

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

**DOCUMENTS RECEIVED FROM
PUBLIC DURING
11/30/15 REGULAR MEETING**

AND

**EMAILS RECEIVED FROM
PUBLIC VIA BRCAC@SFGOV.ORG**

Period: 11/06/15 – 12/01/15

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

**DOCUMENTS RECEIVED FROM
PUBLIC DURING
11/30/15 REGULAR MEETING**

**Lick Wilmerding High School, Cafeteria
755 Ocean Avenue, San Francisco, CA 94112**

Monday, October 19, 2015

6:30 PM

Regular Meeting

November 30, 2015

To Citizens Advisory Committee, Balboa Reservoir

Re Transportation at City College (CCSF)

I have found none of your discussion points relevant to the real problems of my neighborhood, Sunnyside, North of the main CCSF campus (Phelan/Ocean). But certainly transportation is a vast problem. For at least 25 years, the Phelan/Ocean/Geneva intersection has been rated "F." That means the cars lined up to negotiate the intersection cannot do so on one light. Now it's more like 5 lights, motorists reporting taking a half hour or more to get from Judson to a turn onto Ocean.

When I moved into Sunnyside in 1970 (45 years ago), students parked on the streets. My neighbors advised me to get used to it. I was told CCSF is important to all the citizens of San Francisco. Many neighbors got up at 7:00 a.m. to get out of their garages and park on the street so a careless student would not block their driveway and prevent the homeowner from getting to work. They themselves took classes. The woman across the street from me lost her husband in an accident. She went to CCSF and became a legal secretary, raising her two young sons who themselves graduated from CCSF. This is a typical neighborhood story.

And so my comment the mayor's office is that no housing should be built at CCSF. No number of new housing units can solve the SF housing mess. But a great deal can be done. One is suggested in an editorial in the Examiner of November 29, written by Patrick Monette-Shaw, columnist for the Westside Observer, our neighborhood newspaper. He writes that Mayor Lee, who is responsible for this meeting, has no popular mandate to run the city. Writer Monette-Shaw hopes that the election of Aaron Peskin will restore some balance between the Mayor's Office and the Board of Supervisors. "If not," he writes, "the only option left may be to consider quickly mounting a recall campaign against Mayor Lee, to prevent a complete sellout of the City to his billionaire backers during the next four years."

I want to be among the first to sign and contribute to the recall campaign. When I write up my reasons people should sign, the first will be this: Mayor Lee tried to destroy City College.

Thank you.

Ellen Wall, City College English Department Emerita

ewall@ccsf.edu

TRANSPORTATION PRINCIPLES BR CAC MEETING COMMENTS

At a special Sunnyside Neighborhood Association meeting in June, we distributed surveys and received 69 surveys back. Part One of the survey asked "What are your concerns about development of the Balboa Reservoir space?"

The leading response was congestion (34%), followed by parking (24%) together making up 58% of the responses. Congestion received more than twice the votes of the third concern.

We request in Principle 1, that you take into account congestion and parking impacts to Sunnyside streets on the north and east side of the reservoir – to Judson, Circular, and Monterey Boulevard and the narrow neighborhood streets that feed into them.

[We commend the inclusion of safe connections through the Balboa site:]

We strongly support pedestrian paths that traverse the Reservoir from northern neighborhoods to Ocean Avenue. Pedestrian paths should be separate from bicycle paths in order to maximize general pedestrian safety, including the safety of people pushing strollers or walking with children or dogs.

We also strongly support providing a safe bicycle connection through the Balboa site that serves to replace the unsafe bicycle lane on Phelan Avenue.

In Principle 2, please include impacts to Sunnyside congestion, safety and parking in all monitoring and transportation performance reports.

Principle 3,

Residential parking for the new site should not depend on existing neighborhood parking or the City College parking lot, which we expect to shrink in the future.

Providing electric chargers with reservoir parking spaces provides owners a greater incentive to park their vehicle in a space where they can charge their vehicles, rather than on neighborhood streets. Every four-wheel vehicle parking space should be constructed with a minimum of a 220-volt connection for electric vehicles.

Back to Principle 2:

Every reservoir parking space for two-wheel vehicles should have a 110-volt outlet for charging, to facilitate adoption for movement through hilly or congested areas of the City using two-wheel vehicles.

It is much more cost efficient to insert electrical circuitry during construction of the building, than afterward.

Principle #4:

Consider an electric vehicle day at which residents can learn about all forms of clean electric vehicles, such as electric bicycles, electric motorcycles and scooters and cars as well as the assortment of electric chargers available and the capabilities available on site. You could partner with SF Environment, Charge Across Town and the Golden Gate Electric Vehicle Association to help organize this.

Overall Comments

1. This principle must be done in conjunction with City College—no other way to do it appropriately and accurately.
2. The ordering of principles is misleading—we should be leading with #3, then #1 and finally #2. #4 should be eliminated as it is not enforceable and is a City responsibility not to be pawned off to the developer.
3. Let's fix Phelan Avenue now.

Principle 1:

- a) not minimizing or eliminating but providing the right number
- b)
- c) please include Sunnyside, Westwood Highlands and Sought of Ocean as well as Judson and Monterey as a part of the study and existing street patterns; remember there are five schools in the immediate vicinity
- d) Separate lanes for bicycles and remove Phelan bicycle lanes; we need a north/south bicycle route that will work
- e) Good with SF Better Streets plan and assumes also in compliance with national NACTO standards

Principle 2:

- a) Need clarity around 60% build out; what is breakdown for mode share, % for City College; TDM manager—employed by whom, how will it be enforceable, how long, how is position connected to policy development
- b) Car share—for City College as well; could help provide incentives for students in a real way; what is the requirement by the City? Can we ensure for every household?
- c) On site rider amenities: shuttle for better connectivity with Balboa Station; electronic shuttles as an option; are these incentives enough to encourage people to not have/use car?

Principle 3: Change principle to read “Ensure appropriate supply of parking for residents” and should include statement about mitigating impact to the local surrounding communities

- b) 1.0 spots per household (especially since there is an interest in family housing)
- c) Again very important to work with City College; need to see the TDM study—No impact on additional neighborhoods
- d) City will have to own this
- e) Parking should be at affordable rates and what can we do regarding the Parking Pilot program—we should be in this study as it will help us considerably

**BALBOA RESERVOIR COMMUNITY ADVISORY COMMITTEE
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**EMAILS RECEIVED FROM
PUBLIC VIA BRCAC@SFGOV.ORG**

Period: 11/06/15 – 12/01/15

Wong, Phillip (ECN)

From: ajahjah@att.net
Sent: Friday, November 06, 2015 1:29 PM
To: Ellen Wall
Cc: Lisa Spinali; Westwood Park Association; BRCAC (ECN); Brigitte Davila; Robert Muehlbauer; Howard Chung; Rebecca Lee; Christine Godinez; Jonathan Winston; SNA Brick; WPA.Balboa.Reservoir@westwoodpark.com; Jennifer Heggie; Ray Kutz; Estelle Smith; Monica Collins; Bob Byrne; Chris Hanson; Rita Evans; Aaron Goodman; Harry Bernstein; Madeline Mueller
Subject: current Reservoir zoning

