

**BALBOA RESERVOIR COMMUNITY ADVISORY COMMITTEE
CITY & COUNTY OF SAN FRANCISCO**

MEETING MINUTES

**City College of San Francisco
Multi-Use Building, Room 140
55 Phelan Avenue, San Francisco, CA 94112
Monday, December 11, 2017**

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 www.sf-planning.org/BRCAC].

Documents received during this meeting are in a document titled balboareservoir_CAC_Public_Documents_Received_and_Emails-121117 available via the following link: www.sf-planning.org/BRCAC

Committee Members Present:

Michael Ahrens; Brigitte Davila; Lisa Spinali; Jon Winston

Committee Members Absent:

Howard Chung; Christine Godinez; Robert Muehlbauer; Maurice Rivers;

Staff/Consultants Present:

Office of Economic and Workforce Development: Emily Lesk, Tom Shanahan
San Francisco Planning Department: Sue Exline, Jeremy Shaw

1. **Call to Order and Roll Call – [Recording: 00:00:00]**
Note: A quorum of CAC members was not present.

2. **Opening of Meeting**

Lisa Spinali: Members of the SFMTA are here tonight to listen to concerns from the community. We will be talking about access circulation and parking. This is the beginning of a conversation. The team will present and then we will have Q&A.

3. Developer Presentation: Circulation – [Recording: 00:01:10]

Note: Presentation slides (BRCAC_Presentation_12.11.17) available via the following link: www.sf-planning.org/BRCAC

Joe Kirchofer, AvalonBay: Parking and circulation are a critical topic for this project. We are not going to be successful unless we can make this work. There was a fatal pedestrian collision on Ocean Avenue last week. This topic affects people's safety. This is something we take seriously. Thank you to MTA for being here. Tonight we will talk about: circulation, off-site improvements, and parking. We are just beginning the process of collecting data for parking. We want to talk about the methodology for collecting the parking data and how the parking will work.

Karen Murray, VMWP: We are working toward a submittal to the City in February/March in order to initiate technical feedback from the City. This will begin the parking and other environmental studies. In the Fall of 2018, we will hopefully have a completed master plan based on that technical feedback. We will continue to have monthly CAC meetings through 2018. We have had a walking tour and are planning an open house for January.

Outreach Schedule:

1. Introductions (Oct 2)
2. Public Open Spaces (Nov 13)
 - * Walking Tour (Dec 2)
3. Transportation, Circulation & Parking (Tonight)
4. Housing & Neighborhood Character (Jan 22)
 - * Open House (Late January)
5. Sustainable Design (Feb 12)
6. Public Open Space, Programming & Design
7. On-Site Transportation, Walking, Biking & Autos
8. Housing & Neighborhood Character
9. Off-Site Transportation (Coordinate with MTA)
10. Sustainability / Eco District Model

Additional Outreach:

1. Meetings with neighbors from Sunnyside and Westwood Park, Ocean Avenue Merchants, elected officials
2. Additional meetings with other neighbors in the next month
3. Meetings with City College

Lisa Spinali: The February meeting will be in a central location, ideally the Civic Center Area.

Mike Ahrens: This was requested because transportation here is difficult.

Emily Lesk: The January meeting will be on the 22nd due to the New Years and the Martin Luther King Holidays.

Peter Waller, PYATOK: The important pedestrian connections on the site are to: City College, Ocean Avenue, Sunnyside, and possibly Westwood Park. The pedestrian passages are infrastructure and open space. There will be shared bike and car traffic on the perimeter of site and on Lee Avenue. We will study having bikes travel slowly within the site. Our proposal envisioned two car connections, Lee Avenue and Phelan Avenue. Ocean Avenue improvements are in MTA's five year capital improvement plan.

Transportation Principles Identified by the CAC:

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.
2. Create incentives for and improve the experience of utilizing transportation choices between the Balboa Reservoir site, transit, and adjacent neighborhoods.
3. Design site access and circulation to minimize the development's congestion impacts, especially on adjacent areas, while also maximizing pedestrian and bicyclist safety.
4. Encourage the use of sustainable modes of transportation (walking, biking, transit ridership, car sharing, and carpooling) through coordinated programming and communications.

