



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary

HEARING DATE: MAY 28, 2020

Case No.: 2018-007883 GPA PCA MAP DVA and 2017-016313CWP
Project: Balboa Reservoir Project
Existing Zoning: P (Public)
Height-Bulk: 40-X, 65-A
Proposed Zoning: Balboa Reservoir Mixed-Use District (BR-MU)
Balboa Reservoir Special Use District
Proposed Height: 48-X and 78-X
Blocks/Lots: Block 3180/Lot 190
Project Sponsor: Reservoir Community Partners LLC,
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SUMMARY

On May 28, 2020, the Planning Commission (“Commission”) will consider a series of approval actions related to the proposed Balboa Reservoir Project (“Project”). The Commission has previously reviewed the Project as part of: 1) informational hearings on June 13, 2019 and on April 9, 2020; and 2) the Draft Environmental Impact Report (“DEIR”) on September 12, 2019. The actions before the Commission on the Project include the following:

1. Certification of the Final Environmental Impact Report (“FEIR”) prepared for the Project pursuant to the California Environmental Quality Act (Pub. Resources Code §§ 21000 et seq., “CEQA”), the guidelines implementing CEQA (14 Cal. Code Regs. §§ 15000 et seq., “CEQA Guidelines”), and Chapter 31 of the City’s Administrative Code;
2. Adoption of CEQA Findings, including a Mitigation and Monitoring Plan (“MMRP”);
3. Recommendation to the Board of Supervisors to approve General Plan Amendments to amend the Balboa Park Station Area Plan, the Recreation and Open Space Element, the Housing Element, and the Land Use Index as further described below and adopt General Plan and Planning Code Section 101.1 Consistency Findings;
4. Recommendation to the Board of Supervisors to incorporate recommended changes into the Planning Code Ordinance and approve Zoning Map Amendments and Planning Code Text Amendments to reclassify the site and establish the Balboa Reservoir Special Use District (“SUD”);
5. Approval of the Design Standards and Guidelines (“DSG”); and
6. Approval of the Project as part of the Development Agreement (“DA”) and recommendation to the Board of Supervisors to approve the DA.

PROJECT DESCRIPTION

Project Site

The Project site is an approximately 17.6-acre piece of land, located north of the Ocean Avenue Neighborhood 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, also known as the Balboa Reservoir. 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”).

The Project site is the western portion of a once-larger 28-acre Balboa Reservoir site. In 1957, the San Francisco Water Department (now the SFPUC) began excavation of the site for water storage, creating north and south basins separated by an east–west berm. The SFPUC never filled or used the basins for water storage. In 2011–2012, a series of land transfers between various public agencies resulted in the reconfiguration of the SFPUC’s original Balboa Reservoir land holdings. The City removed the east–west berm and reconfigured the 28-acre property into western and eastern portions. City College now owns the 10.4-acre East Basin, and the City, through the SFPUC, owns the 17.6-acre West Basin (the Project site). City College filled and developed the East Basin in 2010 with a surface parking lot and its four-story Multi-Use Building. The Project site does not contain any permanent structures and currently contains 1,007 surface vehicular parking spaces. The lot provides overflow parking for City College students, faculty, and staff.

Background

In 2009, the Planning Commission adopted the Balboa Park Station Area Plan, a community planning effort launched in 2000 as part of the Better Neighborhoods program. The key objectives of the Balboa Park Station Area Plan call for the development of a mixed-use residential neighborhood and public open space on the Project site if the SFPUC does not need the site for water storage.

In 2014, the Public Land for Housing Program was launched to utilize City-owned land to address the City’s most pressing housing issues, and in November 2014 the voters of San Francisco passed Proposition K setting a goal of building or rehabilitating 30,000 homes by 2020, with 33% of all new housing units to be affordable. The Office of Economic and Workforce Development, the Planning Department, and the SFPUC initiated a study of the SFPUC owned Balboa Reservoir site, which is among the first sites slated for San Francisco’s Public Land for Housing Program.