Hi Ellen--

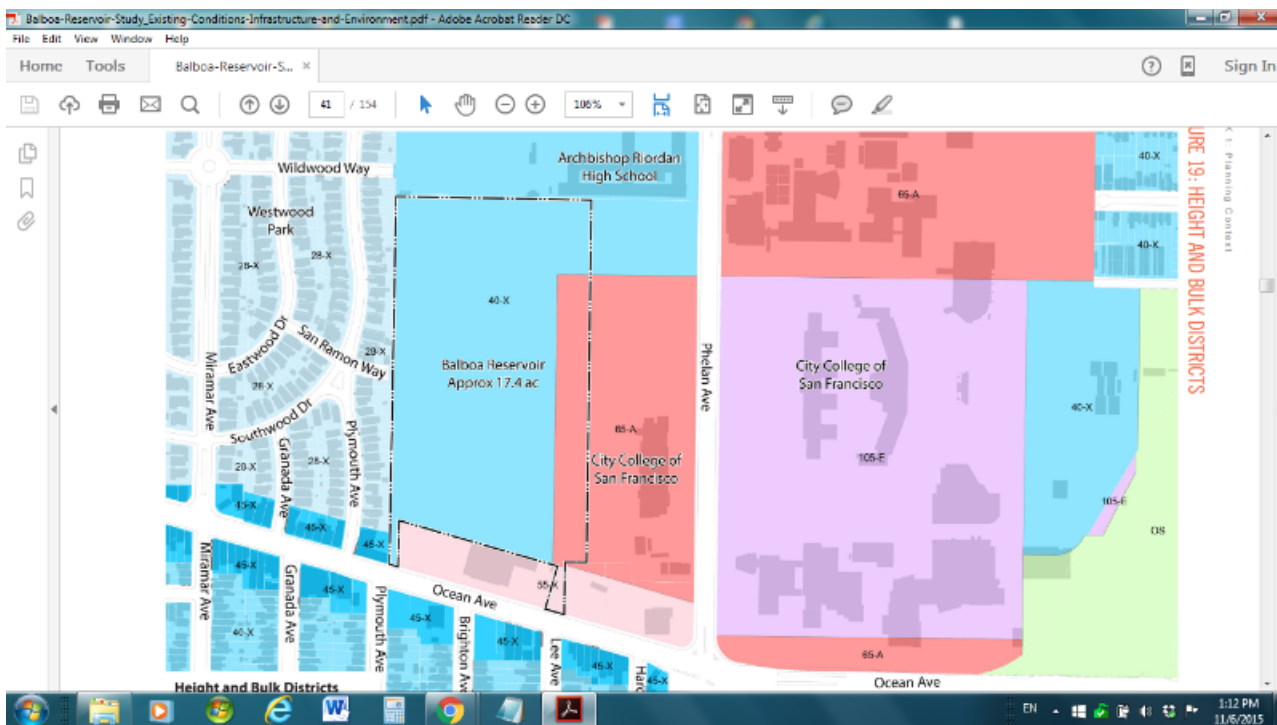
Those height limits are from Planning Dept documents.

Regarding current Bulk-Height zoning, this map shows PUC Reservoir as 40-X, CCSF Reservoir as 65-A, Westwood Park as 28-X, Mercy & Avalon as 55X, Ocean Ave near Westwood Park as 45-X.

So I think those height limits are correct.

From p. 40 (Figure 19) of the AECOM "Balboa Reservoir Study: Task 1: Planning Context"

http://www.sf-planning.org/ftp/files/plans-and-programs/planning-for-the-city/public-sites/balboareservoir/Balboa-Reservoir-Study_Existing-Conditions-Infrastructure-and-Environment.pdf



From: Ellen Wall <ellen.hegman@gmail.com>
To: ajahjah@att.net

Sent: Friday, November 6, 2015 12:04 PM

Subject: Re: My take on 11/5 meeting re Urban Design and Neighborhood Character

Thank you, Alvin. That presentation drove me crazier. I am grateful for your height limit info. I said those heights to several people last night and was told I was wrong. Ellen

Wong, Phillip (ECN)

From: Maureen Klier <mpklier@hotmail.com>
Sent: Monday, November 09, 2015 12:11 PM
To: BRCAC (ECN)
Subject: Meeting time and location changes=poor turnout

Hello, BRCAC,

You discussed getting the word out at the "neighborhood character" meeting. Westwood Park, the neighborhood whose character will be most affected, has quite a few residents who are not online—much less on Facebook. So when you posted your initially meeting schedule, a small group of residents *hand-delivered* 600-plus flyers with the meeting dates listed on your site—one meeting less than a week out. A few days later, you switched the transportation meeting date. Not incidentally, transit is the biggest factor for this site, bounded as it is on two sides by schools and one side by existing SFH fronted by a road on which only one car can traverse at a time. We had elderly residents heading walking extra blocks back to Lick because of the venue change. The numerous changes in date and venue and the scant notice of meeting dates and materials belie your talk of increasing attendance. Indeed many of your own members didn't show up for the "special" little-notice meeting.

The "neighborhood character" presentation ignored the effect of this development on its neighbors (CCSF, Lick, WWP) and instead focused on how to **disguise the upper stories** that currently exceed zoning for this neighborhood.

Again there was talk of **alleys**, which is not appropriate for an area without existing alleys. Per [SF Planning](#), "The main goal of living alleys is to create safe and active public places for people especially where there are narrow sidewalks or little open space." *Simple solution*: Design better sidewalks and give the community the open space it asked for, not a scant 4 acres. In [SF Planning materials](#), existing alleys are areas that need to be improved and that require quite a bit of work and funding, which the city will not commit to. Therefore, the focus on alleys on a blank slate seems as backward as one can get. We'd rather not have a ready-made "tragedy of the commons":

Because living alley improvements can be **expensive endeavors** they will usually rely on multiple sources of funding to design, construct and maintain. Public private partnerships are essential for both the creation and on-going maintenance of living alleys. Implementation of living alleys will rely on public private partnerships, in part because of the **reluctance of the City to accept maintenance and liability for non-standard street designs, and in part due to limited public capital for infrastructure**. The positive aspect of this policy is that it **may also help ensure that improved alleys do not suffer neglect from the "tragedy of the commons"** if people are vested in the creation and maintenance. (emphasis added)

Thanks for reading.
M. Klier

Wong, Phillip (ECN)

From: Kishan Balgobin <balgobin@gmail.com>
Sent: Monday, November 09, 2015 12:07 PM
To: BRCAC (ECN)
Subject: Balboa Reservoir - CAC - Community feedback mechanism

Hello - My name is Kishan Balgobin and I am a Westwood Park neighborhood resident. I'd like to understand how community feedback is being weighed as the city is soliciting community feedback towards the RFP for Balboa Reservoir. In my mind, the feedback into the CAC comes through 3 main avenues:

1. **In-person feedback:** Community members attending the CAC meetings and providing in-person feedback (anybody speaking needs to introduce themselves as well as the neighborhood they are from)
2. **Community association feedback:** Residents pass along their comments and feedback to their neighborhood associations who consolidate and present at CAC meetings or submit in writing.
3. **Unverified feedback:** This includes phone calls, emails, facebook posts, mail, e.t.c.

