

Transportation

Balboa Reservoir CAC Meeting July 9, 2018



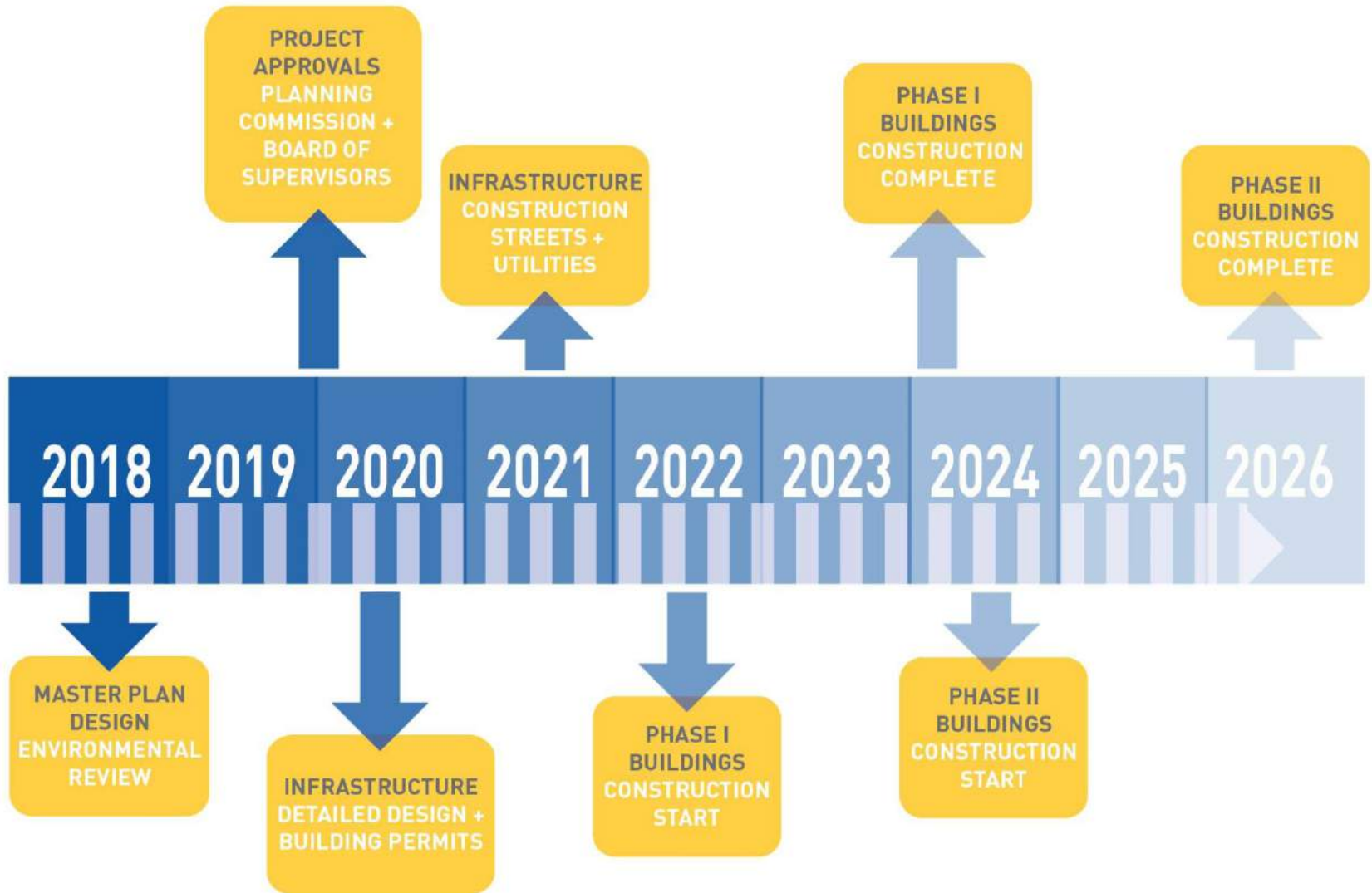
AvalonBay Communities + BRIDGE Housing

Mission Housing | Habitat for Humanity | Pacific Union Development Corporation

Tonight's Agenda

- **Development timeline, CAC transportation principles/goals & community input**
- **CCSF: updates on planning process**
- **SFMTA: updates on Ocean Avenue corridor**
- **Circulation plan improvements: auto, bike & pedestrian**
- **Parking solutions: updated data and public garage options**
- **Next steps – coordinating transportation efforts**

Development Timeline



CAC Transportation Principles

PRINCIPLE #1: **Manage parking** availability for onsite residents while managing parking to meet City College enrollment goals and coordinating with city parking policies for the surrounding neighborhoods.

PRINCIPLE #2: Create incentives for and **improve the experience of utilizing transportation choices** between the Balboa Reservoir site, transit, and adjacent neighborhoods.

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.

PRINCIPLE #4: **Encourage the use of sustainable modes of transportation** (walking, biking, transit ridership, car sharing, and carpooling) through coordinated programming and communications.

Our Transportation Goals

- 1. Make walking / biking / transit the obvious choice for new residents**
- 2. Help minimize contribution to additional auto congestion in the area**
- 3. Protect street parking in adjacent neighborhoods for existing residents**
- 4. Find a solution that satisfies CCSF's parking needs**

2018 COMMUNITY MEETING CALENDAR

APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
COMMUNITY PLANNING Open House April 20 & 21	RESERVOIR TO BART Walking Tour	OPEN SPACE POSSIBILITIES Open House June 23 AFFORDABLE HOUSING IN SF Van Tour June 23	ON & OFF-SITE TRANSPORTATION Walking, Biking, Transit, Autos & Parking July 9		COMMUNITY PARK DAY	ARCHITECTURE Building Locations, Massing & Design Precedents	SUSTAINABILITY Open House	COMMUNITY HOLIDAY CELEBRATION Reservoir End-of-Year Updates



MASTER PLANNING

Preliminary Master Plan for Balboa Reservoir

ENVIRONMENTAL EVALUATION (EE)

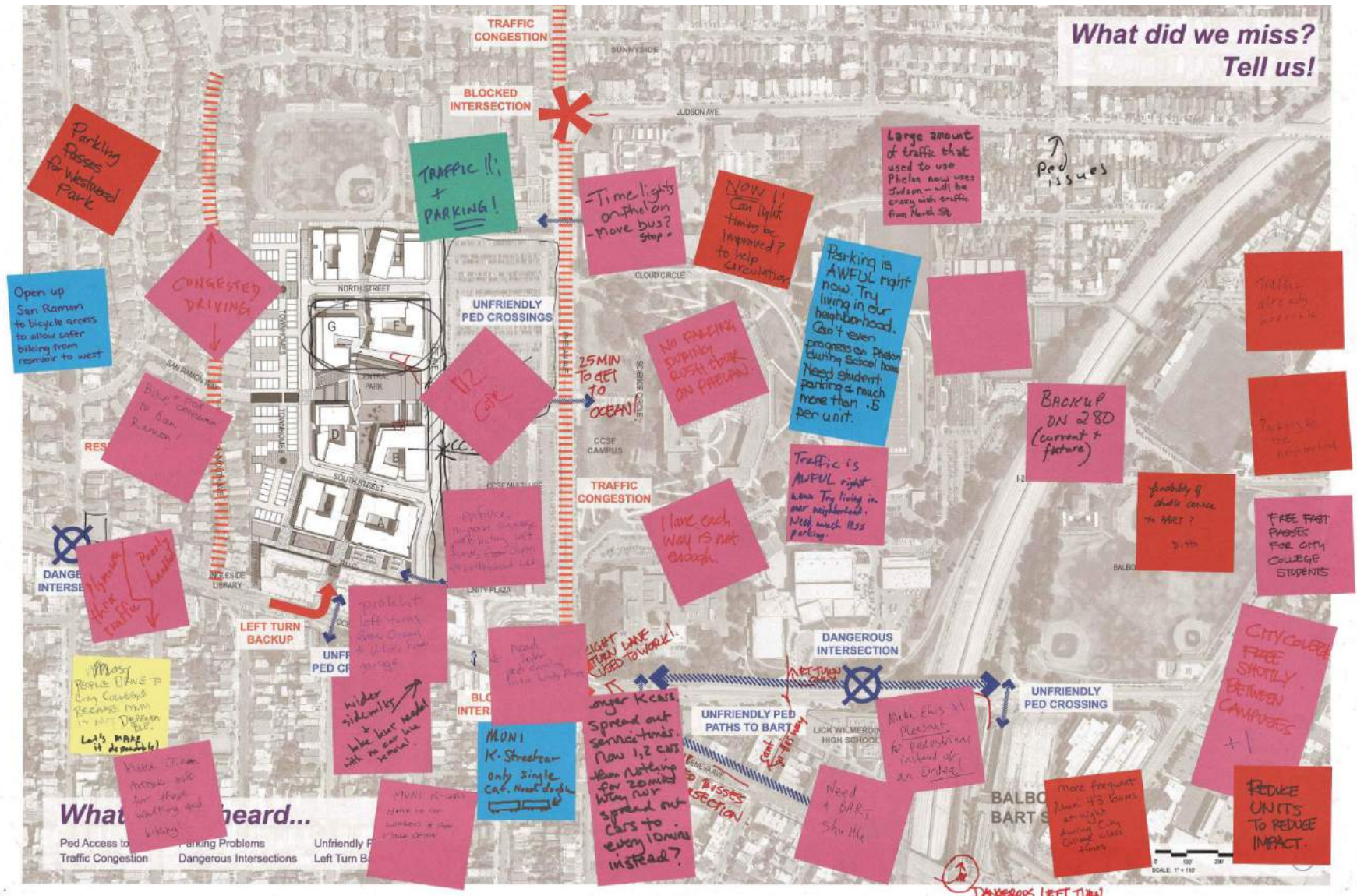
Scoping Session

Technical Studies

Draft EIR

SUMMER 2019

Community Feedback



Community Feedback



On-Site Circulation

- Last mile connection to BART is critical, need to improve all transit modes
- Need to study other alternatives for accessing BART including a shuttle
- Provide pick-up and drop-off for ride share
- Consider traffic impacts on Sunnyside Neighborhood
- Traffic study needs to be accurate and address seasonal variations
- Provide adequate emergency access
- Careful design of Lee Avenue access
- Reduce the number of City College students and staff driving into neighborhood

Community Feedback



Parking

- Provide more detail on parking need and how unbundled parking works
- Concern that residents and visitors will park on streets in Westwood Park and Sunnyside
- Too much shared parking could lead to more auto use and more traffic
- Provide more examples of buildings with 0.5 parking ratio
- Provide shared parking in each phase, not just in Phase 2?
- Plan needs to address the future of auto use and parking, not just current use