In the spring of 2015, Supervisor Yee and the Board of Supervisors created the Balboa Reservoir Community Advisory Committee (“BRCAC”) to serve as the primary forum for community feedback on the development of a master plan for the Project site. From 2015 to 2016, over the course of 16 meetings, BRCAC worked with the City and the community to establish development principles and parameters for developer selection, which informed the programming goals included in the Request for Proposals issued by the City and SFPUC in 2017. In 2017, the City chose a developer team, a partnership between BRIDGE Housing and Avalon Bay Communities, for the development of the Balboa Reservoir site and began an extensive planning process with City agencies and the community to develop a master plan for the site that would implement the Balboa Reservoir Project.

Proposed Project

The proposed Project will be built in phases and construct up to approximately 1.8 million gross square feet (“gsf”) of uses, including approximately 1.3 million gsf of residential space (approximately 1,100 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 neighborhood-serving retail, up to 550 residential parking spaces and up to 450 public parking spaces. Fifty percent of the housing units will be dedicated to low to moderate-income households. Approximately 4 acres will be devoted to publicly accessible open space, including the approximately 2-acre “Reservoir Park.” The SFPUC will 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. The Project sponsor is working with the SFPUC to design and improve this 80-foot-wide strip of land for use as publicly-accessible open space, subject to the SFPUC review and approval.

The Project is organized around the centrally located Reservoir Park and extends Lee Avenue to the north to provide a primary vehicle access to the site from Ocean Avenue. From the extended Lee Avenue, an east/west connection across the City College parking area provides a secondary vehicle connection to the site from Frida Kahlo Way. An internal loop of streets connects the extended Lee Avenue to the rest of the site.

The Project focuses on promoting sustainable modes of transportation given its close proximity to the Balboa Park BART Station, the City College terminal and multiple Muni lines. The extended segment of Lee Avenue would provide protected bike lanes that connect Frida Kahlo Way to a broader bike network, via Holloway Avenue Bike Route. The Project would also create safe and pleasant pedestrian facilities throughout the site, including wide sidewalks with trees, paseos with lush plantings, and raised crosswalks.

The Project would build a network of open space that makes the site more connected and accessible to surrounding neighborhoods, including approximately 2-acre Reservoir Park, approximately 1-acre SFPUC Retained Fee Open Space, and several terraces, plazas and paseos. Reservoir Park is planned to include community gardens, playgrounds, a multi-purpose lawn area, and picnic areas. The SFPUC Retained Fee Open Space, located at the gateway of the Project, may include a multi-purpose flex space, multiple plazas, a play area, and a nature exploration area. Two paseos, Brighton Paseo and San Ramon Paseo, would connect the on-site open spaces and pedestrian and bicycle circulation system to Ocean Avenue and to Westwood Park, respectively.

All open spaces will be maintained by the site master association(s) and managed for public use and benefit according to rules and procedures established in the Development Agreement. The current project proposal does not include any on-site access to public restroom facilities for the users of the open space.

In addition to open spaces, the Project features community amenities, including a publicly accessible community room and a childcare facility. The community room would be located at the entry of Reservoir Park, providing access to a kitchen. The childcare facility will accommodate approximately 100 children with 50% of the spaces dedicated to children of low-income families. The Project may also provide neighborhood-serving retail adjacent to the parks.

Maximum heights of new buildings would range between 25 feet and 78 feet. The tallest permitted building heights would generally be located toward Lee Avenue extension near the City College campus and step down westerly. The western side of the project site would build townhomes in order to provide a gradual transition to the lower prevailing heights in Westwood Park. The townhomes facing Westwood

Park will be required to provide building setbacks to respect the character of Westwood Park. In addition, upper story setbacks will be required on almost every block on the Project site.

ENVIRONMENTAL REVIEW

On August 7, 2019, the Department published the Balboa Reservoir Development Project Draft Subsequent Environmental Impact Report (“DSEIR”) for public review (Case No. 2018-007883ENV). The DSEIR was available for public comment until September 23, 2019.

On September 12, 2019, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to solicit comments regarding the DSEIR.

On April 29, 2020, the Department published a Responses to Comments -Volume 1 and 2 document, responding to comments made regarding the DSEIR.