More specifically, I would like to understand how the city is synthesizing the feedback that it is receiving and how much weight it is allocating to (1), (2) or (3) before making edits to the RFP. In my opinion, the city should allocate a lot more weight to (1) and (2) vs. (3). Feedback mechanism (3) is very hard to verify to make sure that the avenue is only open to folks from the impacted communities as opposed to any interest groups from the greater bay area, other parts of the state or other parts of the US. If the city is weighing feedback mechanism (3) equally to the other feedback mechanisms, there is a very high likelihood that the result not be representative of the impacted communities, which would defeat the whole purpose of the CAC altogether.

I have attended all the CAC meetings thus far, and the majority of the feedback that I have heard in the meetings or from our neighborhood community has been to limit housing units on the site as well as affordable housing. But from the "[Updated Housing Parameter Comments/Responses Matrix](#)", it seems that the edits from the city is not in line with the desires of the neighborhood communities.

e.g.

Housing Principle #1: Build new housing for people at a range of income levels.

Desire for a higher minimum percentage of affordable housing

- Added a parameter: "Exceed these minimum affordable housing percentages to the greatest extent possible, provided that all other development parameters are also met."

I would like to propose that the city do the following to provide more transparency into the CAC process:

1. Explain how they are weighing community feedback as stated above.
2. Synthesize community feedback based on each principle/parameter and provide statistics on the community desires.

e.g. 40% of the community support the existing principle, 20% want to restrict the principle, 40% want to augment the principle

Thanks,

Kishan Balgobin

Westwood Park resident

Wong, Phillip (ECN)

From: Howard N. Chung <hnychung@yahoo.com>
Sent: Friday, November 20, 2015 4:33 PM
To: Quesada Family; Wong, Phillip (ECN)
Subject: Re: Balboa Reservoir Community Advisory Committee

Vanessa:

What a small world.

Thanks for your email and raising your concerns about flooding and the sewage system.

I am ccing Phillip Wong of the Mayor's Office of Economic and Workforce Development so that your email becomes part of the record for the Balboa CAC.

Come to our meetings!

Howard N. Chung
Chung Enterprises, L.P.
25 Kearny Street, Suite 302
San Francisco, California 94108
Telephone (415) 788-1280
Facsimile (415) 788-4315

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From: Quesada Family [REDACTED]
To: hnychung@cclg.net
Sent: Friday, November 20, 2015 4:03 PM
Subject: Balboa Reservoir Community Advisory Committee

Hi Howard! Imagine my surprise when I started googling the Balboa Reservoir Advisory Committee and saw that you were on the board! Our paths are crossing yet again! From Jackson's office, to Lillian's office and now to this!

Anyhow, if you have a moment, I'd like to express some concerns about this whole project, namely to the residents in the area that are experiencing flooding issues. We live right off Ocean Avenue at Victoria and our neighborhood suffered major flooding in 2004 and 2014. Runoff and backed up sewer lines caused several homes to flood and many others to have wastewater back up into their basement drains.

The Balboa Reservoir Project is of major concern to because:

1) It will place additional demand on an already aging sewer system. While improvements will be made to the system to "accommodate" the increased usage, pardon my French, but \$hit will still continue to flow downstream...namely to our area where most of the sewer lines serving the area are located. The improvement proposal doesn't seem to address the sewer lines from the Reservoir all the way to the treatment facility, but only one section of Ocean Avenue. Huge fail. Where will the water go from there? In addition, what once was open space will now have rainwater draining directly into the combined sewer system (CSS), again placing additional demands on the lines. I understand that studies have been conducted regarding rainfall and usage, but question whether these studies were conducted with the changing climate in mind. The CSS should be able to withstand usage AND moderate rainfall. It barely does that now. What is going to happen when additional demands are placed on our aging system? Business and homes in the area are going to pay the price.

2) The land that the Balboa Reservoir is currently owned by the SFPUC. This land could be used to contain stormwater runoff and help high risk areas like the Cayuga Terrace and Ingleside Terrace, thereby eliminating flood risk. Instead, the City is looking to try and meet their short-term low income/affordable housing goals while turning a blind eye to the existing residents in the area.

I've been dealing with the SFPUC and DPW regarding our flood issues. At our meeting today, I inquired about retention basins to help with storm water runoff and was told that the City did not have land for this. When I told them that was incorrect and that the SFPUC owns a parcel of land (the Balboa Reservoir) that they could use, but are considering to sell to a private developer, I was told that there was a lack of funding to build the basins. Well, there may be a lack of funding now, but if they sell the land, the option to build a basin will be never be an option. Keep in mind that flood issues in the City are only getting worse due to overdeveloping, climate change, reduced maintenance and an aging system. Cayuga Terrace residents are embroiled in a major lawsuit due to flooding which is likely going to cost San Francisco and the SFPUC (again San Francisco residents) millions.

Anyhow, while I know that many concerns have been brought to the CAC regarding the Balboa Project, I wasn't sure if you were aware of flood concerns. Any assistance you can provide to help voice/address our concerns would be greatly appreciated.

Sincerely,

Vanessa

Wong, Phillip (ECN)

From: ajahjah@att.net
Sent: Friday, November 27, 2015 9:55 AM
To: Exline, Susan (CPC); Shaw, Jeremy (CPC); Lesk, Emily (ECN); Martin, Michael (ECN); BRCAC (ECN); Lisa Spinali; Board@westwoodpark.com; BRCAC (ECN); Brigitte Davila; Robert Muehlbauer; Howard Chung; Rebecca Lee; Christine Godinez; Jonathan Winston
Cc: Danielle J. Harris; Walton, Kim (MTA)
Subject: Review of Reservoir Transportation Principles and Parameters
Attachments: 2015-11-27 aj comments_TRANSPORTATION Memo-11302015_FINAL (1).pdf

OEWD, Planning, CAC--

Your 11/20/2015 Memo on Transportation Principles and Parameters importantly states: "... in many instances the concepts in one category... will provide helpful contextual guidance on understanding another category." However your Principles and Parameters do not reflect this idea.

CONTEXT/BIG PICTURE: PROJECT MUST ADAPT TO EXISTING CONDITIONS/CHARACTER

The Transportation Principles and Parameters that are going to be adopted need to fit in with the existing setting and character of the immediate vicinity.

Both AECOM studies fail to sufficiently account for the substantial impacts upon surrounding neighborhoods which lie beyond the boundaries of the Balboa Park Station General Plan.

IMPACT ON NEIGHBORHOODS

The neighborhoods of Westwood Park and Ingleside (except for the Ocean Ave commercial corridor which is part of the BPS General Plan), Sunnyside, Westwood Highlands, and even Monterey Heights will be substantially affected by the Reservoir project. However, since the BPS General Plan's geographical boundaries are the western edge of the Reservoir on the west, and Riordan HS, Judson, Havelock on the north, these neighborhoods are given short shrift in the AECOM studies.