Community Feedback



Ocean Avenue Improvements

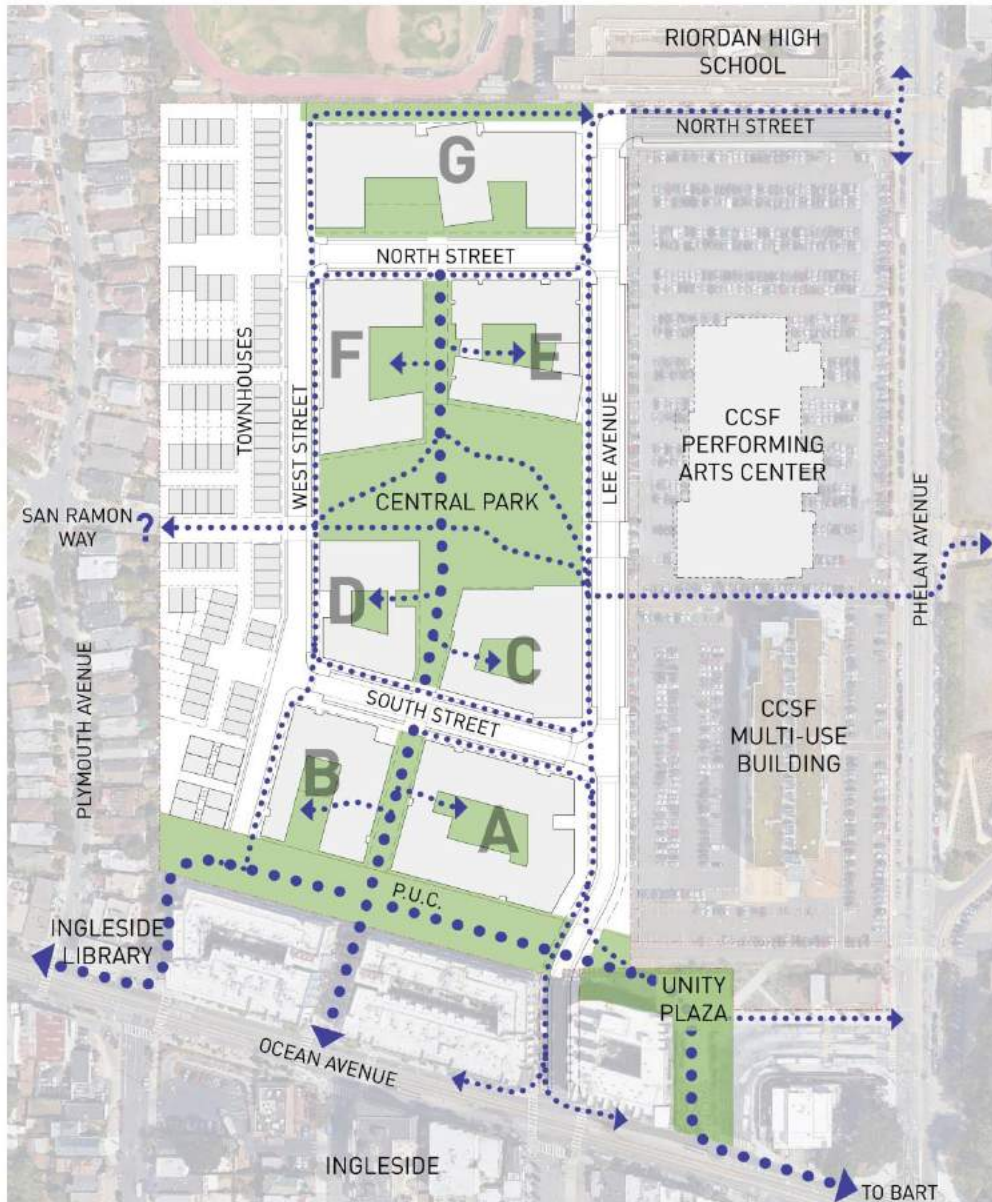
- Modify Phelan Intersection to improve pedestrian crossings and bike lanes
- Potential relocation of Muni Platform
- Dedicated bike lanes on Ocean Avenue
- Widen sidewalk adjacent to City College
- Enhance pedestrian entry to City College—where is main entry?
- Modify exit ramp from 280 to improve pedestrian safety
- Also consider further improvements to Phelan Avenue / Frida Kahlo Way.



QUESTIONS & COMMENTS

**CAC Principles
Community Feedback**

Pedestrian Circulation

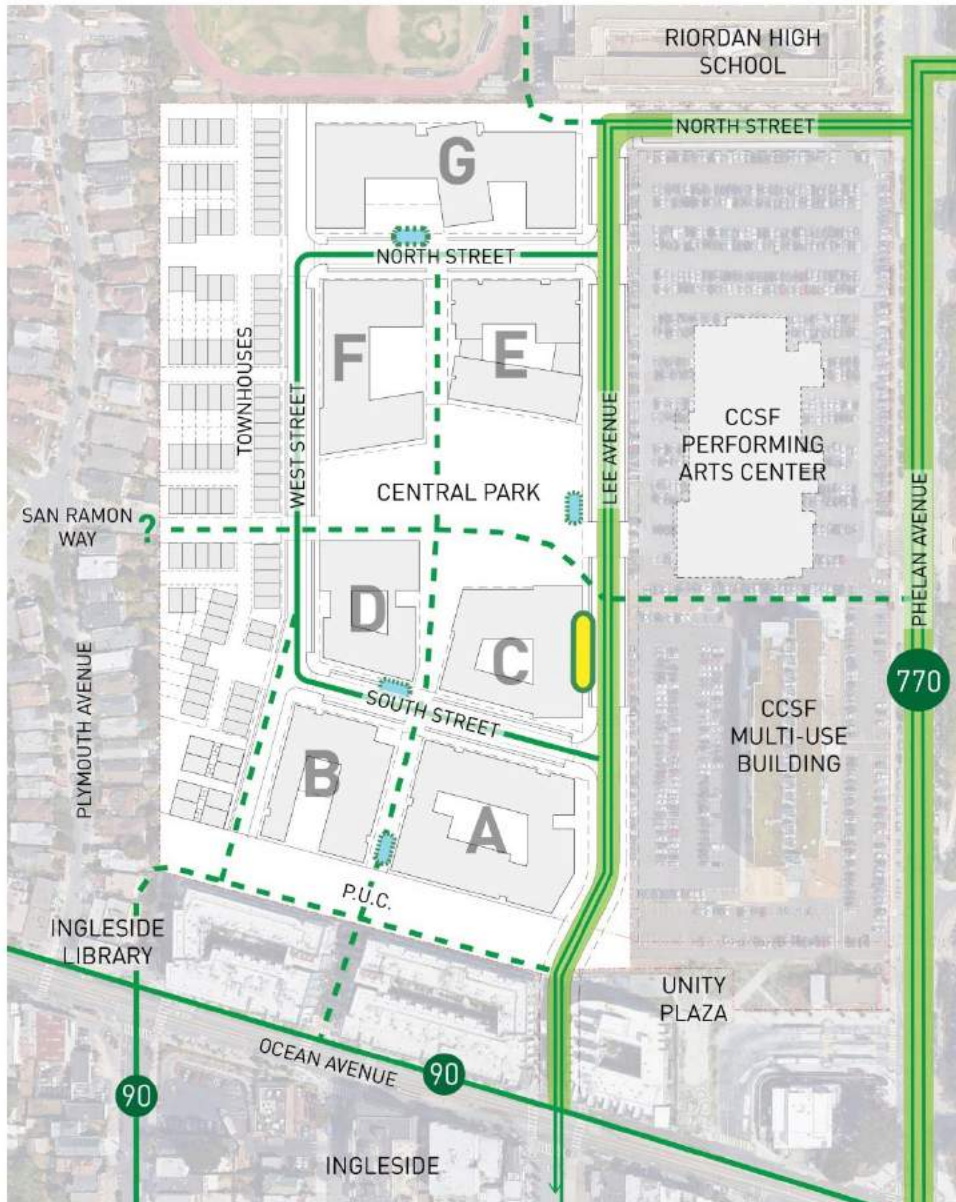


- Pedestrian priority zone
- Central open space with direct access for residents & neighbors
- Multiple pedestrian connections to Ocean Avenue and neighborhoods
- Vehicle circulation at the perimeter

LEGEND

- • • • • PEDESTRIAN PATHS
- • • • • PEDESTRIAN PATHS
- PEDESTRIAN PRIORITY ZONE

Bike Circulation

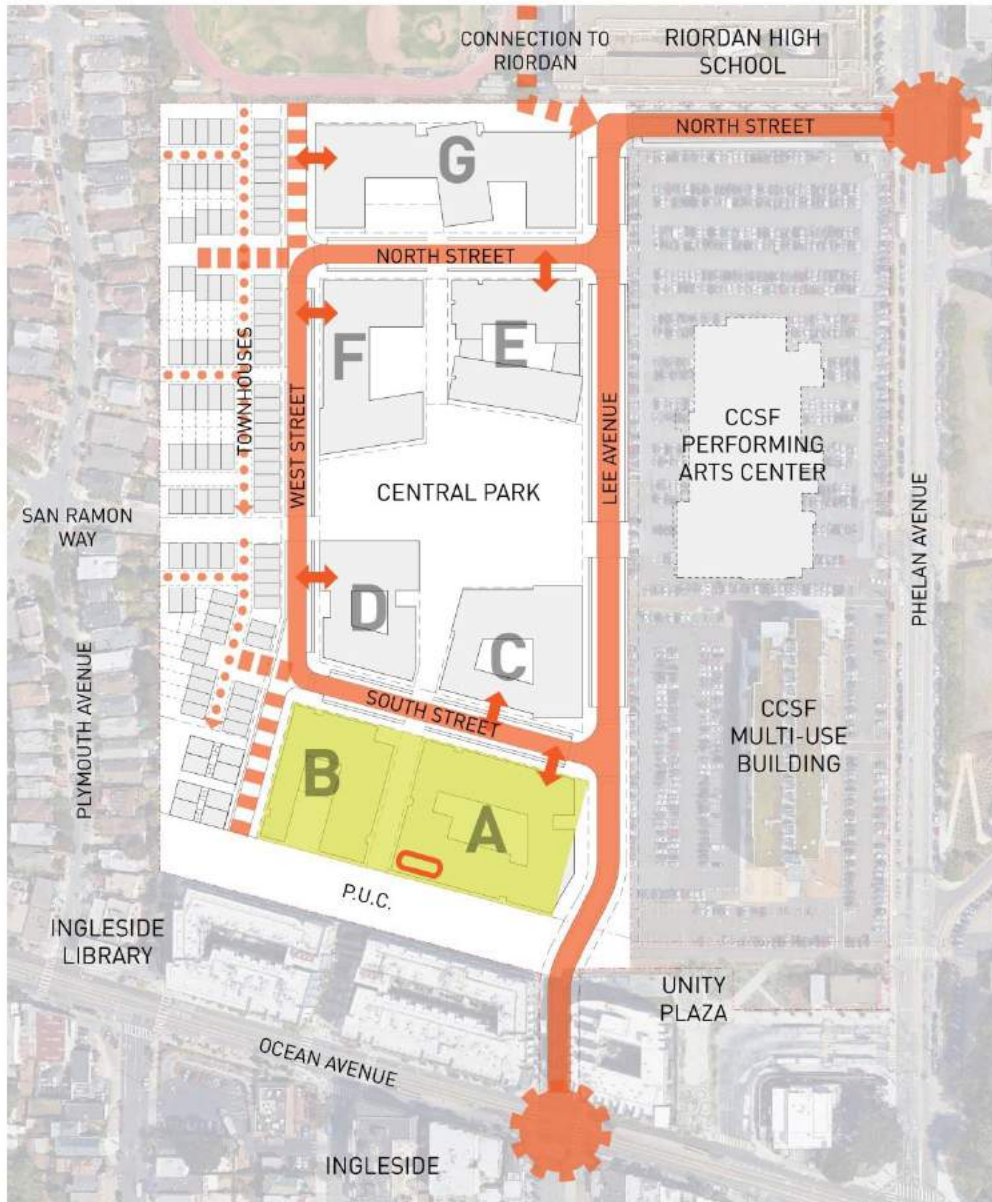


- Dedicated bike lanes on Lee Avenue
- Connections across Ocean Avenue to bike route at Holloway
- Class III Bike Lanes on loop road
- Direct access to bike storage at each building
- Potential bike access at San Ramon
- Improved bike parking at Brighton Avenue
- Bike share stations on bike routes