Transportation Goals for the Site:

1. Make Walking / Biking / Transit the obvious choice for new residents
2. Help address auto congestion in the area
3. Protect street parking in existing neighborhoods for existing residents
4. Find a solution that satisfies CCSF's parking needs

Updates from MTA on Ocean Ave Improvements:

1. Ocean Ave Improvements, from Geneva to San Jose, have been submitted as part of 5-year Capital Improvement Plan (FY 2019-2023)
2. Community stakeholders will have opportunity to weigh in on Capital Improvement Plan in early 2018
3. Implementation depends on community coming together to support a design

4. Question and Answer: Circulation – [Recording: 00:31:30]

[Not stated]: The shared parking garage is located on the corner near Sunnyside. The burden of traffic from the project will flow into Sunnyside. Sunnyside is being treated as an afterthought and for dumping traffic.

Peter Waller, PYATOK: We hear that the connection to Sunnyside is important. We will be talking more about the connection to Sunnyside and learning more about this.

Joe Kirchofer, AvalonBay: We have had some conversations with City College about circulation, and we are eager to talk more with City College.

[Not stated]: Bicycles are vehicles also; the drawings should specify if paths are meant for bikes or cars.

Anita Theoharis, Westwood Park: Will the market rate townhomes have dedicated parking?

Peter Waller, PYATOK: Yes, the townhomes will have parking in their garages. The other buildings will have parking beneath the buildings.

Anita Theoharis, Westwood Park: Will parking be bundled or unbundled?

Peter Waller, PYATOK: Parking will be unbundled. We will discuss parking in more depth later.

[Not stated]: We are concerned about bike and pedestrian traffic on San Ramon. People, who do not want to pay for parking in the development, will park in Westwood Park and walk into the development.

Peter Waller, PYATOK: Residential Parking Permits could potentially be helpful for limiting parking in the neighborhood by residents of the new development.

Joe Kirchofer, AvalonBay: We want to protect street parking for local residents. We are still working on solutions.

Hedda Thieme, Westwood Park: Why did 1,100 units get chosen? Isn't this a fire trap? Where will people go in the event of fire or earthquake? I would like to have PG&E come and talk about plastic gas pipes underground. I would like the Fire Department to present on water pressure in southern San Francisco. I need a promise that the units will only go to people working in the City. It is enticing to live here and work in Oakland or Silicon Valley.

Peter Waller, PYATOK: Emergency access is important. Open space provides spacing if there is a fire. Safety is a priority. Our proposal was not the one with the highest unit count. We think that what we are proposing will fit comfortably in the neighborhood and provided needed housing.

Brad Wiblin, Bridge Housing: For the Below-Market Rate units, there is a preference for people living locally. We have also discussed with City College about providing housing to City College employees. This is still in the discussion phase.

Lisa Spinali: There are legal limitations to providing housing preference. The next meeting will discuss this in more detail.

Max Ewald, Ingleside: Will the townhomes all get one parking spot?

Peter Waller, PYATOK: They will get one or possibly two tandem parking spots.

Mike Ahrens: What about the 200 units of teacher housing?

Peter Waller, PYATOK: There is the possibility of 200 units of teacher housing on City College property.

Max Ewald, Ingleside: The buildings are taller than we expected.

Peter Waller, PYATOK: We talked about most buildings being 65 feet with some up to 75 feet. We will know better at the next meeting what the maximum will be.

Monica Collins, Sunnyside: Following up on what the gentleman said earlier, bikes get full use of the road. Also, we should call it faculty and staff housing, not teacher housing.

Jennifer, Sunnyside: If we have shuttle, where would it appear in the plan? Where will Lyft and Uber go?

Joe Kirchofer, AvalonBay: We are looking at locations for Uber and Lyft to pick up and drop off. We're not sure that a shuttle would address circulation problems, and it may cause additional congestion.

Chris Campbell, Westwood Park: How will you ensure pedestrian safety? How are you studying traffic? Monterrey is a busy and dangerous street. The timing during semester is important, and traffic varies greatly.

Peter Waller, PYATOK: We are looking at the scope of traffic study.