- **Transportation P & P must be expanded to cover the effects on those neighborhoods' intersections and streets.**

IMPACT ON CCSF

The Reservoir project will have a major impact on CCSF, which is the most prominent feature in the Reservoir vicinity. The BR project's impacts on existing land use and neighborhood character is insufficiently covered by the AECOM studies and the Principles and Parameters.

CCSF is the cultural, educational, economic center of the immediate area. Because of this fact, it is a target destination which unavoidably attracts traffic.

Additionally, CCSF falls in the category of essential public service, upon which Transportation P & P will have great impact.

- **Transportation P & P must not set up harmful impacts on CCSF's existing character of providing affordable and accessible education to the broad SF Bay Area community.**

REVERSED PRIORITIES

The Transportation P & P has an upside-down perspective.

Instead of the BR project adjusting to fit in with the existing neighborhood character and setting, the Reservoir project appears to be instead trying to make the community adjust to the Reservoir project:

The Transportation P & P shifts the problem of traffic and parking created by the BR project onto the existing neighbors:

- Parking availability for students, staff, faculty will be reduced by the elimination of Western Reservoir parking lot;
- Mitigation of parking impacts by BR project residents are shifted to CCSF folks and surrounding residential neighborhoods.

The Transportation Principles and Parameters call on CCSF folks to carry the burden of accommodating BR residents. CCSF folks are to be discouraged from driving by making parking difficult and more expensive;

- BR residents will be provided with incentives and "creative proposals" to minimize their use of cars. However, this is based on wishful thinking. There are no actual requirements to minimize car ownership by BR residents.
- Sunnyside, Westwood Park and Ingleside folks will have a harder time finding parking because many BR residents will seek parking spaces outside of BR since BR itself will have insufficient parking for its own residents.
- **Transportation P & P needs to reverse this inverted of priority of trying to place traffic and parking problems burdens on the existing community. P & P needs for BR project to adjust to the existing character and setting; not the other way around.**

Attached is the 11/20/2015 Transportation Memo/Principles & Parameters PDF containing my comments. Please address these comments for the final Transportation Principles and Parameters.

Sincerely,

Alvin Ja
Sunnyside resident




To: Members of the Balboa Reservoir Community Advisory Committee ("CAC")

From: Sue Exline and Jeremy Shaw, Planning Department
Emily Lesk, Office of Economic and Workforce Development


Date: November 20, 2015

Subject: Transportation Parameters for Discussion at the November 30, 2015 CAC Meeting

This memorandum pertains to the upcoming transportation discussion at the CAC meeting scheduled for November 30, 2015. City staff will propose the following transportation parameters **based on community feedback received to date**, combined with staff and consultant knowledge of transportation and public policy considerations. In preparation for the November 30th meeting, please review these draft principles and parameters, share them with your respective constituencies and solicit comments, and be prepared to provide feedback at the CAC meeting. 

These parameters, as well as those discussed at other CAC meetings, will inform proposals from potential developer partners for the Balboa Reservoir site. The City will select a developer partner through a Request for Proposals ("RFP") process in which prospective developers will propose concept-level ideas for site development. The proposals will be evaluated on how the developer respondents adhere to these and other parameters articulated by the City in the RFP, as well as the developers' experience, the proposals' financial feasibility, and other factors.

Please note that the community and the City will have additional opportunities to shape the development after writing the parameters. Once a developer partner is selected through the RFP, its winning proposal will be refined with additional feedback from community members and the CAC.

In our experience, the RFP process is most successful when the development parameters balance (1) setting clear expectations about City and community priorities and (2) providing flexibility for proposals to creatively meet and exceed these priorities. The best responses allow for continued, iterative work after the developer selection and, ultimately, the strongest end result. The draft parameters below seek to strike that balance by providing high-level guidance on critical transportation issues. These draft parameters **should also be considered in the light of the other Development Parameters under development by the CAC**; in many instances the concepts in one category (e.g. public realm, urban design) will provide helpful **contextual guidance on understanding another category**. 

As referenced below, there may be larger neighborhood-wide transportation initiatives that the developer partner itself cannot execute alone. We expect that a number of the comments at the meeting on November 30 will refer to these types of issues. While these issues may not be part of the specific RFP response, we will record these ideas as potential opportunities for further collaboration among City staff, the developer partner, the Balboa Reservoir CAC, and other planning and implementation processes focused on this area of the City. The next section provides context for many of the transportation initiatives already underway in the area.

BACKGROUND INFORMATION

At the November 30th meeting, City staff will present background information to help inform the discussion of the proposed parameters. Transportation improvements in the surrounding area are a critical part of that background. Based on the 2009 Balboa Park Station Area Plan, the neighborhood has recently benefitted from and will continue to undergo a number of improvements, which are increasing safety, transit access and mobility in the neighborhood. Highlights include:


Recently completed projects:

- SFMTA constructed several **Balboa Park Pedestrian Improvements** in 2014-2015. They include a signal-protected pedestrian crossing of Ocean Avenue, pedestrian wayfinding signs, and traffic and pedestrian signals at Geneva and Howth Avenues.
- In 2014, several **Balboa Park Station Area improvements** were completed. They include real-time transit arrival signs at Geneva Avenue and transit improvements to **Curtis Green Light Rail Center** at Balboa Park Station. The latter include a new accessible boarding platform and ramp on San Jose for the J and K, track upgrades and overhead wire replacement to increase reliability and efficiency.
- The **City College Bus Terminal (formerly Phelan Loop)** is a key catalyst project identified in the Balboa Park Station Area Plan. The project improved the previous bus turnaround and pedestrian connections in the area. When the adjacent Unity Plaza and steps are complete, it will provide an inviting public space, better pedestrian access to transit, and a key connection to the Balboa Reservoir site.

Current Planning, Design, Construction:

- A number of additional pedestrian-oriented, **Balboa Park Station and Plaza improvements** are also designed and ready for construction. They include: Geneva Avenue sidewalk widening, Ocean Avenue accessibility improvements, I-280/Ocean Avenue off-ramp flashing beacons, and pedestrian-scale lighting. Construction is expected to begin in early 2016.
- In the 2015 **Balboa Park Circulation Study**, the San Francisco County Transportation Authority (SFCTA) recommended certain **I-280 Interchange Modifications** to reduce traffic conflicts and improve pedestrian and bicycle conditions while balancing vehicle operational needs. Currently, the SFCTA is conducting (1) detailed traffic analyses, Federal and Caltrans-required studies, and funding strategies for the project.
- The **Ocean and Geneva Corridor Design** project provides a design framework for specific pedestrian, bicycle, transit and public realm improvements in the corridor between Manor Drive and San Jose Avenue. San Francisco Public Works (DPW) will construct the first phase of the improvements by fiscal year 2017. The improvements include enhanced crossings, sidewalk greening, and community activity spaces at key intersections. The second phase, from Phelan to San Jose, along both Geneva and Ocean Avenues, includes a concept design for a re-aligned Ocean/Phelan/Geneva intersection, additional bike facilities, trees, lighting, and pedestrian safety designs like bulbouts and wider sidewalks.