LEGEND

- 90** NUMBERED BIKE ROUTE
- BIKE LANES - CLASS II**
- CLASS III**
- BIKE ROUTE**
- SHARED PED+ SLOW BIKE PATHS**
- BIKE RACK**
- BIKE SHARE STATION**

Vehicle Circulation



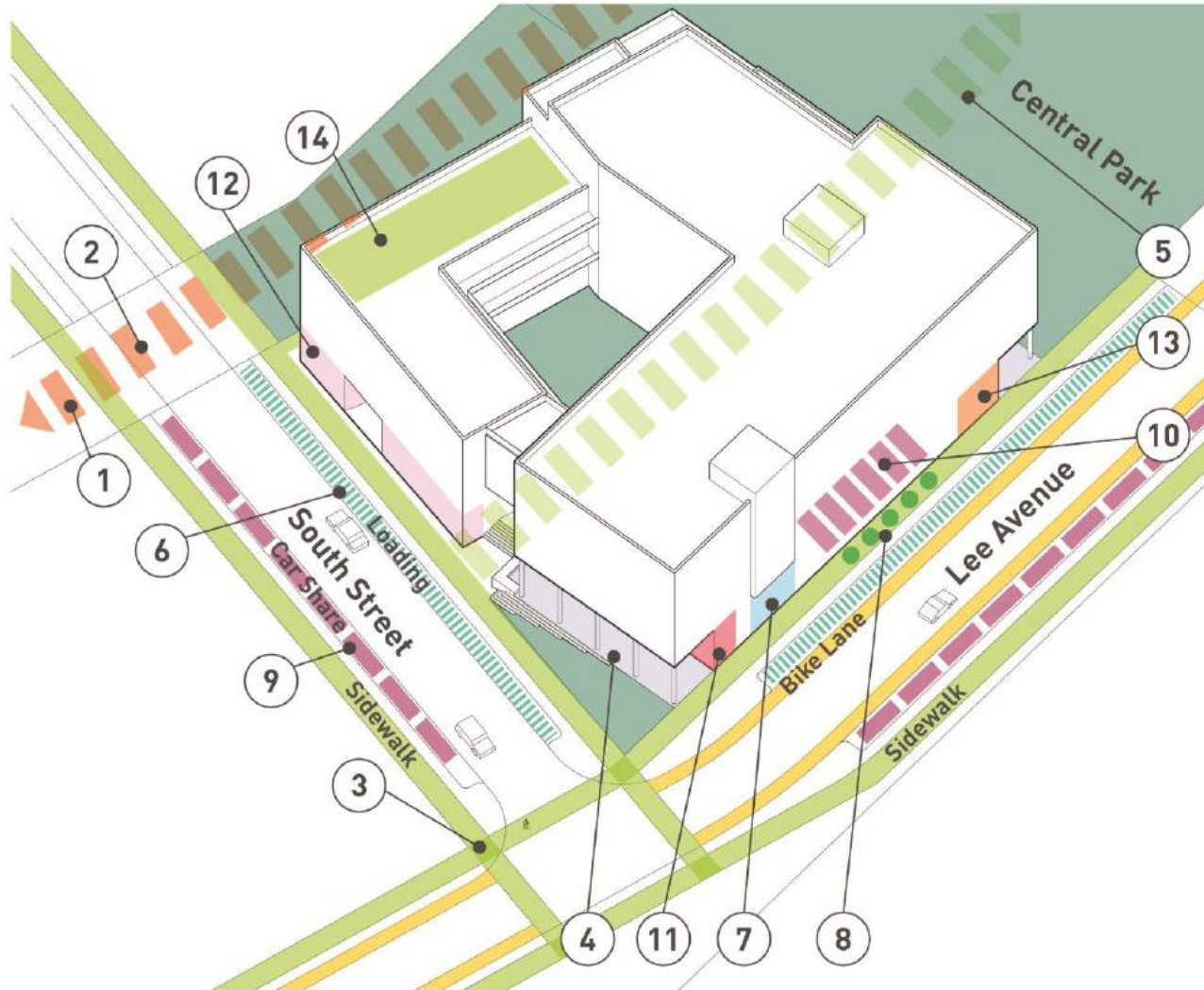
- Two main access points to site, at Lee Avenue and at Phelan
- Studying each of these intersections in detail
- Working with CCSF to develop Lee Avenue as shared neighborhood street
- Vehicle loop at interior of site to provide vehicle access to each building entry
- Each block has at least two sides that are pedestrian and bikes only

LEGEND

- STREETS & AUTO ACCESS
- PUBLIC PARKING
- CAR SHARE / EV STATION
- PARKING GARAGE ACCESS
- AUTO PEDESTRIAN STREETS
- PARKING COURTS AT TOWNHOUSES
- SIGNALIZED INTERSECTION

Transit-Oriented Design

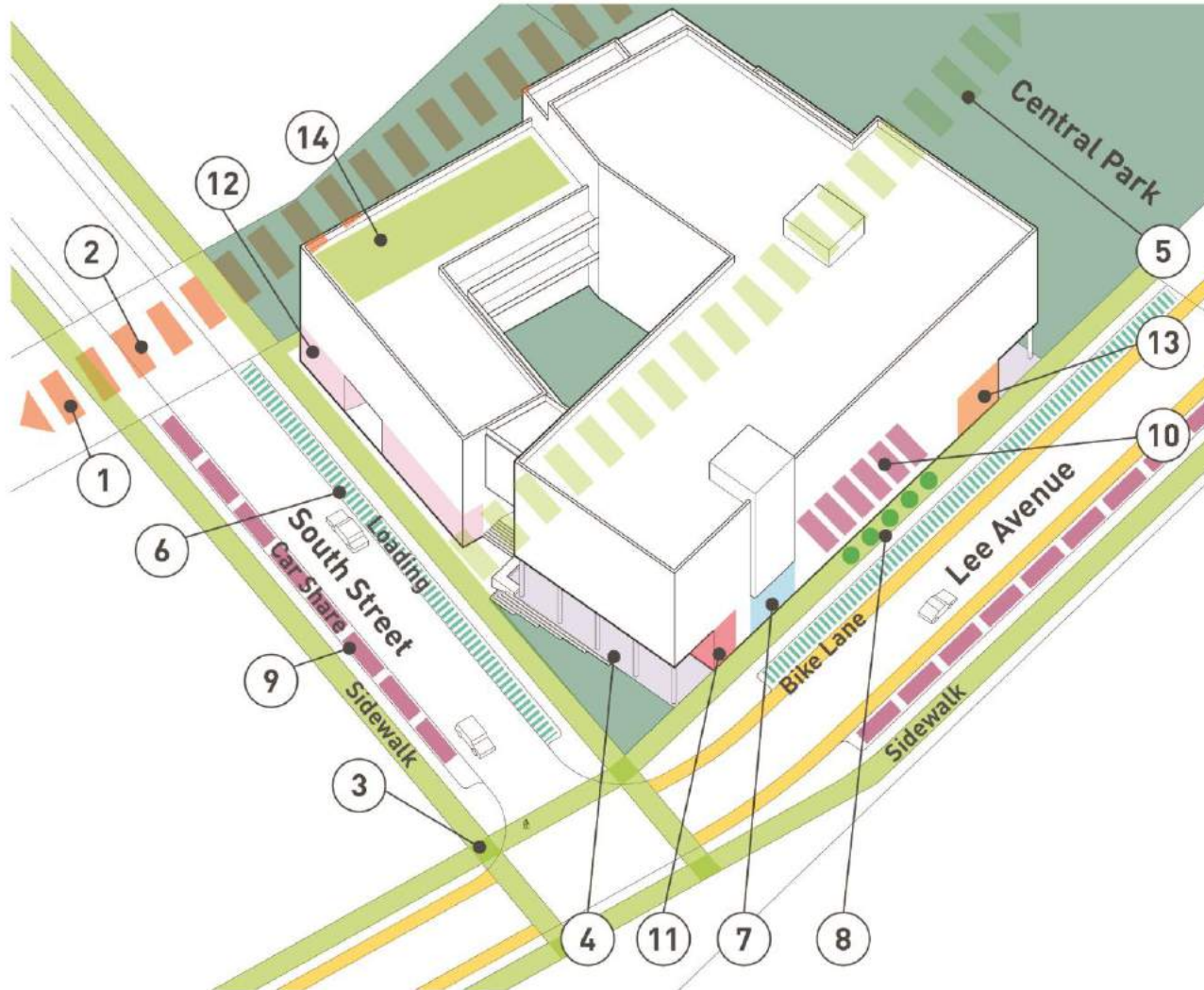
Making Walking, Biking + Public Transit the Easy Choices



1. Improved paths to transit + Ocean Ave.
2. One block walk to groceries + on-site childcare
3. Generous sidewalks, raised pedestrian crossings + street trees
4. Prominent lobby with sheltered waiting area
5. Multiple building entries + direct access to public open space
6. Convenient loading zone for passengers + deliveries
7. Bike parking + workshop at street level with easy access to bike routes