Emile Woodson, Westwood Park: Plymouth Avenue during the morning and evening commute is really bad; it does not move.

Harry Bernstein, Merced Heights: Lee Avenue is a two lane road, whose property is it on? Is it on the lower reservoir or City College property? What is the width of the street with bicycles?

Peter Waller, PYATOK: Lee Avenue is on the reservoir site. There's an easement that is required to be roadway. It will be roughly 60 feet wide.

Bill, Westwood Highlands: What are the plans to improve the connection to BART? The sidewalks could use widening.

Peter Waller, PYATOK: There are a lot of improvements that are not major projects that could make a difference. SFMTA needs to be part of this conversation. Improving the widths of sidewalks and lighting would be great.

Mike Ahrens: Westwood Park representatives do not want bicycle or pedestrian access over San Ramon Way. I had a terrible time getting here. More units will make this much worse. The Residential Parking Program will not work. The project heights are above the parameters. We are concerned.

Jon Winston: Parking and congestion are related. More parking induces more traffic. There are many pieces that need to work together to get people on and off the site: better muni, bike share, walking, and car share. City College needs a better understanding of their transportation needs. A 1:1 parking ratio will create more traffic. As a CAC, we voted on a 0.5 parking ratio with unbundled spaces. Shared parking is a great idea. We should not overbuild parking. The public transit connections need to be improved. The City has a plan to improve connections to the Balboa Park Station. We need to remedy the existing congestion first, before we bring in more.

Brigitte Davila: When I started at San Francisco State University, I wondered why there was no BART connection. We have BART here. This is a unique opportunity. I think a shuttle could be great. It could serve a variety of people and make the area more transit friendly.

Lisa Spinali: The last mile question is really important. We need to work with SFMTA to find creative solutions. We need to look to other cities and countries and see what they are doing. I like the idea of bikes, but they don't work for everyone. The truck traffic from Whole Foods on Lee Avenue is pretty intense. I don't want to pit Westwood Park against Sunnyside. I'm concerned that if there is no access to Westwood Park, it will push more traffic to Sunnyside. Having no car access into Westwood Park was a significant concession. I hope that we can find a compromise. We should have a joint meeting with the Balboa Station Area Plan CAC; there is much overlap between this CAC and theirs.

Supervisor Yee: One of the biggest issues that we have to resolve is parking and circulation. These are issues that the developers, City College, and the City need to work on together. I'm asking the developers to be open minded about possible solutions. Looking long-term, I would like the M Streetcar to be put underground. I've asked MTA to look into this. I support the idea of a shuttle to BART. We need to look at everything that could be part of the solution. The recent housing legislation that passed creates a neighborhood preference for Below-Market Rate Units.

5. Developer Presentation: Parking – [Recording: 01:11:20]

Joel Roos, Pacific Union: I have worked in the City for three decades on projects with circulation and transportation challenges. To understand the parking situation here, we plan to meet with City College to identify issues and potential strategies. We will be collecting data at a variety of times during the semester and during the day. We will be conducting a traffic survey with Kittelson and Associates. We would like to have a liaison to this group to review the survey dates and times. We want to encourage new residents and, where possible, City College students and staff to use transit. Building high numbers of parking spots does not necessary solve circulation issues. We plan to study parking demand as the project phases are built. Some parking at the new performing arts site will be replaced. The shared garage will be manage for the long-term benefit of residents and City College. There are 961 parking spaces in the reservoir and close to 3,000 spaces on the City College campus, including 1,200 surrounding the Multi-Use Building.

Lisa Spinali: Brigitte Davila may be the right person to be the liaison between the CAC and the parking study.

Parking Methodology:

1. Coordinate closely with City College to understand parking needs and identify potential strategies
2. Collect new data on current parking use, at multiple times of day, and multiple parts of the semester
3. Encourage the use of transit by new residents, and determine whether some portion of CCSF needs can be met by encouraging transit for students/faculty/staff
4. Based on the data collected, determine the proper strategy and a detailed plan
5. Continue testing this plan as we process permits, and as we build out Phase I, to ensure that our solution still meets changing demand
6. Once constructed, manage the shared garage for long term benefit of City College and residents

6. Question and Answer: Parking – [Recording: 01:23:30]

David Tejeda: Will the parking structures have electric car hookups?