You can find additional transportation context and projects by consulting these resources:

1. **Balboa Reservoir Site Study - Existing Transportation Conditions Report, March 2015** 
http://www.sf-planning.org/ftp/files/plans-and-programs/planning-for-the-city/public-sites/balboareservoir/Balboa-Reservoir-Study_Existing-Conditions-Transportation.pdf.
2. Balboa Reservoir Site - Additional Materials
<http://www.sf-planning.org/index.aspx?page=3989#materials>.
3. Ocean & Geneva Corridor Design Project
<http://www.sf-planning.org/index.aspx?page=3740>
4. Balboa Park Station Area and Plaza Improvements
www.sfmta.com/projects-planning/projects/balboa-park-station-area-and-plaza-improvements
 Balboa Park Station Area Project Status Map
www.google.com/maps/d/u/0/viewer?mid=zcjgObPKngf0.kz5cxDaz4yDQ
5. Balboa Park Bicycle and Pedestrian Connection Study
https://www.sfmta.com/sites/default/files/projects/Balboa%20Ped%20Bike%20Study%20Final%20Report_10.19.09%20-%20Part%20i.pdf
6. Geneva Harney Bus Rapid Transit Feasibility Study
<http://www.sfcta.org/geneva-harney-bus-rapid-transit-feasibility-study>
7. Muni Forward Projects <https://www.sfmta.com/projects-planning/projects/muni-forward-0>
8. Vision Zero
<https://www.sfmta.com/projects-planning/projects/vision-zero>
 Vision Zero projects
<http://sfgov.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=3650ae9a01f74cf886231901909b8d6c>

In addition, a number of local regulations, codes, and guidelines will ultimately apply to the project transportation elements, including:

1. The Balboa Park Station Area Plan, including transportation and land use area policies
<http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1983>
2. San Francisco's Transit-First Policy
http://charter.sanfranciscocode.org/downloads/code-text/VIIIA_8A.115.txt
3. SF Better Streets Plan (SF Administrative Code Chapter 98 and Planning Code Section 138.1)
<http://www.sfbetterstreets.org>
4. Transportation Element of the San Francisco General Plan
http://www.sf-planning.org/ftp/general_plan/I4_Transportation.htm
5. The SFMTA's 2013-2018 Strategic Plan:
[www.sfmta.com/sites/default/files/pdfs/FY_2013 - FY 2018 SFMTA Strategic Plan.pdf](http://www.sfmta.com/sites/default/files/pdfs/FY_2013_-_FY_2018_SFMTA_Strategic_Plan.pdf)
6. SFMTA Bicycle Strategy
https://www.sfmta.com/sites/default/files/BicycleStrategyFinal_0.pdf

**DRAFT TRANSPORTATION PRINCIPLES AND PARAMETERS**

Principle #1: *Design site access and circulation to minimize the development's congestion impacts, especially on adjacent areas, while also maximizing pedestrian and bicyclist safety.*

*Draft Parameters:*

- a. Determine the number and location of site access points that will best manage congestion impacts to surrounding neighborhoods and roadways, while minimizing or eliminating the need for curb cuts on streets that are heavily traversed by pedestrians and bicyclists. (Note that certain access routes may be subject to negotiation with appropriate parties, such as adjacent landowners. Such negotiations would occur following the selection of a developer partner.)
- b. Design the site's street network, vehicle circulation pattern, and placement of building and garage entrances to maximize pedestrian and cyclist safety and to minimize traffic congestion within and near the site, including on-street vehicle queuing. This goal may be achieved through designing shorter blocks, sharing off-street parking facilities, meeting Principles 2 through 4, and/or other strategies.
- c. Circulation strategies should pay particular attention to congestion and public safety impacts on Phelan, Ocean and Plymouth Avenues in the vicinity of the site, which have been identified by the community as key areas of concern.
- d. Maximize safe pedestrian and bicycle connections into and within the site.
- e. To ensure attractive, safe and useable public open spaces for all transportation modes, make street and sidewalk designs consistent with SF Better Streets Plan recommendations and other applicable standards, such as utility separation requirements.





Principle #2: *Create incentives for increasing transportation choices.*

*Draft Parameters:*

- a. Use the strategies herein and other creative proposals to meet the performance target of a maximum 60% automobile mode share at buildout. Monitor transportation performance on the site, report annually on all transportation demand management (TDM) and parking measures, and deploy measures to improve mode share, vehicle miles traveled (VMT) and other measures as needed. To these ends, establish a TDM budget for the development. The budget shall provide funding for a TDM manager to execute transportation strategies and coordinate with the City, City College, and other transportation partners. Creative strategies or partnerships for monitoring, reporting, and executing TDM measures to meet performance targets are encouraged.
- b. Maximize carshare availability and convenience by ensuring that each on-site household is provided with a car share membership for its first full year of residence and by pursuing one or more of the following strategies:
 - o Meeting or exceeding the number of carshare parking spaces required by local ordinance;
 - o Locating car-share parking spaces on streets for easy access;
 - o Facilitating the use of shared vehicles by families with children, by (i) providing an on-site lending library of car seats, strollers, and/or carts through the property management and (ii) providing on-site bicycle parking spaces for cargo bicycles and other larger bicycles; and



c. Support and encourage transit use by:



- Ensuring that each household is provided a monthly transit pass or, subject to the creation of an integrated “transportation benefit allowance,” ensuring that each household is provided a transportation benefit allowance. The allowance could be used for a variety of transportation services other than private automobile parking, such as transit, bicycle parking, sharing or repair, car share usage fees, etc. The benefit should last for no less than the first full year of residence. At a minimum, the transportation benefit allowance should be equivalent to the cost of one Muni monthly pass per household; 
- In regards to employees working at the site (e.g., a residential building’s property manager, construction workers, etc.), encouraging employers to provide a pre-tax transportation benefit program and/or a sustainable transportation allowance; 
- Supporting the City’s efforts to improve the safety and comfort of bicycle and pedestrian access within the Balboa Reservoir site and from the site to the City College Bus Terminal, Balboa Park BART Station, the Muni K-line, other bus stops, community amenities and open spaces in the area;
- Providing on-site transit-rider amenities such as benches and sheltered bus stops, if applicable.


d. Encourage bicycling by:

- Providing secure onsite Class I bicycle storage facilities at a rate that meets or exceeds planning code requirements of at least 1.5 bicycle parking/storage space per residential unit; these bicycle facilities should be secure, contain electric charging stations, and be large enough to accommodate cargo bicycles and other larger bicycles;
- Ensuring a safe and convenient path of travel between on-site bicycle facilities (e.g. lanes, paths, parking, repair space, bike share pods) and existing bicycle facilities on Ocean and Phelan Avenues;
- Creating a north-south bicycle connection on or through the site, utilizing bicycle lanes and/or dedicated bicycle tracks;
- Providing visitor bicycle parking at a rate that meets or exceeds Planning Code requirements;
- Providing a bicycle repair facility on-site;
- If a Bay Area Bike Share pods is not located within 250 feet of the site, providing one on-site;
- Considering the provision of limited-time Bay Area Bike Share memberships to residents and employees.





e. Identify and implement additional strategies to support the ability to choose alternative modes of travel, which may include:

- Facilitating deliveries by including a staffed reception area for receipt of packages or offering reception area cold storage and other forms of temporary storage for deliveries of groceries, packages, laundry and other items.