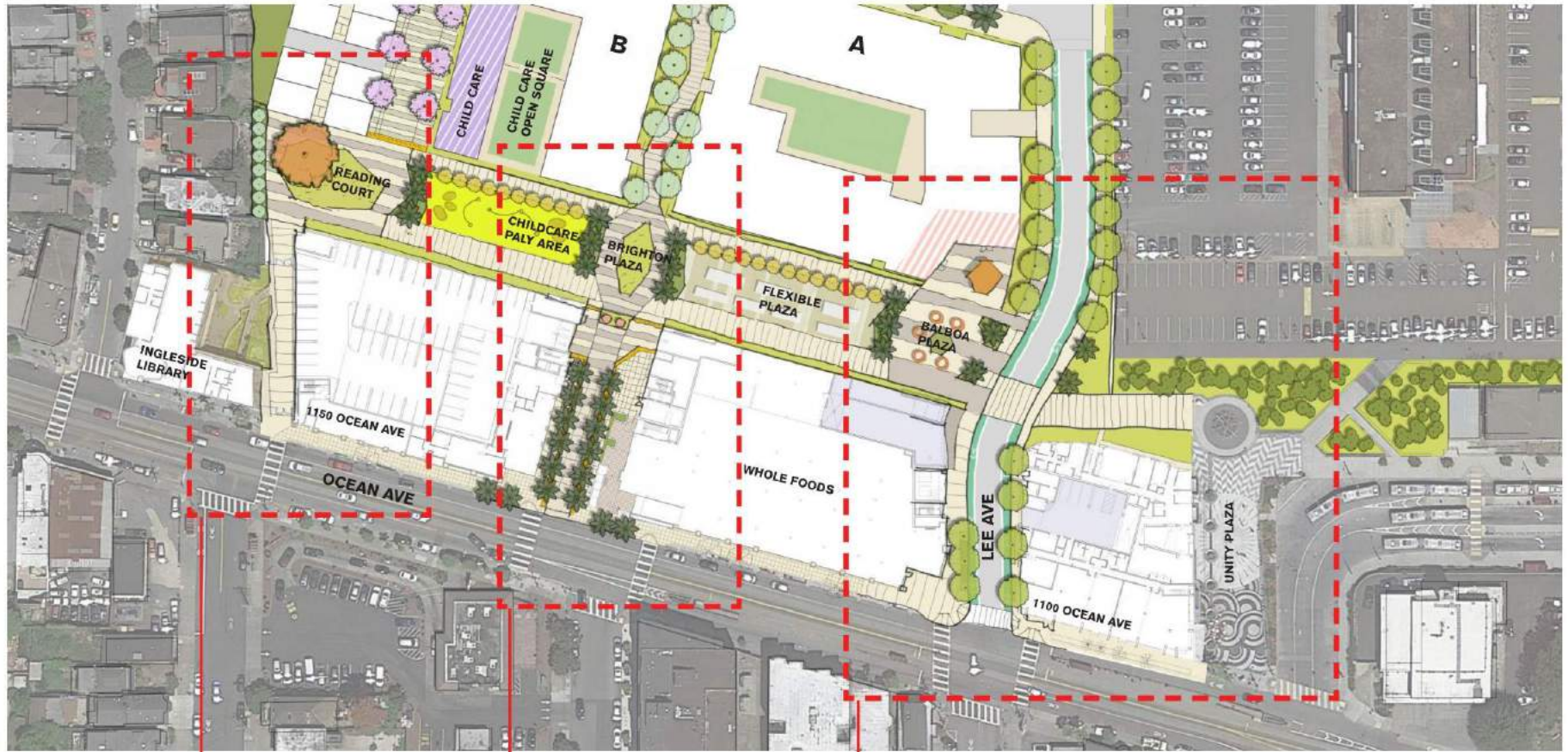
Transit-Oriented Design

Making Walking, Biking + Public Transit the Easy Choices



8. Public bike share stations, including bikes with electric assist to help with evening climb from the BART Station
9. Car share spaces on street, readily available to public
10. On-site parking located at basement level, maximum of 0.5 spaces per unit on site, unbundled
11. Secure package room with refrigerated storage
12. Collaborative workspace + meeting rooms on site
13. Fitness areas overlooking public open space
14. Shared social areas for on-site events, including shared roof decks

Pedestrian Connections - Ocean Avenue



INGLESIDE LIBRARY

BRIGHTON AVE

LEE AVE & UNITY PLAZA

Connection to Library Walk



NEW PLANTING BUFFER ADJACENT TO
REAR YARDS OF PLYMOUTH NEIGHBORS

STUDY POSSIBILITY OF RETAINING
EXISTING TREE

OPEN SPACE ACCESS TO BALBOA
RESERVOIR

LIBRARY OPEN SPACE TO
REMAIN

Connection to Brighton Avenue



Connection to Lee Avenue + Unity Plaza



ACTIVE GROUND FLOOR USE
OPENING ONTO PLAZA

FOCAL POINT: PAVILION/
SCULPTURE/BUILDING

NEW PAVING AND LIGHTING TO
EMPHASIZE PEDESTRIAN
CONNECTION TO UNITY PLAZA

WIDEN SIDEWALK FROM 10' TO 14'

LEE AVENUE EXTENSION
WITH BIKE LANE



QUESTIONS & COMMENTS

**On-Site Circulation
Connections to Ocean Avenue**

Parking



Parking Methodology Overview

- 1. Collect data on current parking use**
- 2. Continue to assess parking demand**
- 3. Coordinate with City College**
- 4. Manage the public garage for long term benefit of City College and residents**

Parking Methodology

1. Collect data on current parking use

Photos of lower parking lot – since October

Parking Counts

- December 7, 2017 – end of semester- Complete
- January 31, 2018 – beginning of semester – Complete
- April 18, 2018 – mid-semester – Complete
- Fall 2018
- Spring 2019