On May 28, 2020, the Commission will consider certification of the Final Environmental Impact Report (“FEIR”) for the Project, and will determine if it is adequate, accurate and complete.

In addition, on May 28, 2020, the Commission must adopt the CEQA Findings for the FEIR, prior to the approval of the Project (See Case No. 2018-007883GPA PCA MAP DVA).

PUBLIC COMMENT AND COMMUNITY OUTREACH

The City and the Project Sponsor team have engaged in a robust community outreach program throughout the development and refinement of the Project design over the past five years. Community engagement included over 100 community engagement events including: 46 BRCAC meetings, public site tours, workshops, and presentations to interested neighborhood groups, office hours, presentations to City College Board of Trustees, and informational presentations to the Planning Commission.

Community input and feedback have played a central role in shaping the entire project. The BRCAC was composed of members appointed by Board President Yee, District 11 Supervisor Avalos and subsequently Supervisor Safai, and the Mayor to represent both neighborhood and citywide interests. The BRCAC spent over 16 meetings developing the detailed set of principles and parameters that were submitted as part of the Request for Proposals (“RFP”). These principles and parameters covered all aspects of the project including housing, transportation, sustainability, public benefits, relationship to city college, urban design and neighborhood character, and public realm. Additionally, the three development teams that were finalists in the RFP process all presented their proposals to the public for feedback and comment. After the project sponsor team was selected, the City team and the project sponsor team continued to meet with the public over the course of 3 years to refine the project. The BRCAC and the community played key roles in ensuring that the project was designed to meet robust affordable housing goals and that the project was incorporated into the neighborhood fabric.

PLANNING COMMISSION REQUIRED ACTIONS FOR THE PROJECT

As summarized above, the Commission must take several actions to approve the Project. These actions include:

Certification of the FEIR and adoption of CEQA Findings.

Per the California Environmental Quality Act (CEQA), prior to considering approval of the proposed Balboa Reservoir DA and related approval actions, the San Francisco Planning Commission must make and adopt the findings of fact and statement of overriding considerations and adopt recommendations regarding mitigation measures and alternatives based on substantial evidence in the whole record. Exhibit I, attached to this executive summary, contains all of the information related to the proposed CEQA Findings, including the draft motion to make findings and a Statement of Overriding Considerations, the draft CEQA Findings, and the draft Mitigation Monitoring and Reporting Program.

General Plan Consistency Findings

The Commission must adopt findings of General Plan consistency for all approval and implementation actions related to the project. These findings are included in the approval resolution being considered by the Commission to amend the General Plan.

General Plan Amendments

The Project site is currently referenced in the General Plan as designated for Public use with a height limit of 40-feet and 65-feet, and as such, the Project could not be constructed under the current provisions of the General Plan. However, existing policies in the Balboa Park Station Area Plan anticipated development of the Project site to accommodate a wider range of uses upon conclusion of a community planning and design process. The proposed General Plan Amendments reflect the Project that emerged from the community process.

The subject General Plan Amendments would (1) amend the introduction text, Map 2, Objective 1.4, Map 3, Policy 1.4.2, Map 4, Policy 2.4.4, Policy 3.4.3, Objective 4.4, Policy 4.4.1, Policy 5.1.1, Policy 5.1.3, Map 5, and Map 6 of the Balboa Park Station Area Plan to reflect the mixed-income residential neighborhood nature for the subject site; (2) amend Map 3 of the Recreation and Open Space Element, (3) amend the Land Use Index to reflect amendments to the maps described above in the Balboa Park Station Area Plan and the Recreation and Open Space Element, and (4) amend the Housing Element to include a new policy to promote housing that is designed for families with children.

Planning Code Map and Text Amendment – Balboa Reservoir Special Use District

On April 28, 2020, Board President Norman Yee introduced an ordinance that would amend the Planning Code to establish the Balboa Reservoir Special Use District (“SUD”) and make other conforming Code amendments. Since the Planning Code ordinance introduction, Board President Norman Yee recommended changes to the ordinance to support a more family-friendly project and staff identified corrections, which are described at the end of this section.

