, Ops Support, SFMTA

RE: **Transit Delay Analysis**

As part of the Transportation Impact Analysis (TIA) Update process, the Planning Department and the San Francisco Municipal Transportation Agency (SFMTA) have discussed the need to define a set of options for analyzing transit delay, either within the CEQA framework or outside of it. More recently, SFMTA staff have met on multiple occasions to more thoroughly discuss the potential benefits/costs of continuing to analyze transit delay under CEQA, as well as potential modifications to the thresholds of significance.

Research suggests that transit ridership is inversely related to transit travel time, with elasticity values ranging from -. 3 to -. 71. This relationship is consistent with recent SFMTA experience – for example, following the introduction of the 5L Fulton Limited (since renamed 5R Fulton Rapid) service in 2013, average peak period travel time along the full route dropped by 9% while ridership increased 17%. While overall Muni ridership is remaining steady, this is due to the increased ridership on the lines with major service improvements. Lines without service improvements have seen a decline in ridership and generally lower levels of satisfaction with service. Therefore, it is reasonable to conclude that a secondary impact of transit delay is mode shift away from transit, with some share going towards private vehicles and ride hail services. This mode shift and the increased Vehicle Miles Traveled (VMT) supports the need to analyze, identify, and mitigate transit delay impacts.

Transit Capacity and Quality of Service Manual, 3rd Edition (2013), Page 5-97 http://www.trb.org/Main/Blurbs/169437.aspx

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¹ TCRP Report 118- Bus Rapid Transit Practitioner's Guide (2007), Page 3-19: http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp rpt 118.pdf



Significance Threshold

The current significance threshold used in San Francisco for transit delay is "half a headway" – that is, if a transit line would be delayed by a length of time greater than or equal to one-half of that line's scheduled frequency, there is a significant impact. This threshold does not align with SFMTA's assessment of the occurrence of a substantial adverse impacts.

City Charter Section 8A.103 includes an 85% on-time performance (OTP) service standard for Muni, with vehicles arriving more than four minutes beyond a published schedule time point considered late. Consistent with this adopted measure of effectiveness, transit delays of four minutes or more contribute to a decline in OTP and should be considered an indicator of a potential significant impact, regardless of the scheduled headway. If a delay greater than or equal to four minutes or one-half headway, whichever is less, that is attributable to the proposed project is identified, this delay should be evaluated for significance on the basis of the type of route affected.

This approach acknowledges that a reduction in OTP could result in might not result in substantial physical impacts on the environment through increased VMT if, for example, the service affected has a frequency with headways of 20-30 minutes and low ridership.

Types of Transit Delay for Analysis

We have concluded that there is an important distinction in types of "transit delay" that result from land use development or street redesign projects:

- Delays on a transit line or lines that result from changing conditions across multiple city blocks, e.g. substantial increase in traffic congestion at multiple intersections where transit operates resulting from growth associated with an area plan, a large-scale development project or a major streetscape project.
- Localized impacts on transit movements that result from specific project design elements (e.g. a driveway location that causes on-street traffic queues to delay buses).

Recognizing that these two types of impacts result from different scales of projects, and that it would be problematic to try and capture both types of impacts under a single analysis, we request that the TIA Guidelines address transit delay impact analysis as follows:

1. For area plans and large-scale development projects (e.g., Central SoMa Plan, Pier 70 Project) we request that the Guidelines call for system-level transit delay analysis. This



- analysis is necessary for SFMTA's planning and programming purposes, and to support use of mitigation measures such as transit-only lanes or other measures to protect or prioritize transit within and around plan areas and large development sites.
- 2. For site-specific projects, focus on the analysis of impacts on transit movements that would be affected by project-related activities. We request that an impact on transit operations be included in the CEQA checklist. While this concern is now being considered in the context of processes like SDAT, recognizing it within the checklist would provide more certainty that projects must do all feasible to minimize impacts to transit movement. We expect that significant impacts would be avoided through project redesign, or would be mitigable through measures such as loading dock management.

SFMTA Projects

We recognize that the requested analysis and thresholds would apply to all types of projects, including SFMTA projects that might affect transit, such as bicycle lanes. The possibility of effects on transit is a major consideration in the project design process, and any such proposal would be uncommon and should be flagged for the Planning Department on submittal. We would like to avoid, to the extent possible, any need for further analysis of potential CEQA-significant impacts to transit during the Planning Department's environmental review process for SFMTA projects. We suggest that the Planning Department work with the SFMTA's Environmental Review Team to determine information submittal needs when a proposed active transportation project might affect a transit route.