Long-term parking demand will be established based on mid-semester counts

Current Parking Capacity



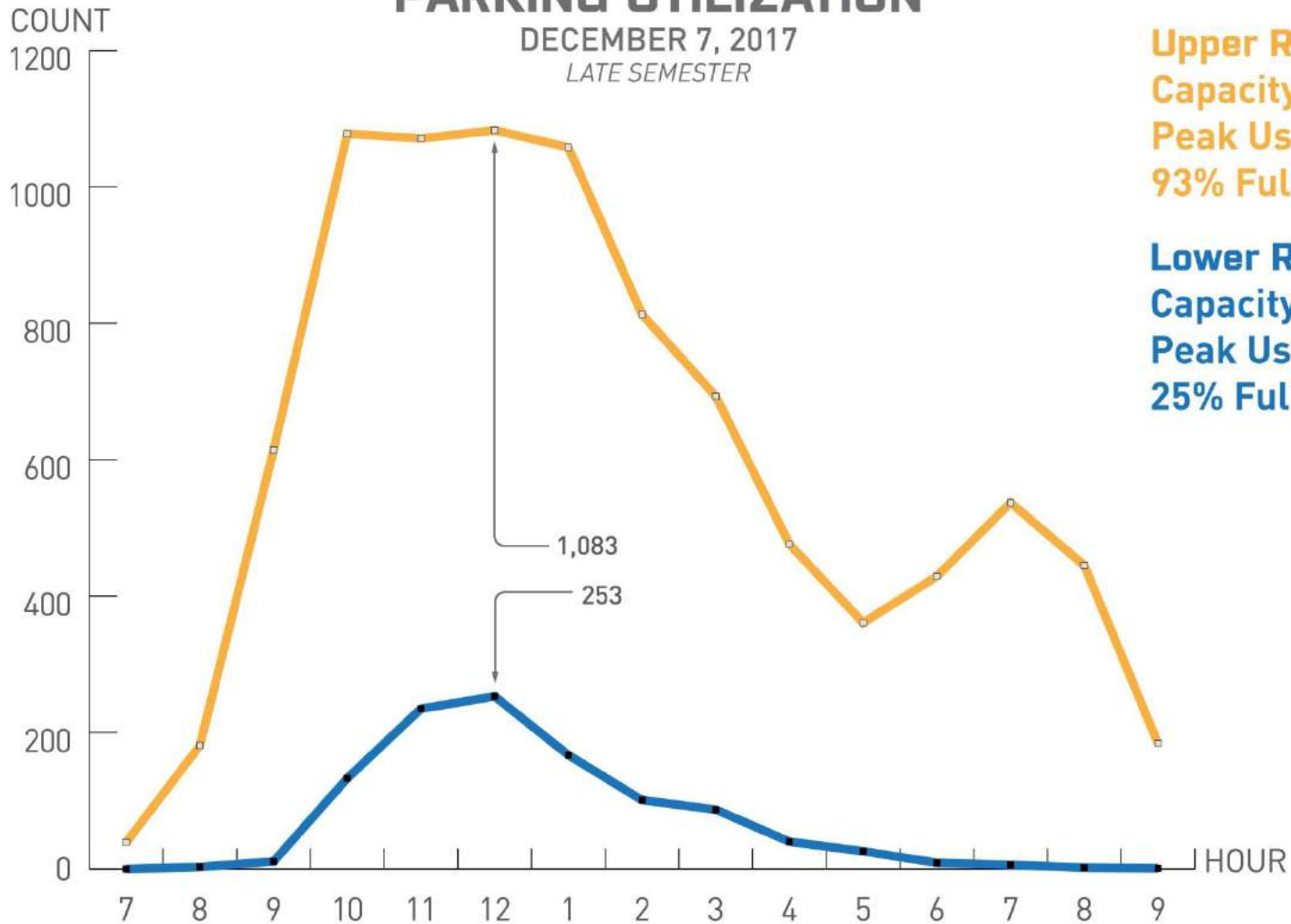
PARKING UTILIZATION

DECEMBER 7, 2017

LATE SEMESTER

Upper Reservoir
Capacity: 1,167
Peak Use: 1,083
93% Full at Peak

Lower Reservoir
Capacity: 1,007
Peak Use: 253
25% Full at Peak



Existing Parking

View of Lower Reservoir Parking, Thursday December 7, 9 am



Existing Parking

View of Lower Reservoir Parking, Thursday December 7, 12 pm



Existing Parking

View of Lower Reservoir Parking, Thursday December 7, 4 PM



Existing Parking

View of Lower Reservoir Parking, Thursday December 7, 7 PM



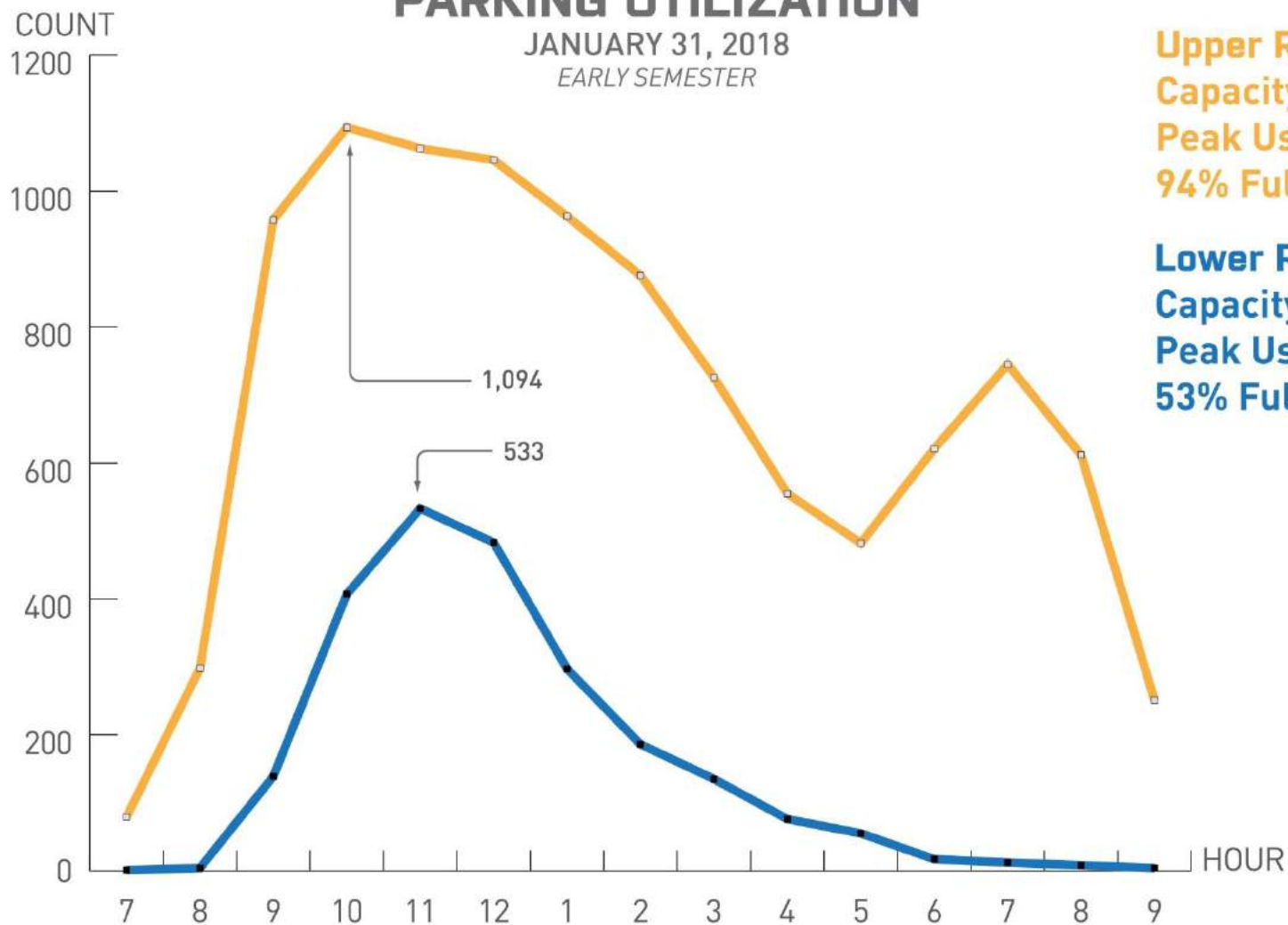
PARKING UTILIZATION

JANUARY 31, 2018

EARLY SEMESTER

Upper Reservoir
Capacity: 1,167
Peak Use: 1,094
94% Full at Peak

Lower Reservoir
Capacity: 1,007
Peak Use: 533
53% Full at Peak



Existing Parking

View of Lower Reservoir Parking, Wednesday January 31, 9 AM



Existing Parking

View of Lower Reservoir Parking, Wednesday January 31, 11 AM