The SUD will provide specific land use and development controls for the project site, which encompasses the subject property, the public rights-of-way within the boundaries of the site and the associated open spaces. The Balboa Reservoir SUD sets forth the zoning requirements for the site, including:

- Uses, including allowed uses per parcel and ground floor requirements;
- Building Standards, including Height and Bulk, Off-Street Parking, Bicycle Parking, Dwelling Unit Exposure, Open Space for Dwelling Units, Permitted Obstructions and Signage;
- Incorporation by reference of the Design Standards and Guidelines document, which contains additional standards and guidelines for development of the site.

In addition, the SUD outlines the design review process for the Development Phases and Minor/Major Modifications to Building Standards. The Design Review procedures include:

- Phase Approval: An overarching “Phase Application” will be submitted to the Department for approval in accordance with a DA. The Phase approval would assure that the Master Developer is moving forward with infrastructure and community improvements at the same time as the development of the buildings. The Phase approval is required before Planning can begin review on a specific vertical improvement.
- Design Review and Approval of Vertical Improvements and Privately-Owned Community Improvements: Design review and applications for vertical improvements (new construction of a building or any later expansion/major alteration or addition to a previously-approved building) and Privately-Owned Community Improvements (e.g. Reservoir Park, Paseos, and other Project open spaces) will be submitted to Planning. Planning staff shall review these applications for consistency with the SUD and the DSG. The Planning Director shall have discretion over minor modifications (deviation of less than 10 percent from any dimensional or numerical standard in the SUD and the DSG), while the Planning Commission shall review and approve any major modification. Other than major modifications, the Planning Director would approve all vertical improvements and Privately-Owned Community Improvements.

The SUD requires public meetings as an element of the design review process for buildings and Privately-Owned Community Improvements as follows: (1) For all buildings, Project Applicants must conduct a minimum of one pre-application public meeting at or near the Project site per the Planning Department’s pre-application meeting procedures; and (2) For any parks or open space within the Project site, Project Applicants must conduct a minimum of two community meetings at or near the Project site per the Planning Department’s pre-application meeting procedures. Additional meetings related to the parks and open space design may be required at the discretion of the Planning Director.

Recommended Changes since the Introduction of the Planning Code Ordinance

Board President Norman Yee and Planning staff recommend the following changes to the Planning Code ordinance. A summary of the recommended changes are attached to this Executive Summary. The recommended changes are in two categories: 1) support for family-friendly development and 2) corrections for consistency and clarity, as listed below:

- 1) Support for Family-Friendly Development
 - Amend Section 249.88 (a) to clarify that the intent of the Balboa Reservoir Special Use District (SUD) is to establish a family- and child-friendly mixed-use residential neighborhood.
 - Amend Section 249.88 (g)(6) to increase the portion of dwelling units with two bedrooms or more.

- Section 249.88 (g)(8)(I)(ii) to require a planted area in common usable open space.
- Section 249.88 (g)(10) to require parking spaces for oversized bicycles.
- 2) Corrections for Consistency and Clarity
 - Amend Figure 249.88-1 Balboa Reservoir Land Use Map and Table 249.88-1 Balboa Reservoir Land Uses to remove incorrect references to Blocks M and P as these blocks are designated as privately owned streets.
 - Amend Figure 249.88-2 Height Limit Map and Figure 249.88-3 Minimum Building Setbacks to correct Block G parcel lines.
 - Amend Section 249.88 (g)(8)(E) Mass Reduction to correct the height reference to be consistent with the Height Limit Map.
 - Section 249.88 (g)(8)(F)(i) to correct the dimension reference to be consistent with the site-wide step-back requirements.
 - Section 249.88 (g)(8) to add a new section regarding obstructions.
 - Section 249.88 (g)(12) to revise references to Section 169, Transportation Demand Management Program.

Zoning Map Amendments

The same ordinance introduced on April 28, 2020, by Board President Norman Yee would also amend the Zoning Map and Height and Bulk District Map for the project site. As indicated above, the Site would be included within the new Balboa Reservoir SUD, which would rezone the land currently zoned P (Public) to BR-MUD (Balboa Reservoir Mixed-Use District), whose controls would be fully contained within the SUD.

