BALBOA RESERVOIR COMMUNITY ADVISORY COMMITTEE
CITY & COUNTY OF SAN FRANCISCO

MEETING MINUTES

City College of San Francisco
Multi-Use Building, Room 140
55 Frida Kahlo Way, San Francisco, CA 94112
Monday, September 30, 2019
6:00 PM
Regular Meeting

Please note: Meeting minutes are only intended to serve as a summary of the meeting. For a full transcript of the meeting, refer to the audio recording of the meeting [Available online at https://sfplanning.org/project/balboa-reservoir#cac-and-community-meetings].

Committee Members Present:
Michael Ahrens; Maurice Rivers; Brigitte Davila; Christine Godinez; Robert Muehlbauer; Amy O'Hair; Mark Tang; Jon Winston; Howard Chung

Committee Members Absent:

Staff/Consultants Present:
Planning Department: Susan Exline, Wade Wietgrefe, Liz White, Sheila Nickolopoulos
SFMTA: Carli Paine, Michael Rhodes, Mark Dreger
Avalon Bay: Joe Kirchofer
Kittelson & Associates, Inc.: Amanda Leahy
PYATOK: Peter Waller

1. **Call to Order and Roll Call**
2. **Opening of Meeting**

    a. Approval of October Minutes
        i. Updates to minutes:
            1. Michael suggested several edits to the minutes: add City Staff that were at the presentation (Jeanie and James); on page 2 of 9 paragraph 3 and page 5 update to recognize presenters. General comment to make sure to capture notes of

each commenter; that it is important to capture all the comments from the public, comment cards included in the minutes are not sufficient.
2. Public comment suggested seeing minutes with public comments.
3. Public comment suggested writing comment on card.

ii. Motion to defer approval of minutes to next meeting.

3. Annual report

- **Brigitte Davila**: Page 4 urban design edits to the text regarding height limit word choice prescribed, not proscribed.
- **Michael Ahrens**: Overall a good job but other things should be included. Michael had shared his comments on wording with Jon. Michael suggested that the CAC provides a final and a red-lined draft to the Board, but there is no need to get this done before the December CAC and that it's at Jon's discretion when/what to distribute.
- **Robert Muehlbauer**: Suggested getting initial comments from the committee and including it in the packet for the next meeting.
- Item to be continued to next meeting.
- Draft report will be publicly posted prior to next meeting. Printed copies of the draft report will be provided at the next CAC.

4. Transportation

[Refer to presentation posted on CAC web site]

Sue Exline of the Planning Department introduced the sequence of the presentation.

Carli Paine of the SFMTA discussed the context for how the City plans and invests in transportation citywide and the issues specific to this project. Several foundational policies that guide transportation decision-making: Vision Zero, Transit First, a shift to 80% sustainable modes by 2030.

The presentation lists the transportation-related concerns from the community. Carli Paine, SFMTA discussed the particular constraints to transportation in the neighborhood. With competing uses (private autos, transit, pedestrian, biking), there are going to be trade-offs. Anticipated growth is a major driver of programmed fleet capacity and operating budgets. The fleet plan details bus and rail purchase and where they are deployed.

There are a number of recent transportation-related improvements in the area implemented by the MTA and other city agencies. In addition, system-wide improvements, such as core capacity, facilities expansion, and improvements (e.g., repairs in city + preventative maintenance), have an impact at the neighborhood level.

Wade Wietgrefe of the Planning Department summarized what is included in the transportation analyses in CEQA. Note that the comment period for the draft SEIR ended last week and formal responses to those comments will be provided in the spring. SF recently updated its analysis and process for conducting CEQA, making our process the most up-to-date and comprehensive in the State. These updates informed the Draft SEIR for this project. CEQA looks are six transportation related topics. Of

those six, only significant impacts (substantial adverse change) were loading on Lee Avenue and cumulative impacts with City College on transit delay. These are "unavoidable," which is a technical term for those circumstances that the Planning Commission does not have authority over. But we have good solutions to mitigate these impacts.