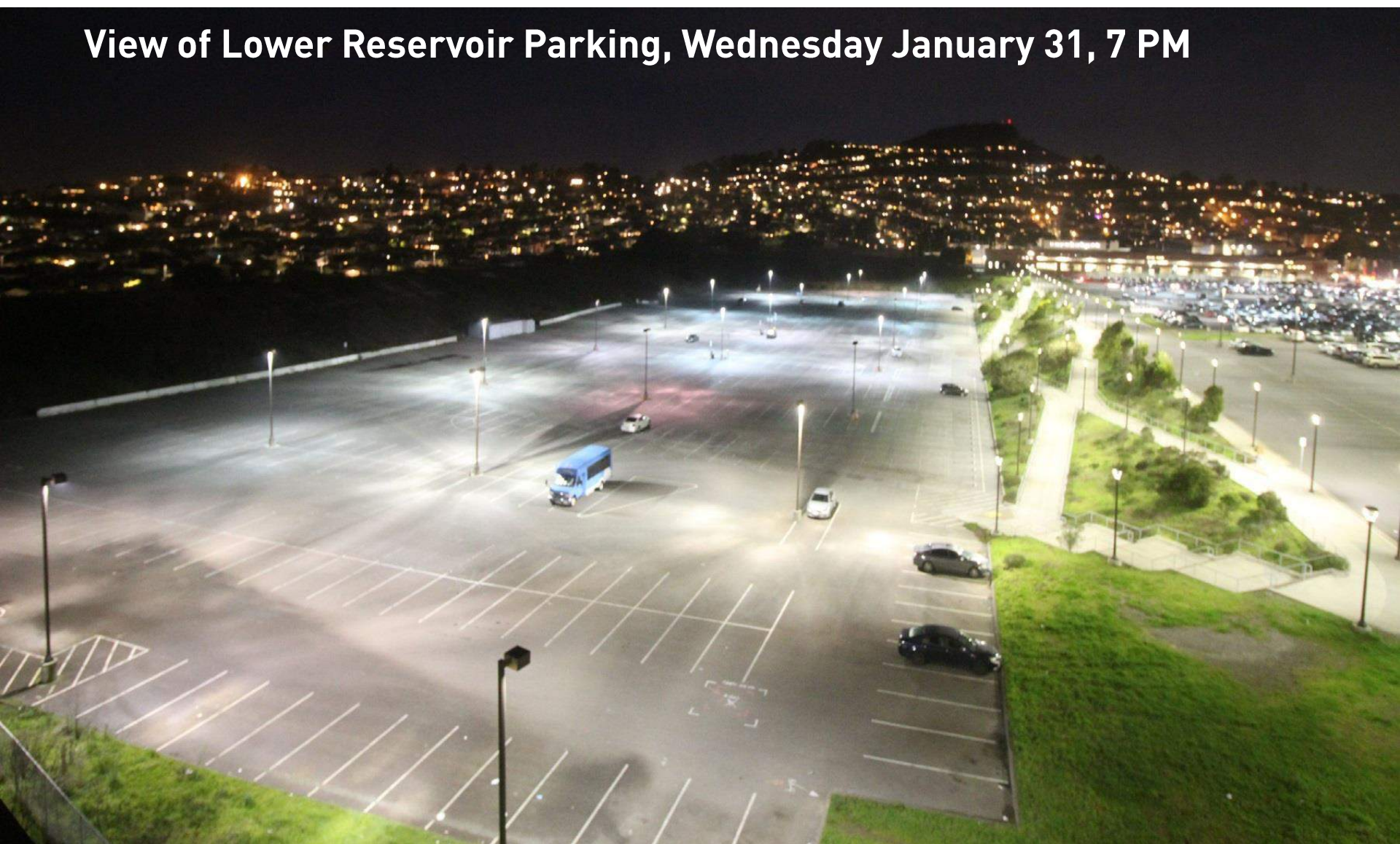
Existing Parking

View of Lower Reservoir Parking, Wednesday January 31, 4 PM



Existing Parking

View of Lower Reservoir Parking, Wednesday January 31, 7 PM

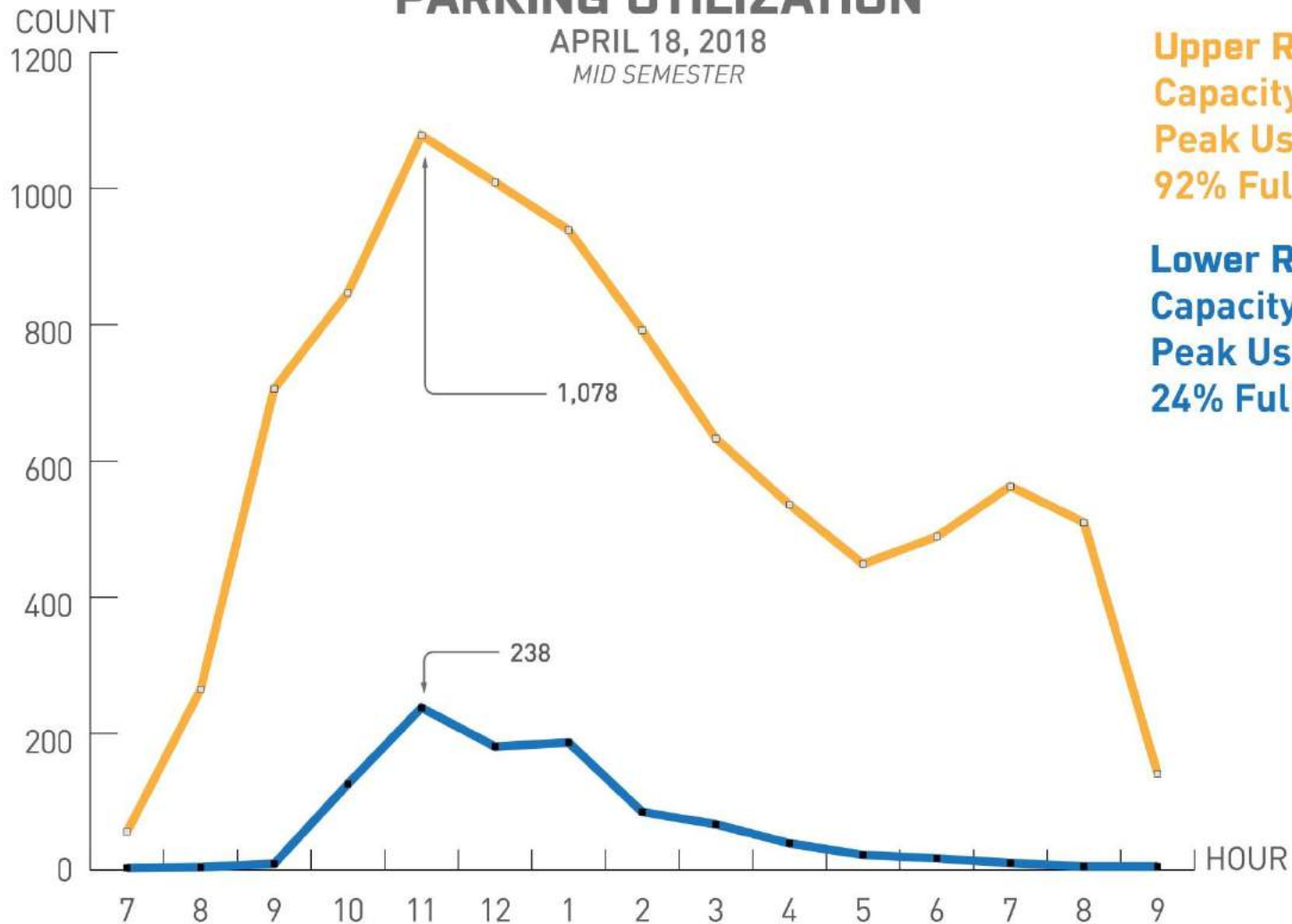


PARKING UTILIZATION

APRIL 18, 2018
MID SEMESTER

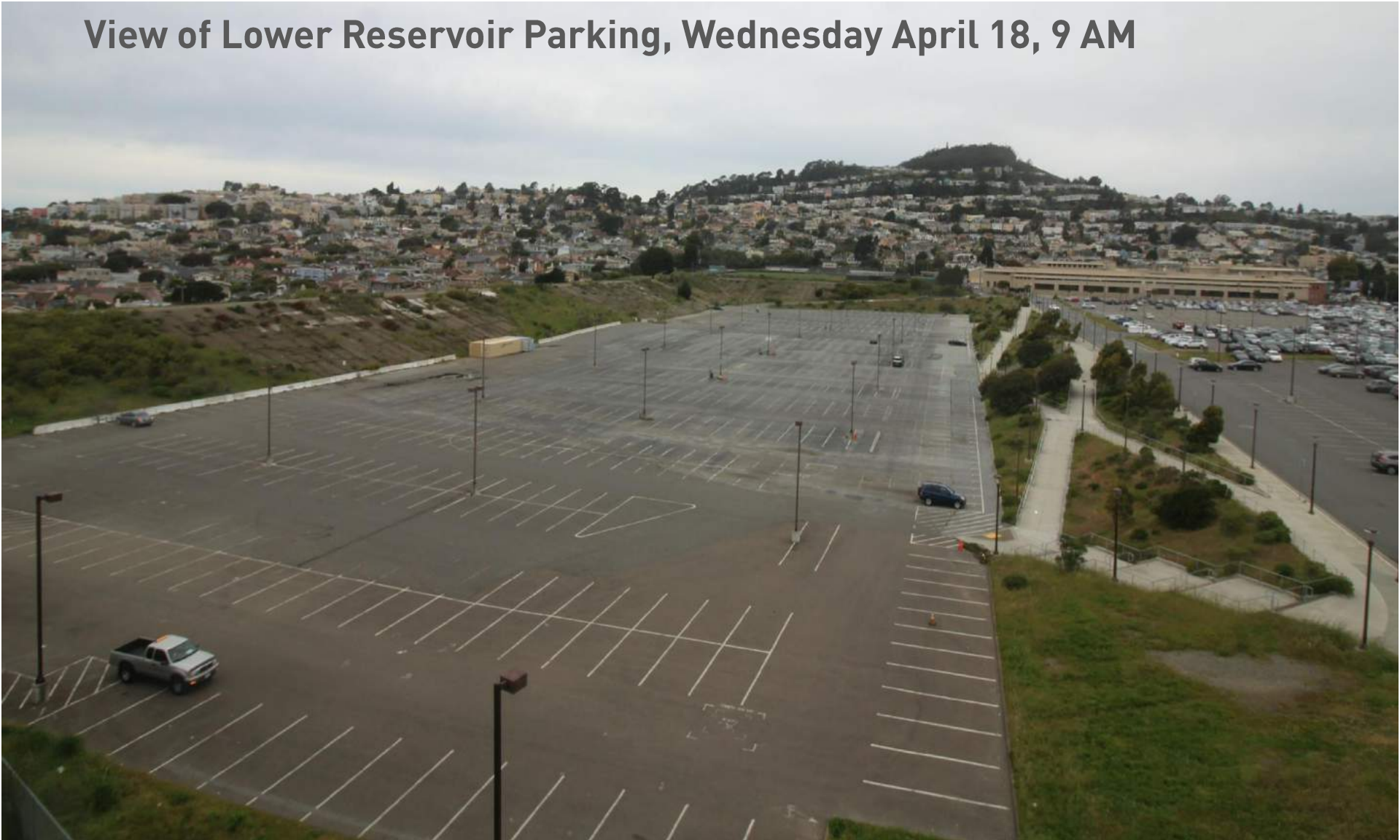
Upper Reservoir
Capacity: 1,167
Peak Use: 1,078
92% Full at Peak

Lower Reservoir
Capacity: 1,007
Peak Use: 238
24% Full at Peak



Parking

View of Lower Reservoir Parking, Wednesday April 18, 9 AM



Parking

View of Lower Reservoir Parking, Wednesday April 18, 11 AM



Parking

View of Lower Reservoir Parking, Wednesday April 18, 4 PM



Parking

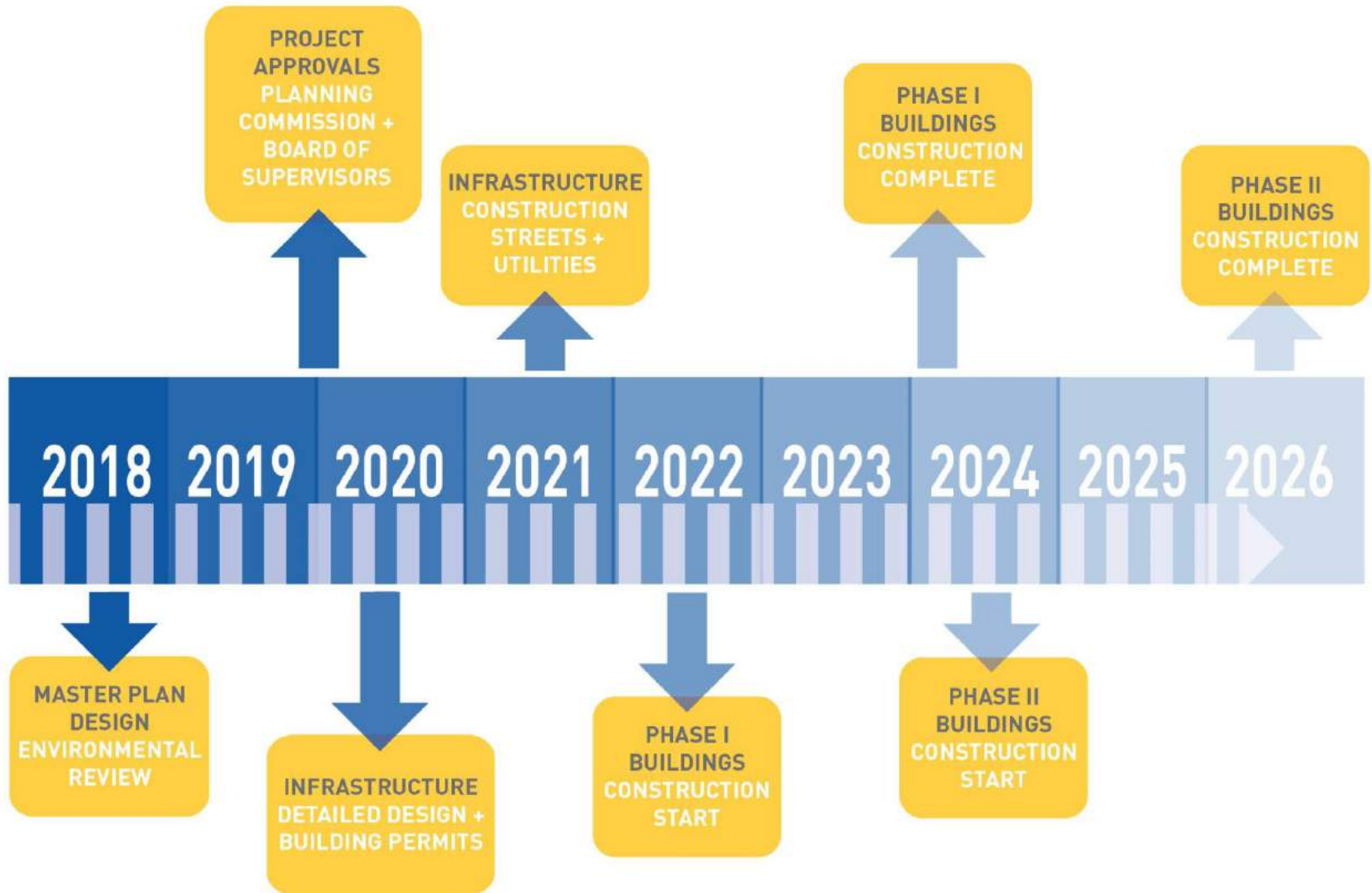
View of Lower Reservoir Parking, Wednesday April 18, 7 PM



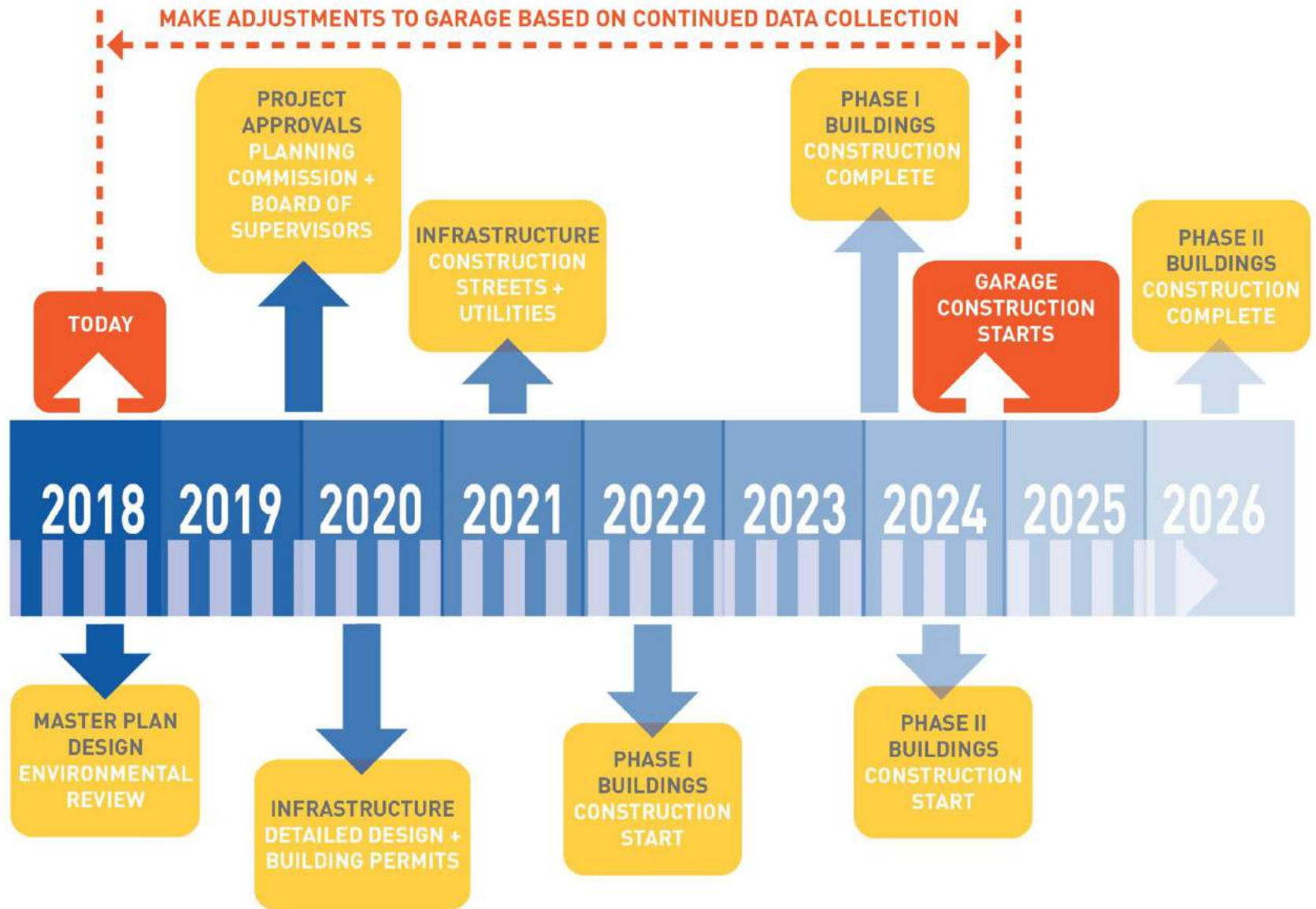
Parking Methodology Overview

1. Collect data on current parking use
2. Continue to assess parking demand
3. Coordinate with City College
4. Manage the public garage for long term benefit of City College and residents

