

10/19/15 GENERAL PUBLIC COMMENTS/QUESTIONS & RESPONSES MATRIX

GENERAL PUBLIC COMMENT QUESTIONS	
SUMMARY OF COMMENT/QUESTION	CITY RESPONSE
What is the funding source for building housing at Balboa Reservoir?	The project, including housing, will be privately financed by the developer partner that is selected through the RFP process. After this developer partner is on board, the City may be willing to discuss contributing public financing resources to the project. For the City to agree to make this kind of contribution, the public financing would need to be used to pay for additional affordable housing and public benefits, above and beyond what would be financially feasible for a developer to provide otherwise.
How much money will be spent on the creation of housing?	The cost of creating housing will depend upon the number of market rate, low-income, moderate-income, and middle-income housing units in the project. Recent data indicates that a per-unit cost for market-rate housing ranges from \$550,000 to \$700,000 depending on several variables. For affordable housing, a substantial subsidy is needed to cover these costs. In today's market, a typical subsidy amount is \$350,000 to \$400,000 per affordable unit, including the cost of land.
How are we going to be getting money to build units throughout the rest of the City (e.g. at Upper Yard)?	The Upper Yard project will be funded by the Mayor's Office of Housing and Community Development (MOHCD), which subsidizes a number of the 100%-affordable developments in San Francisco. MOHCD receives much of its funding from developer impact fees, including the Jobs-Housing Linkage Fee and in-lieu fee option under the Inclusionary Housing program. Additional funds for affordable housing will be raised through the affordable housing bond that San Francisco voters approved on November 3, 2015.
Why isn't there a note taker from Phil Ting's office?	The CAC is a City-level entity, so it is staffed by City employees, whose responsibilities include note taking.
Will there be a transcript of this meeting?	An audio recording, as well as detailed minutes, can be downloaded at the project's website, at www.sf-planning.org/balboareservoir . Transcripts are not provided.
What is the relationship between this CAC meeting and the environmental review process required under the California Environmental Quality Act (CEQA)?	The Balboa Reservoir project's environmental review/CEQA process will commence after a developer partner has been selected and that developer partner has worked with the City and community to determine exactly what the development will entail. It is unlikely that the project will be ready to commence environmental review until late 2016 or 2017.
Is this process taking into account teens and tweens?	The goal of the CAC process is to hear the perspectives of all community members who have an interest in the future of the Balboa Reservoir site. City staff welcomes feedback on how the project can best meet the needs of teens and tweens, as well as the needs of San Franciscans of all ages.

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What is the source of the income levels in the Area Median Income table presented by City staff?	The Area Median Income table referenced in this comment can be found on page 5 of City staff's most recent presentation on Balboa Reservoir's project context, at http://www.sf-planning.org/ftp/files/plans-and-programs/planning-for-the-city/public-sites/balboareservoir/balboareservoir_CAC_Project_Overview_Presentation-10192015_FINAL.pdf . These income cutoffs were prepared by the Mayor's Office of Housing using data from the US Department of Housing and Urban Development (HUD).
Has the Fire Department agreed that the property is not needed for water storage? Has the property been cleared to be used for purposes under water storage?	The potential impacts to the City's fire protection system will be evaluated through the review of the project under the California Environmental Quality Act. In addition, the SFPUC as the manager of the City's water system (including fire-related water systems) will need to make specific findings as to any transaction involving this asset of the water system. At the 8/26/2015 CAC meeting, SFPUC Deputy General Manager Michael Carlin made a presentation laying out SFPUC's process for formally declaring a property surplus. This process involves the preparation of a final due diligence memo to SFPUC Commission, finding that the current or future use of the property is surplus to the needs of the SFPUC, and action by the SFPUC based on those findings. SFPUC would conduct all needed consultation with the Fire Department in concert with this process.
Where will people park if the college builds back its enrollment?	City College is just beginning its own masterplanning process, which will be a prime venue to discuss questions such as this one. Additionally, City staff is committed to ensuring that the Balboa Reservoir project's transportation and parking strategy does not disincentivize students from enrolling in courses at the Ocean Avenue campus.
How far along is the City in meeting its housing production goals, in particular the goal of 33% affordable housing?	As of September 2015, 6581 units are complete; this is 22% of the 30,000 units by 2020 housing production goal. 1747, or 27%, of the completed units are permanently affordable. Progress towards the City's housing production goal is tracked and updated on a monthly basis and can be viewed on the Office of the Mayor's website at http://sfmayor.org/index.aspx?page=1001
How many units will be built at the former 76 station property?	A 15-unit residential building has been approved for the property at 1490 Ocean Avenue. The Planning Commission motion approving this development can be downloaded at http://commissions.sfplanning.org/cpcmotions/2013/18899.pdf .
Where will be the egresses from the Reservoir?	The points of access to and from the Reservoir property will be determined once a developer partner has been selected, in coordination with the City, the community, and adjacent property owners. These discussions will be informed by the Transportation development parameters and subsequent RFP responses