Joe Kirchofer and Amanda Leahy of Avalon Bay and Kittelson & Associates, Inc. presented the developer's additional analysis of transportation issues to look at those issues not covered under CEQA, including the impacts to parking, to traffic, and a potential shuttle. This analysis is part of the project public record and can be considered by decision-makers. An analysis of a proposed shuttle between the site and BART looked at ridership, stops, and cost. It was found to be redundant with Muni lines operating currently and at a cost of over $1 million annually, which could be put towards more impactful infrastructure investments along Ocean. The parking analysis looked at project impact on parking. They collected parking supply and use data, calculated the demand based on high and low unit-count scenarios. The analysis of traffic operations looked at select intersections on Ocean Avenue and Frida Kahlo Way. The analysis took a conservative approach and assumed 1,550 units and found that overall trips generated would *not* substantially impact traffic. There would be a more than 30 second delay at Frida Kahlo and Ocean. Potential modifications of signal timing and other changes, such as turn lanes, could reduce these delays but the constrained right of way will lead to trade-offs, such as increase pedestrian wait time.

Peter Waller presented on the site design, which intends to make the development walkable and oriented towards walking and biking. The design should make walking should be obvious choice. Onsite bike share and lots of bike parking. Traffic calming efforts (raised circles, narrow streets). TDM is a critical piece, storage, car share, storage, real time transit info, curb management. 50% two-bedrooms, will have child care, family friendly storage for cargo bikes, on site coordinator for transportation and coordinate with City college and the neighborhood.

Mark Drager of SFMTA and project manager of the Ocean Ave Safety project: Early stages but know what the focus will be. From the Planning Plan. How to balance all the various users. This project motivated by the Balboa R Project. Two alternatives for Kahlo and Ocean. Currently, two signal systems that could be combined into one intersection. To advance this, work with Consultants to analyze impacts and conditions. Vision Zero is significant at this intersection, too many collisions. Ques for analysis what can be done quickly to address safety.

Michael Rhodes of SFMTA re transit improvements. Muni Forward. Balboa Park, etc. from slide. 2 car trains on the K. Helping more people get to west portal, but ROW issues on Ocean. Near term and long-term improvements signal timing, transit efficiency, ped safety, Near-term improvements: left turn vehicles delay the K getting through this area. Longer term, looking at the 2020 planning to get 2-car train service on Ocean. Lots of challenges, but that's the goal in anticipation of more people using the K. Bulb outs and other targeted improvements in the next year.

Sue Exline of Planning: Long term projects outside MTA bucket: Connect SF: transit corridor study and the streets & freeway study. Outreach will start soon. Second project is the 280 ramp improvements. Construction in 2021 pending Board approval. Reminder of what we're here for: public land for affordable housing, housing near transit, new parks and open space, a growing population that supports local businesses.

