

**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, July 9, 2018**

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-070918 available via the following link: www.sf-planning.org/BRCAC

Committee Members Present:

Howard Chung; Brigitte Davila; Robert Muehlbauer; Maurice Rivers; Lisa Spinali; Mark Tang; Jon Winston

Committee Members Absent:

Michael Ahrens; Christine Godinez

Staff/Consultants Present:

Office of Economic and Workforce Development: Emily Lesk, Tom Shanahan

San Francisco Planning Department: Jeremy Shaw

SFMTA: Carli Paine, Tony Henderson

1. Call to Order and Roll Call

2. Opening of Meeting

- a. April CAC meetings will be approved at the next CAC meeting
- b. Motion to hold CAC Chair and Vice Chair Election:
 - i. Moved: Davila; Seconded: Winston
 - ii. Ayes: Chung, Davila, Muehlbauer, Rivers, Spinali, Tang, Winston; Noes: [none]; Abstain: [none]
- c. Slate of Jon Winston as Chair and Robert Muehlbauer as Vice Chair

- i. Moved: Spinali; Seconded: Davila
- ii. Ayes: Chung, Davila, Muehlbauer, Rivers; Spinali, Tang, Winston; Noes: [none]; Abstain: [none]

3. Planned Community Meeting Calendar

- April: Community Planning Open House
- May: Reservoir to BART Walking Tour
- June: Open Space Open House; Affordable Housing Van Tour
- July: On & Off – Site Transportation
- September: Community Park Day
- October: Architecture
- November: Sustainability
- December: Holiday Celebration

4. Transportation Update

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

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

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 rideshare
- 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

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

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
- Modify exit ramp from 280 to improve pedestrian safety
- Also consider further improvements to Phelan Avenue/ Frida Kahlo Way.

5. Question and Answer: Transportation Update

Supervisor Yee: I want to thank all the CAC members for volunteering their time. It has been three years of meetings. Thank you to Lisa for her time and commitment.

Robert Muehlbauer: Will the Transportation Demand Management (TDM) study look at a shuttle?

Joe Kirchofer, AvalonBay: Yes

Rueben Smith, CCSF: City College is working closely with the development team. Our primary goals are: ensuring enough parking for students, a project compatible with the facilities master plan, and affordable housing for faculty and staff. This project presents an opportunity for City College. City College has a responsibility to find our true demand for parking. We are looking at our sustainability plan from 2009. We are looking at alternative transportation and incentives for faculty, students, and staff.

Lisa Spinali: Can you share how you are working with the developers?

Rueben Smith, CCSF: We meet with them bi-weekly or monthly, and we go through the site plan. They are committed to meeting the needs of the district. They haven't shied away from our requests, needs, and demands. They have been great to work with.

Lisa Spinali: Bridgette, do you have anything to add regarding City College and this project?

Bridgette Davila: There is a productive working relationship between the development team and City College.

Tony Henderson, SFMTA: Charlie Ream is the project manager for Ocean Ave, but he had a last minute family emergency. Charlie said he would be happy to come another time and is reachable by phone and email. SFMTA is looking at the current and future needs of the neighborhood. There have been two fatalities on this segment of the Ocean Avenue corridor.

Lisa Spinali: I would like to see an integrated approach between SFMTA and this project.

Bridgette Davila: Who are you working with at City College?

Carli Paine, SFMTA: Charlie has connected with Charmaine Curtis, City College's point person for the Reservoir. He has been working with her to learn how to engage with the City College facilities team, facilities committee, and larger CCSF community.

Jon Winston: As a biker, I am happy to hear that bike improvements are planned for Ocean Avenue. The 43 bus also needs to be improved.

Tony Henderson, SFMTA: There are plans for increased bus and train frequency in the area.

Carli Paine, SFMTA: I manage a team that looks at how transportation interacts with new development. We are involved in the scoping of transportation work. We are also involved in negotiating fees and other transportation infrastructure.

Robert Muehlbauer: When do the money people get involved?