- f. Identify potential partnerships and/or accommodate capital improvements that would result in or contribute to improved safety and mobility for non-single occupant vehicle travel modes. Note that RFP responses should not assume that the Balboa Reservoir development project will be required to fund off-site improvements other than improvements required as CEQA mitigation measures. However, the City may wish to explore creative partnership and funding arrangements during negotiations with the selected developer partner. Improvements may include, but are not limited to the following:
- Stronger pedestrian safety and access into adjacent neighborhoods; 
 - Improved bicycle infrastructure along the existing Lee Avenue to close the current gap between bicycle routes;
 - Coordination of bicycle facilities with City College, potentially including shared storage, shared access to repair or charging stations, and appropriate supply of Class I and Class II parking to accommodate bicycles' access to either property;
 - Improved intersection design, turning controls and signal timing for transit; 
 - Improved neighborhood mobility and access during construction;
 - Shared parking facilities; and
 - Off-site traffic calming measures.

Principle #3: Manage parking availability for those residents who require it. 

Draft parameters:

- a. Comply with Planning Code requirement to “unbundle” parking, such that parking spaces are purchased or leased separately from residential units and households opt into the lease or purchase of a parking space. Residential parking spaces may be part of shared parking facilities and/or in on-site buildings other than that which contains the associated residential unit. 
- b. Build residential parking for the entire site at a ratio that is appropriate for a site near a transit station area, at a maximum residential ratio of 0.5 parking spaces per housing unit. 
- c. Proposals should describe in detail whether and how the creation of shared parking facilities and/or agreements would be effective at addressing project demands and other existing parking demand in the area. Shared parking allows for the same parking spaces to be utilized by residents during nights and weekends and by commuters, visitors, students, faculty and staff during weekdays. In analyzing the potential for shared parking, consider existing parking demand, which is identified in the ongoing TDM Study, City College surveys, and the Balboa Reservoir Site Study - Existing Transportation Conditions Report. 
- d. Participate in a combined parking management plan and/or ongoing transportation demand management for the Balboa Reservoir site in partnership with City College and the City.
- e. Employee and residential parking should be priced at market rate. 

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

Draft parameters:

- a. Offer incentive campaigns to encourage the use of non-single occupant vehicle modes of transportation.
- b. Promote the site's sustainable transportation choices through engagement and communications with new and prospective tenants, residents, visitors, employees, and neighbors. Hold annual sustainable transportation events such as a 'bike to work day' or a month-long walking competition. Consider organizing the event(s) to include faculty, staff and students from nearby educational institutions as well as on-site residents and employees.
- c. Implement a wayfinding (e.g. signage, design) program that facilitates transit ridership, biking, and walking.
- d. Install real-time information amenities to assist residents, visitors, employees, and neighbors in utilizing sustainable modes of transportation. Useful types of information may include real-time transit arrivals, availability of shared bikes, and/or availability of shared cars.
- e. Identify potential partnerships with the City, City College, and other nearby educational institutions to support local efforts to encourage students, faculty, and staff to utilize alternative modes of transportation.

Wong, Phillip (ECN)

From: mnziman@aol.com
Sent: Saturday, November 28, 2015 9:52 PM
To: BRCAC (ECN)
Subject: Balboa Reservoir Meeting 11/30/2015

RE: Development of the Balboa Reservoir

I am unable to attend the upcoming meeting (11/30/2015) so would like to give my thoughts on Transportation Issues to be discussed at the meeting.

I have lived off Ocean Avenue for over 35 years. During this time I have seen many changes to this corridor mostly major increases in congestion. In the last two years over 250 new housing units have been added to Ocean Avenue (most are completed and some in the process of being built). This has added to the congestion of Ocean Avenue which like it or not is a major path to the 101 and 280. Building on the Balboa Reservoir will only add to this congestion plus we won't know the effect of the major improvements to the Balboa Bart station until they are done.

I would like to suggest the following:

- A left turn arrow at the intersection of Ocean Avenue and Juniper Sierra so that people going south on 280 might go West instead of East past the Bart Station
- Every unit built on the Balboa reservoir have at least ONE garage/parking space to be used for a car/bike/motorcycle/scooter etc. This will help keep the streets free of some parked cars/bikes etc. Many people choose to have a car in San Francisco but only rarely use them. Having a place to park the car will help clear the streets. (I am one of those people. I walk, take MUNI and sometimes drive. When not in use my car is in my garage.)
- The more traffic is decreased on Ocean Avenue, the more traffic will spill over into residential streets. (The old saying "If you damn a river, the water must go somewhere".) This over flow is already a problem on residential streets. The development of the Balboa Reservoir **should not** add to the problem.
- I know some people would like all cars to be gone from San Francisco. Before this occurs people need to realize that the city uses the car as a Cash Cow. Remember when street cleaning went to every other week? Well the MUNI budget had a major short fall due to decrease in parking tickets. This is not to suggest we keep cars just for the money they bring to the city but people need to know where the money for many services in the city comes from.
- Lastly, many people moved to this area of San Francisco because it was a nice quiet area for raising a family. Please consider the QUALITY of life of the present residents when considering the development of the Balboa Reservoir.

Sincerely,
MNZiman

mnziman@aol.com

Wong, Phillip (ECN)

From: Ray Kutz <ray.kutz@gmail.com>
Sent: Sunday, November 29, 2015 5:59 PM
To: BRCAC (ECN)
Cc: Lisa Spinali
Subject: Transportation Parameters - November 30, 2015
Attachments: Transportation Principle 4 Response.doc

Dear Phil Wong,

I am unable to attend the 30 Nov meeting at CCSF and request that the attached comments be entered into the record regarding Principle #4, *Encourage the use of sustainable modes of transportation (walking, biking, transit ridership, car sharing and carpooling) through coordinated programming and communications.*

Thanks,

Ray Kutz
Sunnyside Resident

--

[SF Shakespeare Festival](http://sfshakes.org)

Immediate Past Chair, Board of Directors

Making theater & Shakespeare accessible to everyone

<http://sfshakes.org>



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

I request and recommend that this principle be removed from the draft parameters and principles. I fail to see how these proposed actions are relevant to the development of an RFP. These should be part of the City's overall strategy to encourage alternative modes of transportation in San Francisco and not specific to this project.

Further, while ongoing campaigns to educate, market, promote and provide incentives, may help residence move toward alternative modes of transportation, they don't change behavior.