Development Timeline



Development Timeline



Current Site Plan

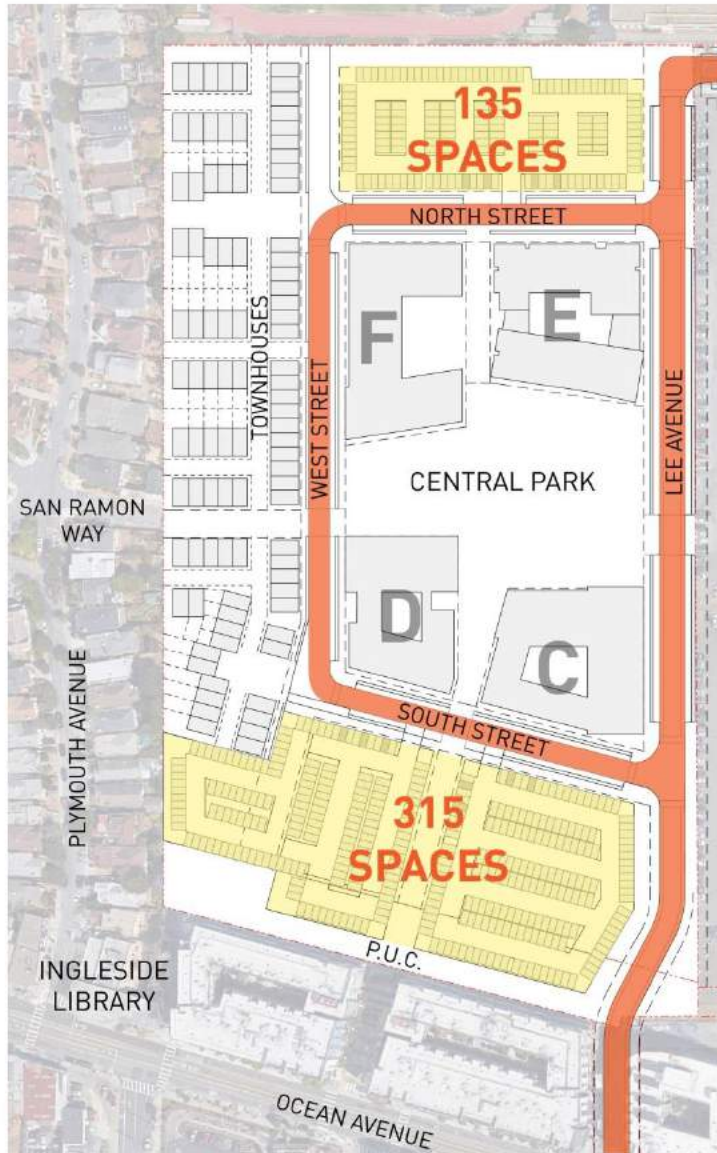


- Current site plan consists of seven separate blocks plus townhomes
- Phase I will include all of the townhomes and approximately 50% of the apartment units
- Phase II will include the public garage and the remaining apartment units
- Each phase will include 50% of the affordable rental units

LEGEND

STREETS + AUTO ACCESS

Phasing



Phase I : Build-Out Around Central Park

- Phase I includes blocks surrounding Central Park plus townhomes
- Creates a complete community, and complete open space
- 450 surface parking spaces remain available for CCSF use on lower reservoir
- Interim parking allows team to monitor parking demand

LEGEND

- STREETS + AUTO ACCESS
- SURFACE PARKING SPACES

Parking Methodology Overview

1. Collect data on current parking use
2. Continue to assess parking demand
3. Coordinate with City College
4. Manage the public garage for long term benefit of City College and residents

Parking Methodology

3. Coordinate with City College

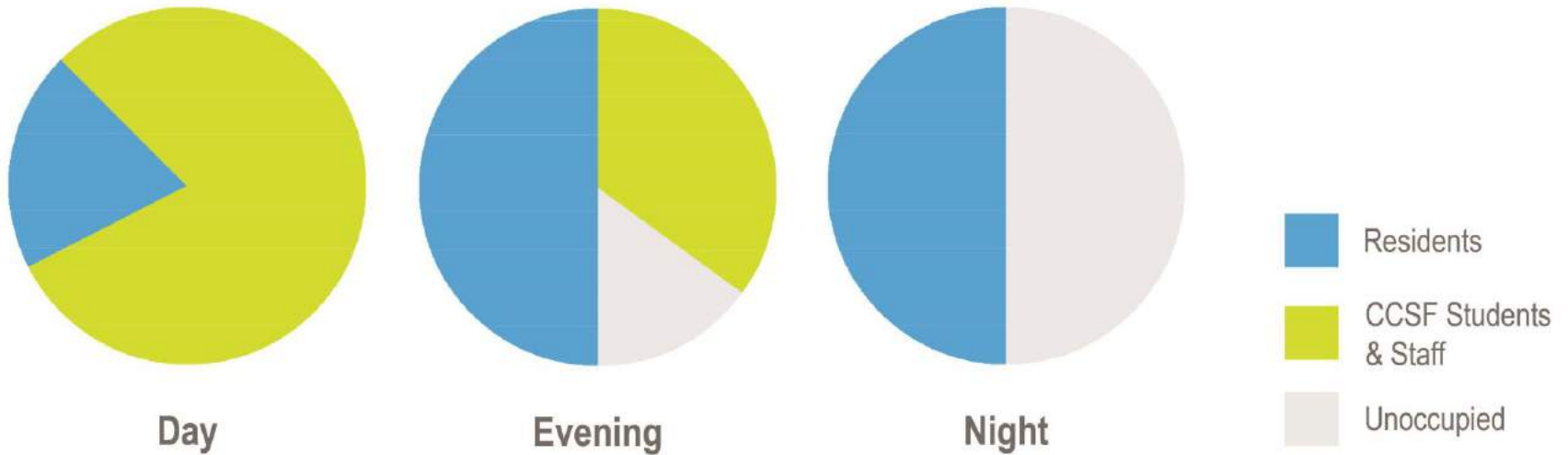
- Understand location and timing of the PAEC, and other planned buildings on the Upper Reservoir
- Map out month-by-month plans to make sure needed parking capacity is available during development
- Determine whether some portion of CCSF needs can be met by encouraging transit use by students/faculty/staff

4. Manage the public garage for long term benefit of City College and residents

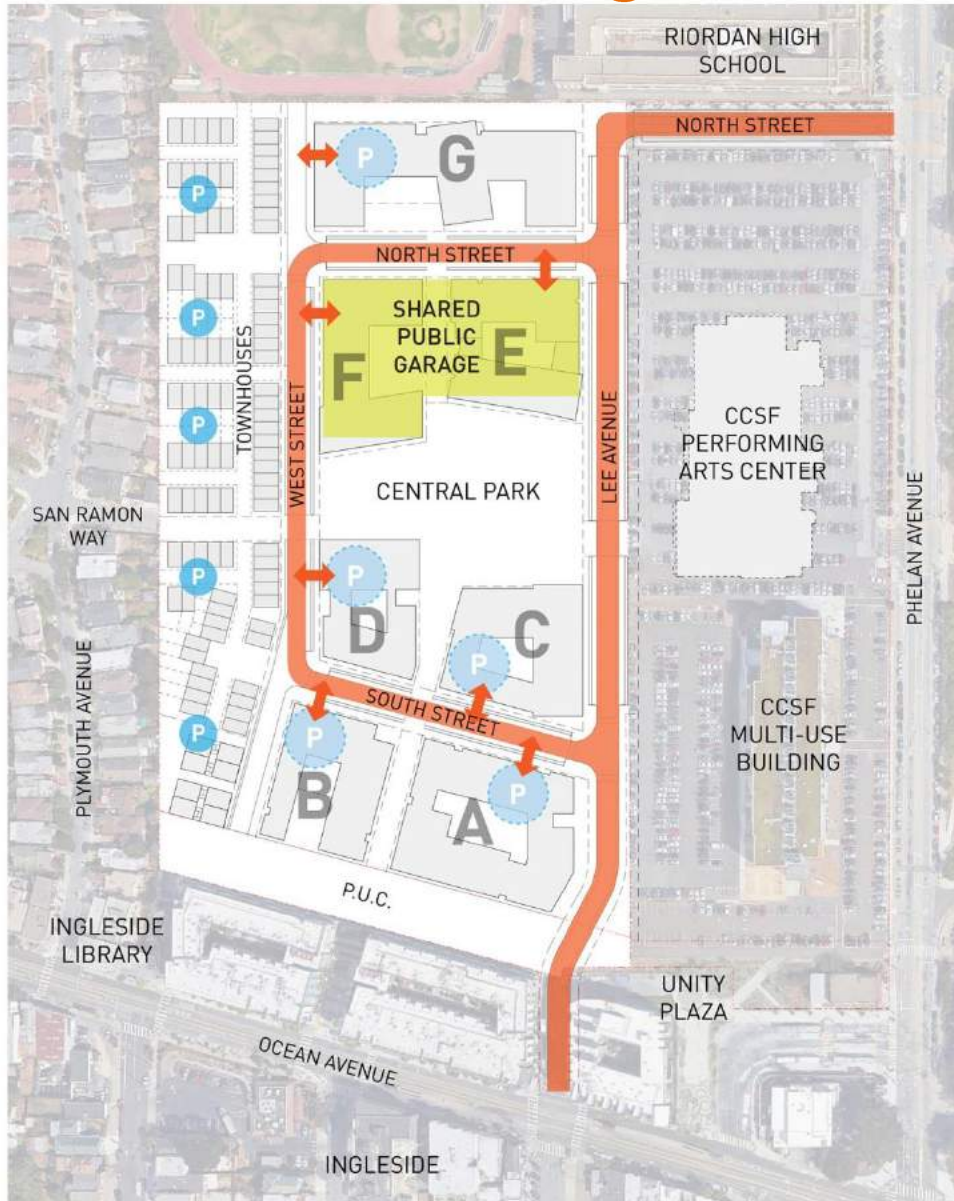
- Full time TDM manager will coordinate with City College
- CCSF students and staff have priority at all times
- If necessary based on demand, limit overnight residential parking to ensure sufficient CCSF parking in the morning
- Make garage available for special events during evening hours