Joel Roos, Pacific Union: We are planning to include ample number of electric car hookups and the opportunity for more.

Joe Kirchofer, AvalonBay: I'm not sure what the current percentage of electric car hookups is in AvalonBay's other garages, but it has increased in recent years.

[Not stated]: Will the parking counts be done before the end of semester?

Joel Roos, Pacific Union: We have asked Kittelson and Associates to do counts before finals. These are preliminary and more will be done. We wanted to get data soon to get a sense of parking use.

Ann Chin, Westwood Park: Since the parking will be unbundled, how much will students pay?

Joel Roos, Pacific Union: We will have to discuss this with City College. We do not know currently.

Ann Chin, Westwood Park: The current AvalonBay building has unbundled parking, and people park in Westwood Park.

Joe Kirchofer, AvalonBay: I am trying to work on getting a survey of how many residents do this.

Anita Theoharis, Westwood Park: We want the passage blocked from Westwood Park because of our experience with the current AvalonBay building. Also, the parameters were not approved unanimously. The Westwood Park representative voted against them.

Max Ewald, Ingleside: I'm confused by 0.5 parking ratio. Some units will have two parking spots.

Lisa Spinali: The 0.5 ratio is an average across the site. Some units will be above and some below.

[Not stated]: What do we know about the driving habits of tenants that will move here? They are not identified yet.

Joel Roos, Pacific Union: We commissioned a study that showed 30% of the residents in this part of the City commute by car.

Joe Kirchofer, AvalonBay: AvalonBay has a number of communities in San Francisco, and we are familiar with the transportation habits of our residents. We have seen declining parking demand among our residents. Some of our new garages are being designed to be turned into office or residential space as demand declines.

Jennifer, Sunnyside: Why can't the parking garage be built first? Can the shared parking be divided across multiple garages? Can there be multiple entrances?

Joel Roos, Pacific Union: There will be two entrances at northeast and south corners. We are not building the parking first because we want to study the behavior of the district over time to understand the parking needs. We want to make sure that the parking matches the demand of the future. At UC Berkeley we've seen a significant drop in parking demand over the last couple years.

Joe Kirchofer, AvalonBay: We also want to see how free tuition at City College changes demand. During the first phase of construction, parking will still be available on half the site. We could have shared parking in the smaller garages also. Traffic engineering will have more of an impact on traffic and congestion than the location of the parking garage.

Chris Campbell, Westwood Park: Are there any studies on car parking that could be posted to the website? Can the traffic study include Monterey Boulevard? Will the surveying be done by robots or people? Backed up traffic will not register in a robotic count.

Joe Kirchofer, AvalonBay: We have opened two buildings in San Francisco with parking ratios less than 0.5.

Joel Roos, Pacific Union: It will be up to the City's traffic engineer to decide how wide the traffic study should look.

Chris Hansen, Excelsior: Do you have data from other projects about the number of rideshares? Do you have data on number parking spaces that are leased out by tenants and number of deliveries?

Joel Roos, Pacific Union: The traffic study we commission will look at impact of Uber and Lyft.

Joe Kirchofer, AvalonBay: It would be a violation of the parking lease agreement to rent the spot to someone else. We look at deliveries and garbage pickup in designing buildings.

Betsey, Westwood Park: I'm concerned about the 0.5 parking ratio. How many people will live here? Some houses near us have more cars than people.

Joe Kirchofer, AvalonBay: People who want to have multiple cars do not typically live in a dense apartment building. We should get an estimate of how many people will live in the building. A rough estimate would be two people per unit.

Harry Bernstein, Merced Heights: I do not know how you got this. The parking data is false. The unit count is too high. How many people park at City College because it's near BART? The Planning Department performed a traffic study for a new development. They did not know the number of rideshares so they just excluded them. Also, the townhome height increased to 30 feet.

Joel Roos, Pacific Union: We have heard people's concerns about the parking study. We want to be clear and transparent in future data collection.

Harry Bernstein, Merced Heights: The new development is ten times as dense as Westwood Park.