Residents will choose autos in spite of knowing about the alternatives or seeing economic value in the alternatives. Free monthly passes, car-share fees and facilities for bikes, or new walking shoes aren't the motivators. Money isn't the motivator. It is expensive to own, operate, maintain, and insure a car and yet, people choose to have a car. A new paradigm is needed. One of

- Assurance that a family may send their children to the neighborhood schools
- Confidence that the neighborhood school is good
- Having a safe place for my child after school until I can retrieve him after work
- Quality day-care or pre-schools within walking distance
- Easy access to dry cleaning, groceries, pharmacies, post office, dentist, doctor, and other services
- Ready access to modes of transportation at the beginning of the trip and at the destination
- Public transit that is predictable, safe and clean

We all have many time demands and priorities. Unfortunately or not, the auto makes meeting those demands possible when other modes aren't readily available or valued services are not convenient and don't meet individual needs.

This is a City wide challenge and won't be fixed with a localized development and therefore, this principle isn't appropriate for this exercise.

Wong, Phillip (ECN)

From: ajahjah@att.net
Sent: Monday, November 30, 2015 8:26 AM
To: Lesk, Emily (ECN); Shaw, Jeremy (CPC); Martin, Michael (ECN); Lisa Spinali; Westwood Park Association; BRCAC (ECN); Brigitte Davila; Robert Muehlbauer; Howard Chung; Rebecca Lee; Christine Godinez; Jonathan Winston
Cc: SNA Brick; wpa.balboa.reservoir@westwoodpark.com; Save CCSF Coalition; Walton, Kim (MTA)
Subject: AECOM reservoir parking survey unrepresentative due to effect of accreditation crisis
Attachments: IMG_2306.JPG; IMG_2307.JPG; IMG_2308.JPG; IMG_2309.JPG; IMG_2310.JPG; IMG_2311.JPG; IMG_2312.JPG; IMG_2313.JPG; IMG_2314.JPG; IMG_2315.JPG; IMG_2316.JPG; IMG_2317.JPG; IMG_2318.JPG; IMG_2319.JPG

OEWD, Planning, CAC--

Prior to the formation of the CAC, there was a Balboa Reservoir Google Group discussion/thread regarding parking in the Reservoir.

In the "Parking in Reservoir" thread, Jeremy Shaw and Jonathan Plowman referenced the AECOM Transportation Analysis which included a survey of parking in the Reservoir on two days. I responded with a critique that included the following.

Please enter this into the record for relevant agencies and CAC to consider:

Here's an excerpt from my 7/27/2015 post regarding the quoted survey. Does the snapshot presented by the survey reflect a larger, fundamental reality of low enrollment? Or is it reflective of a short-term loss of enrollment caused by the accrediting agency's unwarranted sanction?

3. The parking survey took place on only 2 days--one in November 2014 and one in February 2015. This reflects the much lowered attendance (up to 40% drop) due to accreditation crisis. This parking picture will not reflect true parking needs when CCSF attendance recovers.

Furthermore the 2 dates of the study is unable to reflect peak traffic and parking demand for the 2 weeks of the start of a given semester. This peak demand at the beginning of a semester must be accounted for.

ALSO:

Please enter into the record for consideration the attached photos of Reservoir occupancy that were taken on August 17, 2015 (during first week of Fall 2015 semester) from about 11:10 AM to about 11:20 am. This snapshot is for a time during which enrollment had fallen up to 30 to 40% due to the accreditation crisis.

Submitted by:





























Wong, Phillip (ECN)

From: Aaron Goodman <amgodman@yahoo.com>
Sent: Monday, November 30, 2015 11:40 AM
To: BRCAC (ECN)
Subject: Submitted Comments to BRCAC on transit future vision for SF
Attachments: Transit Planning for the future of San Francisco.pdf; Links, Loops and Leaps.pdf; geneva_harney_BPSCAC.pdf; BPSCAC_safety.pdf

BRCAC

Please see the attached memos drafted while I have been working on the BPSCAC issues in the discussion of transit for the focus meeting of the BRCAC on the concerns of transit in the D7/D10/D11 districts in SF. I hope some of the following can assist you in your discussion tonight on the BRCAC Transit discussion.

Sorry for sending it late, had some technical issues with the home phone line during the holidays.

Thank you for your time in reviewing and discussing this issue for the benefit of all San Franciscans, in the adequate development and planning of future transit, along side safety and responsible investment in pedestrian, BRT, LRV and larger moves not yet finalized in transit planning for the west, south and south-east areas of SF, especially on the bi-county side of development needs.

These are the real questions for a viable future in SF....as the roadways are not becoming less congested, and with future density, and AHBP proposed we need to really start pulling the levers on future transit connectivity and system integration and improvements for a larger mass of people living in SF.

If my kid has a hard time crossing getting from point A to point B across these districts to get to school on time, we have an issue, and the risk to children and families becomes only greater the longer we delay the improved safety and systems needed to get people easily across town.

Sincerely

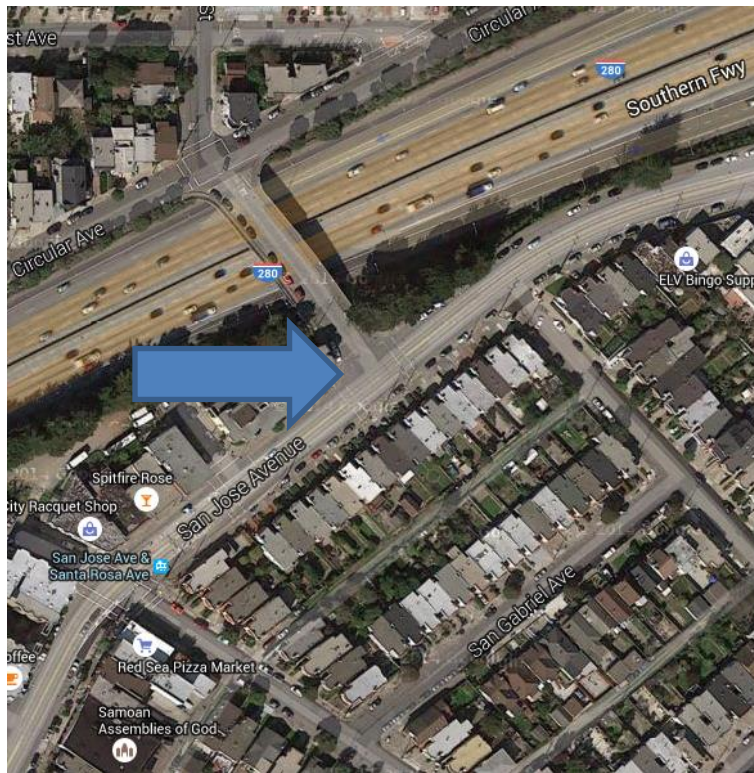
A.Goodman (D11)
BPSCAC - Seat 8 (Families and Children)



Balboa Park Station – CAC June 23rd , 2015

*“Improving Pedestrian Street Safety
And Concerns at Existing Crossings.”*

By
Aaron Goodman – Seat 8 - Families and Children



- Wide street crossings
- No safe-crossing intermediate zones
- Lack of signage
- Lack of speed control signage along street
- Fading paint at crosswalk
- Inadequate safety crossing paint (hatching)
- Lack of stop signs along street length
- No indicators of train moving, or warning signs of trains approaching
- Blind curve towards underpass.
- Use of these streets as “cut-through” and traffic by-pass.