5. CAC Comment: Transportation

- Michael Ahrens: Question for Amanda, the City did not do analysis of 800 units, likely fewer trips and less delay. Supervisor Yee has said that he supports undergrounding the K. Is that even in the cards
    - Michael Rhodes, SFMTA: Underground would be a much longer process. Subways are 20-30 years projects. This may be a part of Connect SF.
    - There was a comment on safety the platform by Aptos. That is part of the muni forward program.
- Brigitte Davila: Undergrounding the M, would the K be incorporated? Billions of dollars. Connect SF would be the appropriate place to learn more. MTA outreach in 2020? We have a lot of analysis to do before we start outreach. Targeted outreach in 2020. Usually do a year of outreach for a project of this scale. Kahlo intersection in 2020. Two separate efforts. Want to know about intersection signal timing to improve how people get through – would it be counter to Vision Zero?
    - Carli Paine, SFMTA: Yes, there are trade-offs
    - Comment: Sorry to hear that the shuttle is not cost effective. We hoped that was a solution. Would like more info on that and possible alternatives.
- Christine Godinez: Disappointed to hear about the shuttle. Could we have a pilot program for the shuttle for a year? Muni is not reliable. Shuttle aligned with class schedule so that students can get to BART with fewer delays.
- Mark Tang: Echo shuttle comments and supportive of alternatives. Reliability issues with Muni. Comment on walkability between CCSF and BART – not comfortable. Can we widen the sidewalk and add bike lanes? New residents will be using shared mobility model.
- Maurice Rivers: SFMTA, when do you expect to have 2-car trains on Ocean. Needed 6-10am and 4-8pm. Have you considered limited/rapid trains to get downtown faster.
    - Michael Rhodes, SFMTA: About a year ago, we started 2 car trains. It will take lengthening islands and will need analysis and outreach. It will take a few years to complete the process and implement.
- Amy O'Hair: SNA is strongly supportive of the shuttle. The shuttle may make a difference for some people. Since cars only have two exits from the project site, we need to consider San Ramon. But this is not being seriously considered.
    - Amanda Leahy, Kettelson: EIR looked at it and the findings were the same.
    - Wade Wietgrefe, Planning: there are a few intersections (Forester, the route of the 43) that were not included in the study area. We select study area based on where trips are likely to go, representative of where impacts are likely to go.
    - Comment: bike share is in a terrible location on Geneva. Why isn't it accessible?
    - Mark Drager, SFMTA: we can look at this and will circle back.
- Howard Chung: I am also a cyclist. There is no good way to bike. Ocean and Geneva are both terrible options. Will a safe biking lane be considered?
    - Mark Drager, SFMTA: we know there are a lot of issues. We're starting with the intersection because that's the most bang for our buck.
    - Comment: Assumptions that go into the shuttle conclusions, frequency, ridership? I'd like detail.

  - Amanda Leahy, Kettelson: We looked at a 30 minute loop with a 10 minute layover per hour. Would need a minimum of three shuttles of operating. We also looked at average walk time from the center of the site. Ridership based on desirability of walking versus shuttling. Synchro used to model traffic and arrive at the level of service and estimated delays.
  - Question: Is this money that the developer is going to contribute?
  - Amanda Leahy, Kettelson: The developer has not made a commitment. That million does not include factors like union labor. Development commitment $10M in transit impact fees, project can't afford to spend $1M+ annually on shuttle – money is not available to spend.
- Robert Muehlbauer: If you walk to BART, it's super creepy. Why can't the lighting be better? Something happening right now would give all of this credibility.
- Jon Winston: clarify the developer proposal and the super-size proposal.
  - Sue Exline, Planning: The EIR looked at 1550 units, which was requested by the City. The developer is not proposing that number. Scoping was based on call for more density at the site in case the decision makers want more density, then that option is covered in environmental analysis.
  - Question: Is there a plan for CCSF to improve their property line along Ocean for pedestrians?
  - Response: CEQA does not include a Level of Service analysis, but the non-CEQA looked at turn lanes, which would make intersections more dangerous for bikes and peds.
  - Crisis of the Commons, up to the engineers to prioritize space for transit so that more people will be inclined to use Muni rather than drive. If we don't have shuttle, we need Muni to work. Echo how dangerous it is to bike on Ocean.