Carli Paine, SFMTA: There are a few ways that improvements happen. Every development project has to pay a transportation impact fee. The majority of this goes to maintaining the existing system. Some goes to expanding the system. We are looking at what the priorities are for these funds. We don't want to build first and have the transportation come after. We ideally want the fee money to come in early so we can advance capital projects.

Jon Winston: How will we reduce transportation costs and congestion?

Carli Paine, SFMTA: Congestion will be a challenge whether or not this project happens. We can try to encourage people to take alternative transit. We have an existing program called class pass for colleges and universities. If every student opts-in there is a discounted price. We are also looking at an institutional pass for employers or housing developments.

Howard Chung: Can SFMTA support a shuttle?

Carli Paine, SFMTA: SFMTA would not operate a shuttle. Looking at the last mile options is really important. To be effective shuttles need to operate very frequently, which can be very expensive.

Howard Chung: How can concerns about neighborhood parking and the cost of Residential Parking Permits (RPP) be addressed?

Carli Paine, SFMTA: It is not our policy to reduce the cost of RPP. SFMTA is looking at RPP reforms.

Bridgette Davila: Is undergrounding the K-line a possibility?

Carli Paine, SFMTA: The City is looking at what the next big transit projects will be. The next phase is looking at transit corridors that need to be updated. The project is called Connect SF.

Mark Tang: Are you looking at other transit options, including biking and car share?

Carli Paine, SFMTA: When the City reviews projects, we are looking at connectivity and safety.

Lisa Spinali: There is some mistrust between the community and SFMTA. It would be great to have lots of transparency and community engagement.

Planned SFMTA Route Improvements:

Route	Service/Frequency Increase	Capacity Increase
K Line	Increasing frequency in June 2018 (from 8 to 7 min) in AM/PM peak	12.5% increase in capacity in peaks. Seats are an additional 200 pax per peak hour (went into effect 6/16/18)
29 Sunset	Adding frequency for AM/PM peak (from 4 min to 3 min) in AM peak	25% increase in capacity in peaks. Seats are an additional 100 pax per peak hour (to go into effect Feb 2019)
49 Van Ness-Ocean	Indirect but VN BRT will help bring more reliability and faster travel times along route	-
8/8AX/8BX Bayshore Express	Increasing frequency in June 2018 (from 7 to 6 min) in AM/PM peak	14.2% increase in capacity in peaks; seats are an additional 160 pax per

		peak hour (went into effect June 2018)
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6. Public Comment: Transportation Update

Kate Favetti, Westwood Park: City coordination needs to include more departments. SFMTA, DPW, and Planning should all be involved. The Ocean Avenue overpass needs to be improved.

Hedda Thieme, Westwood Park: It is very dangerous when traffic turns left on Ocean Avenue.

Chris Hanson, Excelsior: When Dr. Smith says that City College is meeting with the development team, it would be great to know who is there. I was surprised that the SFMTA representative said that Charmaine of the City College liaison to this project. I would like Charmaine Curtis to attend the facilities committee meetings. She has not come to these meetings.

Laura Fry, Westwood Park: Do you have any specific transit changes in mind for this project?

Carli Paine, SFMTA: The K-line, the 8 bus, and the 29 bus will be more frequent. The Van Ness BRT project will also lead to a faster and more reliable system. SFMTA is working to identify improvements that will make the K-line faster and more reliable.

Rita Evans, Sunnyside: I've attended these meetings for three years. There is a lack of commitment and funding to make transportation work. There are shuttles all over this city. It is disheartening that this is not being embraced.

Mark Kersan, Westwood Park: Manhattan Beach has RPP that only allows neighbors and guests to park in the neighborhood. I would like to see a requirement that people have offsite parking. We need to get rid of the cars.

Harry Bernstein, Merced Heights: There was a traffic fatality at Miramar and Ocean. Taking Phelan back to four lanes would improve transportation.

Theodore Randolph, Excelsior: Transit needs to be improved. We have private companies providing transit because SFMTA can't.