The site is currently within the 40-X and 65-A Height and Bulk designations. It would be rezoned to 48-X and 78-X Height and Bulk Districts. The Balboa Reservoir SUD contains more fine-grained height and bulk regulations.

Design Standards and Guidelines

The DSG articulates a vision and goals for the character of the overall project, and provides specificity on aspects of land use, building frontage, open space, streets and streetscapes, parking and loading, buildings, lighting, and signage. The scope of the DSG is expansive and includes regulatory standards, supplementing the controls in the SUD, as well as guidelines for each topic area. The following is a summary of the main chapters of the DSG:

- *Land Use:* Allowable land uses on the site are designated by development block. The development is primarily residential with potential for some small ground floor uses on the Project site, such as retail and other community-serving uses.
- *Open Space Network:* The Project will create approximately 4 acres of new public open space including the Reservoir Park, Paseos, and several smaller plazas and pathways throughout the Project site. All open spaces in the Project will be privately owned and publicly accessible. The DSG establishes minimum dimensions, amenities and general layout along with intentions for design and use of the space.

- *Streets and Streetscapes:* The Project will establish a new, multi-modal street network, which will connect the project site to Ocean Avenue and Frida Kahlo Way, as well as surrounding neighborhoods and the city at large. Streets will be designed in compliance with the DSG and Master Infrastructure Plan, both of which are adopted along with the DA.
- *Parking and Loading:* The SUD and DSG allow for the construction of a maximum of 550 residential parking spaces and 450 public parking spaces in below grade or fully wrapped parking structures.
- *Buildings:* The Project establishes standards and guidelines for massing and architecture, streetwall, building base and ground floor, facades and materiality, projections, roofs, residential building elements and open space, garages and service entry design, and sustainability. The DSG emphasizes pedestrian-friendly development by including robust requirements for activation, modulation, and scaling of building frontages with respect to the scale and function of the adjacent street or open space.

Development Agreement

The DA is a contract between the City and the developer (Reservoir Community Partners, LLC) that requires the developer to construct the Project in exchange for public benefit obligations above and beyond those provided by typical code-compliant projects. The DA has a term of 25 years and “runs with the land”, i.e. entitlement and obligations transfer to any new owners, in the case that Reservoir Community Partners, LLC sells all or part of the land. Among other things, the DA gives the master developer the right to develop the Project in phases in accordance with the DA, requires certain public benefits, describes the application of existing and future City laws, and establishes fees and exactions. Key provisions of the DA include:

- *Open Space:* Creation or improvement of approximately 4 acres of public open space, including Reservoir Park, Paseos and several smaller plazas, and bicycle and pedestrian pathways and streets throughout the Project site. New public streets will be conveyed to the City to become rights-of-way, and public open spaces will be operated and maintained in perpetuity by the Project.
- *Affordable Housing:* The Project will create a significant amount of affordable housing units. The affordable housing plan will facilitate development of approximately 550 affordable housing units, or 50% of all residential units built within the project site. Approximately 150 of the affordable housing units will be designated for affordable educator units.
- *Sustainability:* The Project will implement sustainability measures to enhance livability, health and wellness, mobility and connectivity, climate protection, resource efficiency, and ecosystem stewardship.
- *Transportation:* The project will construct a new multi-modal street network with new connections to Ocean Avenue and Frida Kahlo Way. Additionally, the Project will contribute approximately \$10 million in Transportation Sustainability Fees to SFMTA for transit system improvements. The Project includes a robust Transportation Demand Management program with a focus on family-friendly measures to assist families in finding transportation choices. The Project will also make a fair-share contribution to transit improvements on and around Ocean Avenue that was identified as part of the environmental review process.