Yonathan Randolph, Ingleside: Thank you for covering the parking issue. The ability to park impacts people's decisions to drive. People will drive if parking is available and cheap. Parking is free for first week of semester. This causes the parking lot to be much fuller.

Joe Kirchofer, AvalonBay: I wonder if it's possible to give people an incentive to take transit on first day.

Yonathan Randolph, Ingleside: Can we study different Residential Parking Permit structures?

Joe Kirchofer, AvalonBay: We are studying Residential Parking Permits. It is not the easiest process. We can facilitate the process. We want to hear from folks in the neighborhood.

Tracy, Sunnyside: It seems vastly unfair that Westwood Park is able to divert traffic into Sunnyside and Ingleside. I feel the goals of transit first are inconsistent with amount of parking proposed. I would be happier with less parking. City College's parking allotment should be reduced to lessen traffic.

Joel Roos, Pacific Union: We think this is an opportunity to figure out parking needs with City College.

Joe Kirchofer, AvalonBay: As a landlord, we want to have some parking. There is also a political process to navigate. One of the design parameters was that San Ramon be closed to cars.

Brigitte Davila: For the traffic study, the first and last weeks of classes are unique. The study should look at the whole semester and include car share. We would like to reduce parking. We are focused on boosting enrollment. When you look at who is driving, it is clear that patterns are changing. I drive, but I work with millennials. Many of them do not drive. I am proud of young people for driving less. Old driving patterns will not hold.

Joe Kirchofer, AvalonBay: Yes, it will include care share. The study will include data from throughout the semester.

Jon Winston: City College's current conditions have been distorted by low pricing and plentiful supply of parking. At \$3/day who would not drive. We have done our part to reduce traffic. City College needs to look at traffic. City College should give students a free transit pass. We cannot compel people to bike, but we can look at alternatives, including a shuttle and more frequent Muni service. Nelson Nygaard talked about a Transportation Demand Management program for the whole neighborhood that would have teeth. This current plan sounds like a nebulous framework. The site plan should designate Uber and Lyft pickup spots. Uber and Lyft cars frequently block bike lanes.

Mike Ahrens: We need to protect City College. An expert needs to look at parking. City College commissioned a study and the developers have hired a consultant to look at parking. City College and the developer both have no facts yet. This development could be devastating to City College. You should wait until the results of the study come out. There needs to be a resolution between City College and this project. The density is a concern; 1,100 units is just too many. The parameters covered a lot less. This new development is a little less than ten times as dense as Westwood Park. Maybe it is too many cars or too many people. City College, traffic, and parking are our big issues.

Lisa Spinali: The Nelson Nygaard study was done as a way to get City College to weigh in. There were a lot of things that could have been done differently. We need a transparent system, possibly online, for people to see the parking data. I agree, we need to protect City College. This has been talked about as family housing. We need to be careful in calculating how many parking spaces are needed and not blindly

extrapolate based on other projects. The transit connections are good but not great. It may be helpful for Brigitte to be the liaison to City College. It is important to have regular communications with them.

Malinda Rodriguez, Sunnyside: We should slow down the process. The simplest solution is to build fewer units. Ocean Avenue and Phelan Avenue are really bad at rush hour. People with families will have cars. Families have cares for convenience and emergencies. I would like to see more transportation studies.

Joe Kirchofer, AvalonBay: Some developers promise the impossible and screw things up. I agree we need more facts. We are in the process of getting data. We have to study something so 1,100 units was chosen. We think we can serve this number. If 1,100 is wrong, we will do a different number.

Jennifer, Sunnyside: I'm concerned about having maximum parking for students during the phasing.

[Not stated]: Will fire trucks be able to access the site? We were told 500 units, now it is 1,100 units. You are not credible.

Anita Theoharis, Westwood Park: Land use gets emotional, I would ask that people do not demonize one another if they have a different point of view.

Harry Bernstein, Merced Heights: You have mentioned meetings with City College. What are these? Who goes? Can they be more widely attended?

Joe Kirchofer, AvalonBay: I think this a place where we are behind. City College is a complicated place. We have met with the Board of Trustees and the Chancellor. City College has hired a liaison; we are looking forward to meeting with her.

7. Adjournment – [Recording: 01:32:07]