7. Parking and Circulation

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

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

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

Transit-Oriented Design

- Improved paths to transit + Ocean Ave.
- One block walk to groceries + on-site childcare
- Generous sidewalks, raised pedestrian crossings+ street trees
- Prominent lobby with sheltered waiting area
- Multiple building entries+ direct access to public open space
- Convenient loading zone for passengers + deliveries
- Bike parking + workshop at street level with easy access to bike routes
- Public bike share stations, including bikes with electric assist to help with evening climb from the BART Station
- Car share spaces on street, readily available to public
- On-site parking located at basement level, maximum of 0.5 spaces per unit on site, unbundled
- Secure package room with refrigerated storage
- Collaborative workspace + meeting rooms on site
- Fitness areas overlooking public open space
- Shared social areas for on-site events, including shared roof decks

Parking Methodology Overview

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

Parking Counts

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

Parking Counts

- Current site plan consists of seven separate blocks plus town homes
- 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

Phasing

- Phase I includes blocks surrounding Central Park plus town homes
- 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

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

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

Transportation - Next Steps

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

8. Question and Answer: Parking and Circulation

David Tejada, Sunnyside: If people are able to walk through the site, many people will park on San Ramon.

Chris Hansen, Excelsior: It would be good for future parking counts to be held on Tuesdays and Thursdays. These are when most classes are held. How much will parking in the new garage cost?

Joe Kirchofer, AvalonBay: We've talked about \$8-12 per day for parking.

Yonathan Randolph, Ingleside: Right now City College charges \$3 per day or \$50 per semester. This is too low. The pricing should be more appropriate.

Jennifer Heggie, Sunnyside: What would parking on the southern side of campus look like?

[Not stated]: What is the assumption on residential parking behavior in the new garage? The assumption that residents will move their cars during the day may not be true.

Harry Bernstein, Merced Heights: Charging \$8-12 per day to park is still expensive. It seems like they are building the garage for their profit. The \$3 per day level is to protect students.

Joe Kirchofer, AvalonBay: Parking shouldn't be cheaper than transit. We are trying to find a parking structure that works for City College students. In regards to time of day use by residents, we can adjust pricing to encourage certain behavior.

Bridgette Davila: Why does the San Ramon exit appear with a question mark in the graphic? The parking counts should be done on Tuesdays and Thursdays. These are peak days.

Howard Chung: The parking study seems very transparent. Placing the parking on the southern side makes a lot of sense.

Jon Winston: I agree with parking on the southern side of campus. It would be great if the project and campus TDM studies could be coordinated.

Robert Muehlbauer: It would be great for there to be a manual for new residents explaining where to get Uber and pick up packages.

Lisa Spinelli: I agree about the southern garage. For car counts, how do we know how many are faculty and students? I suspect people are parking in the reservoir and walking to BART. The question mark on San Ramon is truly a question mark; it has not been decided.

12. General Public Comment

Chris Hansen, Excelsior: The Berkson report put the cost of building a parking garage at \$13 million.

Yonathan Randolph, Ingleside: Near the Richmond BART station, 1,000 units are being built on 6 acres.

Laura Frye, Westwood Park: I would like to see examples of shared parking garages that have worked. The open space on the side of the project is deceptive. It seems to show a wide open space, but it is not. The current plan diverges from the BRCAC parameters on height, and therefore also on density. The parameters said that heights would range from 25' on the west to 65' on the east with heights tapering down on approach to the neighborhood. In the current plan, there are 55'/45' buildings right next to the townhouses, that is not equal "tapering down."

Rueben Smith, CCSF: We have recently increased parking in the reservoir lot to \$5 per day. We are looking into new parking machines that will require a student ID or scan license plates to prevent people from using the lot for BART.

Harry Bernstein, Merced Heights: The northern part of the reservoir was never supposed to be developed. Even though it has not been declared surplus, the decision seems clear. I want to know how the development will offset the loss of campus parking.

Theodore Randolph, Excelsior: When thinking about transportation, we should look at the future.

Lisa Spinelli: Thank you, everyone.

13. Adjournment