- *Jobs & Workforce Development Program:* Development of the project will include participation in a robust set of Workforce Development programs for contractors, consultants and subcontractors focused on local hiring and job training. Workforce Development programs include Local Hiring for Construction, First Source Hiring, Local Business Enterprise obligations, and prevailing wage requirements.
- *Childcare and Community Facilities:* The Project will include approximately 10,000 square feet of community space including a 100-space childcare facility with 50% of the spaces reserved for children of low-income families, and a publicly-accessible community room adjacent to Reservoir Park.
- *City College Collaboration:* Project site design has been coordinated with City College to encourage safe and welcoming connections between the Project site and City College's main campus. The project will include an affordable educator housing building with approximately 150 units with a preference for City College employees, both faculty and staff. The project will also construct public parking spaces to accommodate drivers from City College and the general public, sized appropriately to meet the typical daily demand.

In conjunction with the Development Agreement, other City agencies retain a role in reviewing and issuing later approvals for the Project (for example, subdivision of the site and construction of infrastructure and other public facilities), as memorialized in the DA and other implementing documents. It is also proposed as part of approval of the DA that the City will consent to waive or modify certain procedures and requirements under existing Codes in consideration of alternative provisions in the DA.

ISSUES AND OTHER CONSIDERATIONS

Project Options and Variants

The FEIR studied two options for the Project site's residential density to capture a range of possible development: The first is referred to as the Developer's Proposed Option (1,100 dwelling units) and the second is referred to as the Additional Housing Option (1,550 dwelling units) 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 site plans and building footprints. The distinction between these two Options is an assumption in the Additional Housing Option of slightly smaller average unit sizes throughout the project and building heights of up to 10 feet taller on portions of some of the blocks.

Four additional variants were studied that consider modifications to a limited feature or aspect of the Project:

Variant 1, Aboveground Public Parking, would locate the 750-space public parking garage above grade on Blocks A and B, with residential units wrapped around the garage;

Variant 2, South Street Alignment and Aboveground Public Parking at North End of Site, would shift South Street to the southernmost portion of the site and locate the 750-space public parking garage above grade on Block G, with residential units wrapped around the garage;

Variant 3, Assumes Pedestrians and Bicycles Would Not Access the Site via San Ramon Way; and

Variant 4, North Street Extension, would shift the offsite north access road from Frida Kahlo Way to align with the project site's North Street.

The Project subject to the Commission's approval as part of its action on the DA is generally described in the "Project Description" section above in this Executive Summary and more particularly in the Planning Commission DA Resolution. The "Project Description" includes an increased height limit of the easternmost 58 feet of Blocks TH1, TH2 and H from 35 feet to 48 feet that the FEIR analyzed in the "Additional Housing Option." Staff recommends the Commission not proceed with the Additional Housing Option, *except* for this 48-foot height on Blocks TH1, TH2, and H.

Staff also recommends the following: 1) withhold a decision on Variant 1 and authorize the Planning Director to make a design decision on garage locations at the time of Development Phase Application approval that includes a garage(s); 2) reject Variants 2 and 3; and 3) withhold a decision on Variant 4 at the time of Project approval because the Planning Commission has no control over this decision. However, if and when the designated City and City College officials agree to a specific location for the North Street Extension, the Planning Commission authorizes the Director to approve any conforming changes on the Project site that would be associated with a Development Phase Approval application. These recommendations are included in the attached Draft DA Resolution.

Transportation

The City has heard concerns around the following transportation related issues:

- Potential traffic congestion, including at key Ocean Ave intersections and in the Sunnyside neighborhood;
- Pedestrian safety between the site and Balboa BART Station along Ocean and Geneva; and
- Parking demands, including loss of onsite parking for CCSF students and faculty and spillover parking demand in Westwood Park and Sunnyside.

The BRCAC and the community played a central role in engaging with the City and the sponsor team to study and address these concerns. As a result of the community's input, the following detailed analyses and studies conducted both for the City and for the project team were undertaken to explore the transportation needs in the area:

- Transportation Demand Management framework for the entire area (Nelson Nygaard, 2017),
- Non-CEQA analysis study, which was supplemental to the required CEQA analysis and covered topics not related to CEQA such as parking demand and supply, potential shuttle service and vehicle traffic and operations (Kittelson & Associates study, 2019),
- Study as part of the EIR to understand potential CEQA impacts (CEQA transportation study, 2019).