6. Public Comment: Transportation

- Jen Low: Supervisor Yee is at another event. Put on record that we want to explore the best options possible. We want to ensure that people want to use transit. We don't want the shuttle off the table. Could it be a partnership w CCSF and others in the area to better connect to the station. We see this as a challenge and barrier. Want to find a better way to streamline the transportation projects so that we have one conversation.
- Janice Li: Advocacy director at SFBC, on BART Board. Represent Balboa BART. Two comments. Please let me know your BART issues. As a SFBC, if you don't do anything about all the cars on Ocean, then the shuttle sits in traffic. We need transit only lanes, we need transformative big changes.
- Ryan Haagsman: Walk SF. Working to end pedestrian deaths. Critical opportunity to improve safety. Design streets within the project areas and think about those in the immediate area as well. Will be located on Ocean and Geneva, which are high injury. We support the proposed safety improvements. Loading at WF needs to be addressed. Need safe connections to BART and transit.
- Jennifer Heggie: Reiterate what Amy said about traffic. Study needs to look at Judson, not Ridgewood. CCSF survey noted that trip length is the biggest barrier. TDM will not solve the point of origin from CC to next destination.
- Rita Evans: Shocked about the dismissal of the shuttle. It's not redundant if Muni isn't working. It's free, unlike Muni. Shocked to see no mention of TNCs, the surge of Uber and Lyft, electric

scooters. A lot that still needs to be looked at. Also, in the parking analysis just where is the oversupply of cars overnight and during the day going to go?

- Aaron: SF Tomorrow. Look futuristically at this intersection. Need to assess the ped bridge. There are alternatives to the shuttle. Grade separation is a possibility. Inter-mobile hub needs funding and planning.
- Kate: Underground the K. Essential that we look at Ocean comprehensive. Accessibility via shuttle. Connect neighborhoods to Ocean Ave so that we have a comprehensive neighborhood without barrier.
- Laura Frye: Westwood park. Parking numbers do not seem accurate. More than 281 in lower lot.
- Steven Pinto: Have to put the K underground. It's the only viable option. Link K to T at Bayshore. Need to start planning for it
- Theodore Randolph: Greta has been shaming us for climate change. What generates traffic is free access to roads and subsidized parking. And the lack of housing pushes people to drive.
- Christine Hansen: Skyline College operates a shuttle. Why can't we. What options does City college students get while MTA plans for unlocked doors?
- Francine Lorrano: Vision Zero should incorporate a public information campaign. Too many distracted people in the public realm think they have the right of way.
- Corey Smith: We've talked about this topic. Underground train is 20 years and 6 billion. We could elevate the train above the road as well. There are creative options. Better lighting can do a ton to make a big difference.
- Harry Bernstein: I would like to ask Muni representative about what would it take to accelerate the undergrounding of the K. Questions about the shuttle – did it consider existing conditions or future CCSF growth.
    - Michael Rhodes, SFMTA: Connect SF is look at grade separated transit. Near term surface improvements are still needed. Carli Paine, SFMTA suggested that we explain Connect SF process and project, how corridors are being considered, etc.
    - Wade Wietgrefe, Planning: CEQA did include cumulative impacts with CCSF growth.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: 2a Approval of minutes – public concurrence Meeting Date: Sept. 30, '19

Comment Summary*: ~~[illegible]~~

on P.7 – Mr. Ahrens said "The parking issue must be resolved. The BRCAC Parameters shall not be violated." // Who enforces the BRCAC parameters. ~~Reservoir Partners have proposed changes.~~

Also – I agree that the meeting minutes should include the comments from the public, not the comment cards which often lack those comments.

Your Name: Harry Bernstein Organization:

Your Address: ~~Merced Heights~~ 235 Bowdoin St SF

*Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: 4 Meeting Date: 9/30/19

Comment Summary*: VISION ZERO – CAMPAIGN TO EDUCATE PEDESTRIANS – HAND SIGNALS ON TRAFFIC LIGHTS ETC.

Your Name: FRANCINE LOFRANO Organization: _____

Your Address: _____

Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: _____ Meeting Date: 9/29/19

Comment Summary*: will email comment

Your Name: Christine Hanson Organization: _____

Your Address: _____

Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: 4 Meeting Date: 30 Sep 2019

Comment Summary*: Housing does not cause traffic. Below-cost subsidized roads and parking cause traffic. In the distant transit-oriented future where this development will exist, we should be eliminating parking, not making parking structures.