Public Garage Concept

SHARED USE OF PUBLIC GARAGE



Public Garage – Potential Locations



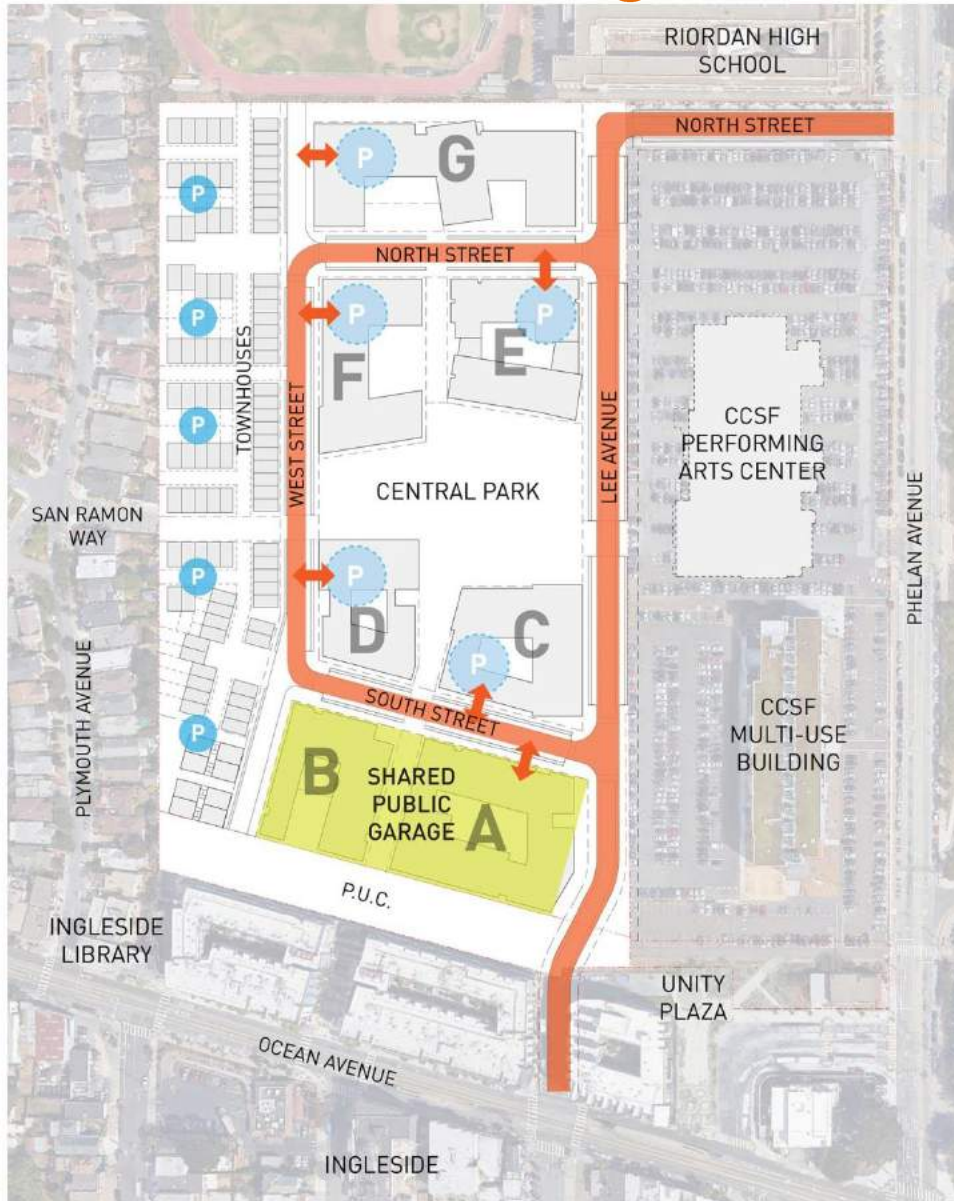
Garage Below Blocks F + E

- Previous location shown in earlier site plan options
- Based on the current phasing plan a public garage at this location would need to be built in Phase I, which is not ideal

LEGEND

- STREETS + AUTO ACCESS
- SHARED PUBLIC GARAGE
- INDIVIDUAL GARAGES AT TOWNHOMES ~ 100 SPACES
- UNDERGROUND RESIDENTIAL PARKING ~ 450 SPACES TOTAL
- PARKING GARAGE ACCESS

Public Garage – Potential Locations



Opt. 1: Below Blocks A + B

- Parking close to Ocean Avenue & CCSF Campus, convenient for students and residents
- Location as shown in the Environmental Evaluation (EE) Application

LEGEND

- STREETS + AUTO ACCESS
- SHARED PUBLIC GARAGE
- INDIVIDUAL GARAGES AT TOWNHOMES ~ 100 SPACES
- UNDERGROUND RESIDENTIAL PARKING ~ 450 SPACES TOTAL
- PARKING GARAGE ACCESS

Public Garage – Potential Locations

Opt. 2: Multi-Level Garage at Block A with Housing “Wrap”

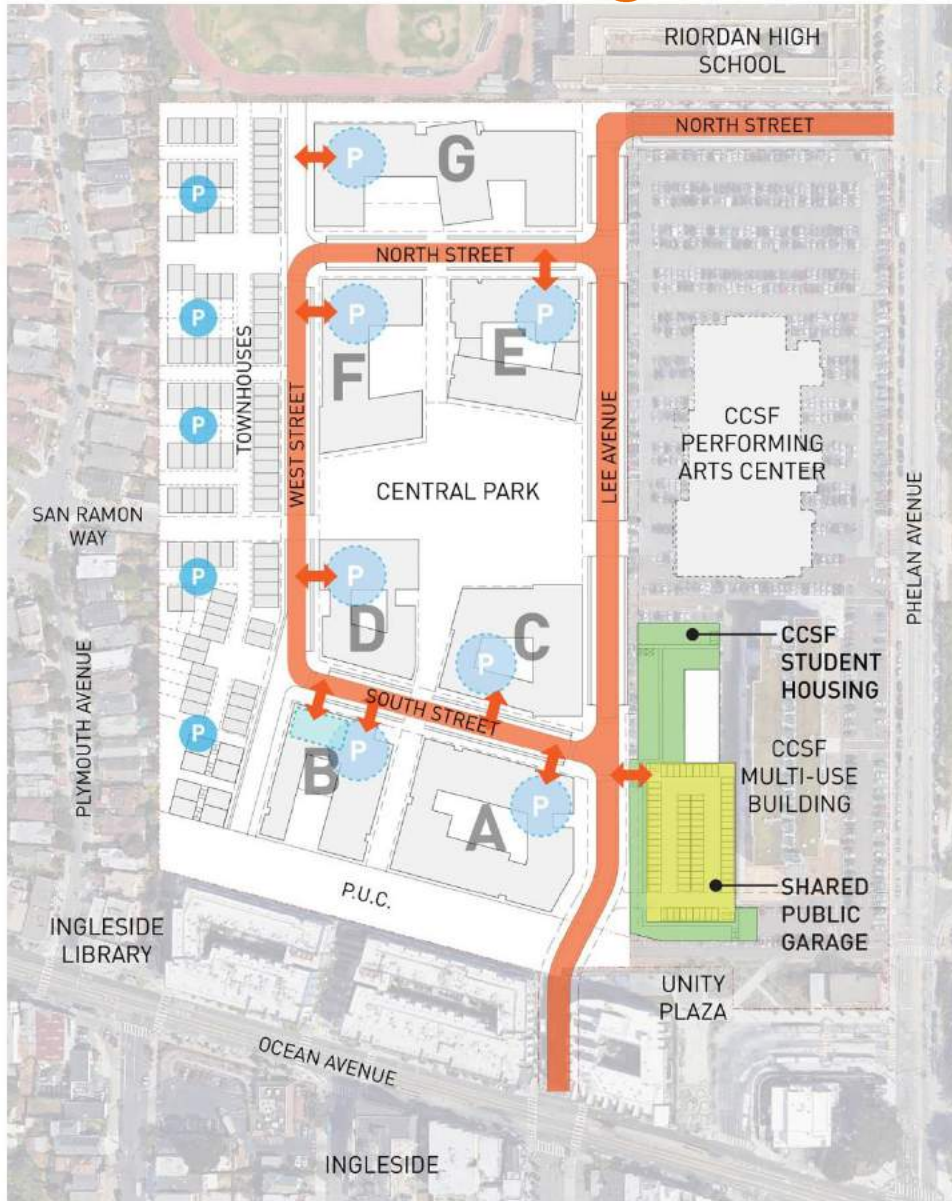
- Garage is mostly above ground which allows for less excavation
- Housing wraps garage on three sides to screen view of parking structure



LEGEND

- STREETS + AUTO ACCESS
- SHARED PUBLIC GARAGE
- INDIVIDUAL GARAGES AT TOWNHOMES ~ 100 SPACES
- UNDERGROUND RESIDENTIAL PARKING ~ 450 SPACES TOTAL
- PARKING GARAGE ACCESS

Public Garage – Potential Locations



Opt. 3: Multi-Level Garage on CCSF Plus New Student Housing

- Garage located on Upper Reservoir, adjacent to Multi-Use Building (MUB)
- Public garage can be built in conjunction with new student housing
- Parking in this location is convenient for PAEC, as well as students and faculty

LEGEND

- STREETS + AUTO ACCESS
- SHARED PUBLIC GARAGE
- INDIVIDUAL GARAGES AT TOWNHOMES ~ 100 SPACES
- UNDERGROUND RESIDENTIAL PARKING ~ 450 SPACES TOTAL
- PARKING GARAGE ACCESS

Transportation – Next Steps

- 1. Continue working closely with CCSF to detail our collaboration on faculty/staff/student housing, and parking coordination**
- 2. On-going coordination and planning with SFMTA about off-site improvements and transit options**
- 3. Continue parking data analysis and projections to right-size the public garage**
- 4. Develop site design, working with transit experts to maximize non-auto options**
- 5. Make progress on the Environmental Review process (including technical studies on transportation topics)**

QUESTIONS & COMMENTS

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