Throughout the process, the City team included our colleagues at the SFMTA and consulted with other transportation experts.

In response, the following actions are being taken:

1) The SFMTA is initiating the Frida Kahlo/Ocean Ave/Geneva Ave intersection improvement project to improve safety and transit and the MUNI forward K Line study which will allow for two car train access, improve pedestrian safety and access and improve transit speed.

2) The City and the sponsor team have worked extensively with City College on a Transportation Demand Management Program ("TDM") for the college.

3) The project sponsor team has also agreed to a) implement a robust TDM program for its future resident, b) contribute approximately \$10 million in transportation sustainability fees to fund transportation system improvements, c) fund the mitigation measures, d) commit to build or fund a minimum number of public parking spaces on site or immediately adjacent to the site based on a parking analysis and consultation, and e) build a sustainable street network to provide connections for bicycle and pedestrians.

The BRCAC and the community's advocacy has shaped not only the on-site improvements, but through the above-mentioned transportation improvements will also help improve the surrounding transportation network.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must:

- 1) Certify the FEIR pursuant to the CEQA;
- 2) Adopt CEQA Findings, including a statement of overriding considerations and a "MMRP";
- 3) Recommend that the Board of Supervisors approve the ordinance amending the General Plan including amendments to the Balboa Park Station Area Plan, the Recreation and Open Space Element, the Land Use Index, and the Housing Element, and adopt General Plan consistency and Planning Code Section 101.1 Consistency and Implementation findings for the Project as a whole;
- 4) Recommend that the Board of Supervisors incorporate recommended changes into the Planning Code Ordinance and approve the ordinance amending the Planning Code to establish the Balboa Reservoir Special Use District, and amend the associated Zoning Maps;
- 5) Adopt the proposed the Balboa Reservoir Design Standards and Guidelines document; and
- 6) Approve the Project as part of the Development Agreement and recommend that the Board of Supervisors approve the DA for the Project.

BASIS FOR RECOMMENDATION

- The Project will add a substantial number of housing units, including affordable housing units, and will develop a large amount of open space on an underutilized parcel of public land.
- The site is currently underutilized, and the addition of new housing units, ground-floor retail and community spaces, new streets and public amenities, and publicly-accessibly open spaces will enliven the area.
- The Design Standards and Guidelines document will provide specific guidance for the character of the overall Project, resulting in high-quality architecture, extensive streetscape and public realm improvements, and abundant publicly-accessible open space.
- The Development Agreement will provide substantial public benefits in areas including affordable housing for City College staff, funding for transportation improvements, workforce development, a community room, and childcare facility, among other benefits.
- The Project is, on balance, consistent with the Goals, Policies, and Objectives of the General Plan.

RECOMMENDATION: Recommend to the Board of Supervisors approval of the General Plan Amendments, Planning Code Text and Map Amendments, incorporating staff's and Supervisor Yee's proposed amendments, the Development Agreement and approval of the Design Standards and Guidelines.

Attachments:

II. CEQA Materials

Draft FEIR Certification Motion
DEIR Response to Comments
CEQA Findings and Draft Adoption Motion
MMRP
Revision to Developer's Proposed Option Memo
Financial Feasibility Analysis of Balboa Reservoir Project Alternative B
Peer Review of Financial Feasibility Analysis of Balboa Reservoir Project Alternative B

III. General Plan Amendments

Draft GPA Resolution and GP Findings
Draft GPA Ordinance
Exhibit: General Plan Maps with notated proposed changes

IV. Planning Code Text and Map Amendments

Draft Resolution
Draft Ordinance
Summary of Recommended Planning Code Revisions
Draft Design Standards and Guidelines Motion

V. Development Agreement

Draft DA Resolution
Draft Ordinance
Project Sponsor Letter
DA Application Letter
Draft Development Agreement
Draft Development Agreement Exhibits including:

- Master Infrastructure Plan
- Transportation Demand Management Plan
- Design Standards and Guidelines