Your Name: Theodore Randolph Organization: _____

Your Address: _____

Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: General Public Comment Meeting Date: 30 Sept 2019

Comment Summary*: Vision Zero - The increase in number of units from 500 to 1550 units will bring adverse impacts to the VZ program

Your Name: Stephen Martin-Pinto Organization: Sunnyside Neigh Assoc

Your Address: 429 Melrose Avenue San Francisco 94127

*Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: Transportation (1) Meeting Date: 9/30/19

Comment Summary*: figures used for analysis for parking in Lower reservoir were very Low

(2) e shuttle; reinforce 1 MUNI line to provide a shuttle for dev.

Your Name: L. Frey Organization: neighbor

Your Address:

*Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: #4 BR Transportation Meeting Date: 9/30/19

Comment Summary*: Underground the K line!

Your Name: Kate Favetti Organization:

Your Address:

*Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: 4 Meeting Date: 9-30-19

Comment Summary*: Shuttle needed; transit improvements needed; defective methodologies + outdated data + ref work used in SEIR

Your Name: Rita Evans Organization: SNA

Your Address: 226 Judson

*Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: 4 Meeting Date: 9/30/19

Comment Summary*: City College TDM associated items

Your Name: Jennifer Heggie Organization: SNA/self

Your Address:

*Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: 4 - TRANSPORTATION Meeting Date: 9/30/19

Comment Summary*: WALK SF'S POSITION + COMMENTS ON EIR

Your Name: BRIAN HAAGSMAN Organization: WALK SF

Your Address: 333 HAYES ST STE 202 SF, CA 94102

*Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: _____ Meeting Date: _____

Comment Summary*: _____

_____

_____

Your Name: Jen Low Organization: Supervisor Yee

Your Address: _____

Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: 4 Meeting Date: 9-30-2019

Comment Summary*: _____

_____

_____

Your Name: Janice Li Organization: BART ISFBC

Your Address: 1870 43rd Ave, SF CA 94122

Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: _____ Meeting Date: _____

Comment Summary*: Overhead above the street

MUNI. Lights are good.

_____

Your Name: COREY SMITH Organization: _____

Your Address: Haight Ashbury

Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: 5 Meeting Date: 9/20

Comment Summary*: Under grounding muni "K" line — shuttle — Issue can have be an acceleration of the process of initiating a grade separation for the "K"

Your Name: Harry Bernstein Organization:

Your Address: 235 Byxbee St SF

*Please submit this card to City staff for inclusion in the official meeting minutes.

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: 4 Meeting Date: 9/30/19

Comment Summary*: NEED A MORE ROBUST + INCENTIVE SOLUTION W/ COST ON ACCESS TO BART ... HIGH LINE OR IMPROVED PEDESTRIAN ROUTE

Your Name: [illegible] Organization: SCF DII resident

Your Address: 25 Lisbon St

*Please submit this card to City staff for inclusion in the official meeting minutes.

* POTENTIAL SHUTTLE ROUTES SHOULD INCLUDE A "Trolley" Separated route to Balboa Park Station. NOT ON EXIST. STREET OCEANVIEW.

7. General Public Comment.

- Howard: This is my last meeting, thank you.
- Jennifer Heggie: Would like to know what the developers are proposing to do to ensure that noise and air pollution will not cause mental and physical health issues to children. Draft EIR indicates noise and air pollution will exceed existing standards. Child day care and facilities also Riordan High School students will be subjected to these impacts. What is the plan to protect children from the area during construction?

Balboa Reservoir Community Advisory Committee Meeting Speaker Card

Agenda Item: 5 Meeting Date: 9/30/19

Comment Summary*: Other considerations like noise and air quality

Your Name: Jennifer Heggie Organization: SNA/self

Your Address:

*Please submit this card to City staff for inclusion in the official meeting minutes.

8. Adjournment