Baden @ SAN JOSE AVE



Speeds, Crossings, Platform Access at Transit Stops

Havelock + Santa Ynez
@ SAN JOSE AVE



New School, and a new crossing, a dangerous mix.

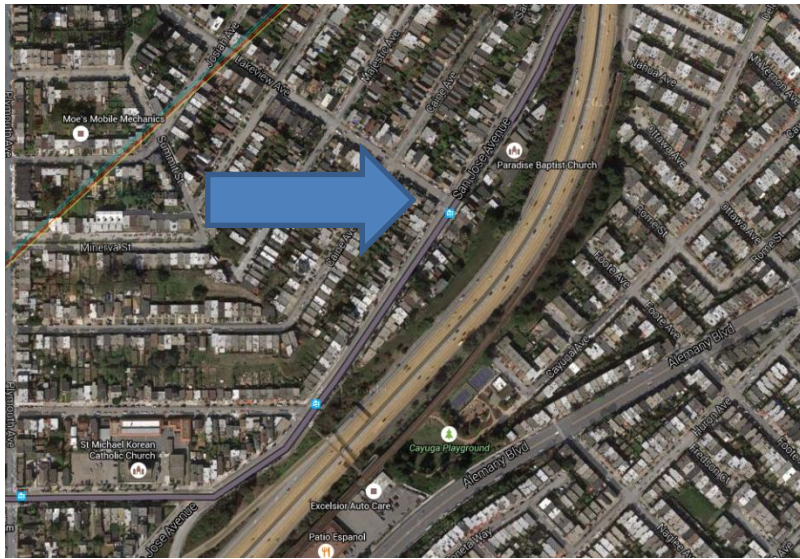
Repeat near misses at freeway access areas.

Senecca
@ SAN JOSE AVE



- Blind Curves
- Street Elevation Change and Grade
- Ramps obscure pedestrians
- Islands not identifiable
- Signage is not sim. colors
- No indication of speeds allowable
- Parking obscures crossing points.

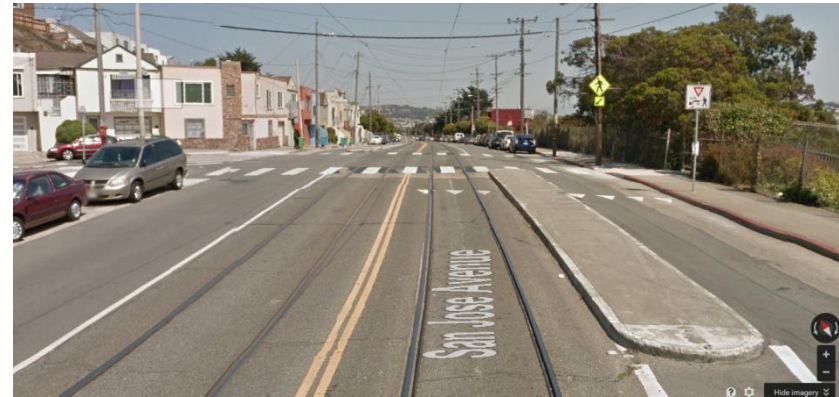
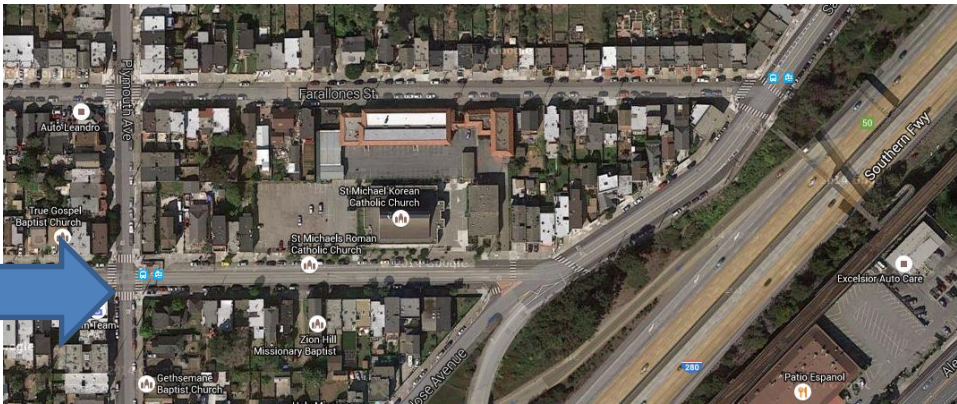
Mt. Vernon and Niagara @ SAN JOSE AVE



- Location of fatal accident at the intersection of lakeview and san jose avenue.
- Width of street
- No safe-crossing intermediate zones
- Lack of signage
- Lack of speed control signage along street
- Fading paint at crosswalk
- Lack of stop signs along street length
- No indicators of train moving, or warning signs of trains approaching



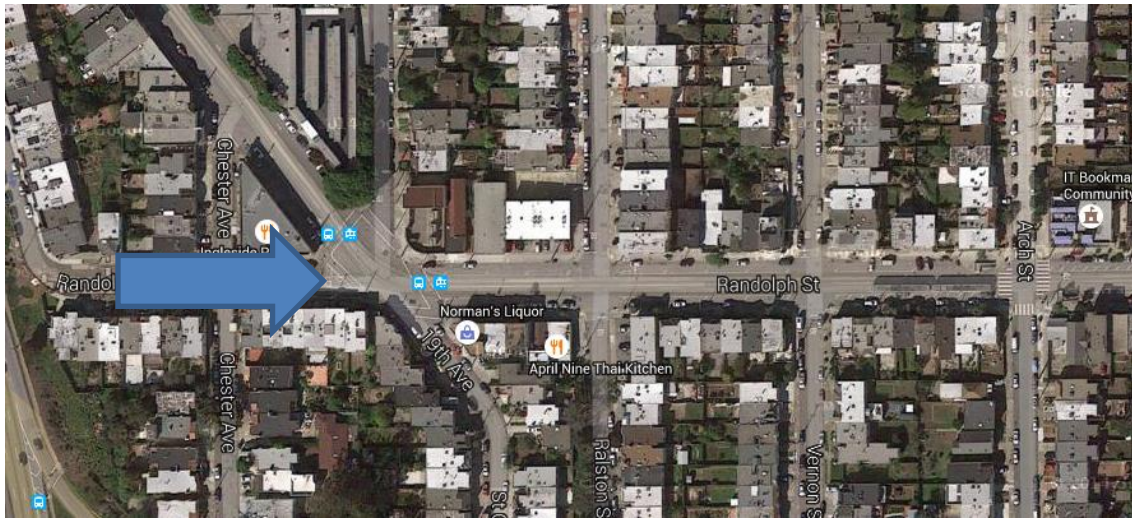
LAKEVIEW @ SAN JOSE AVE



- Islands and Boarding Zones not marked
- Signage illegible
- Crossings often ignored by cars/trains at stopping points (marks for start-stop of trains.)

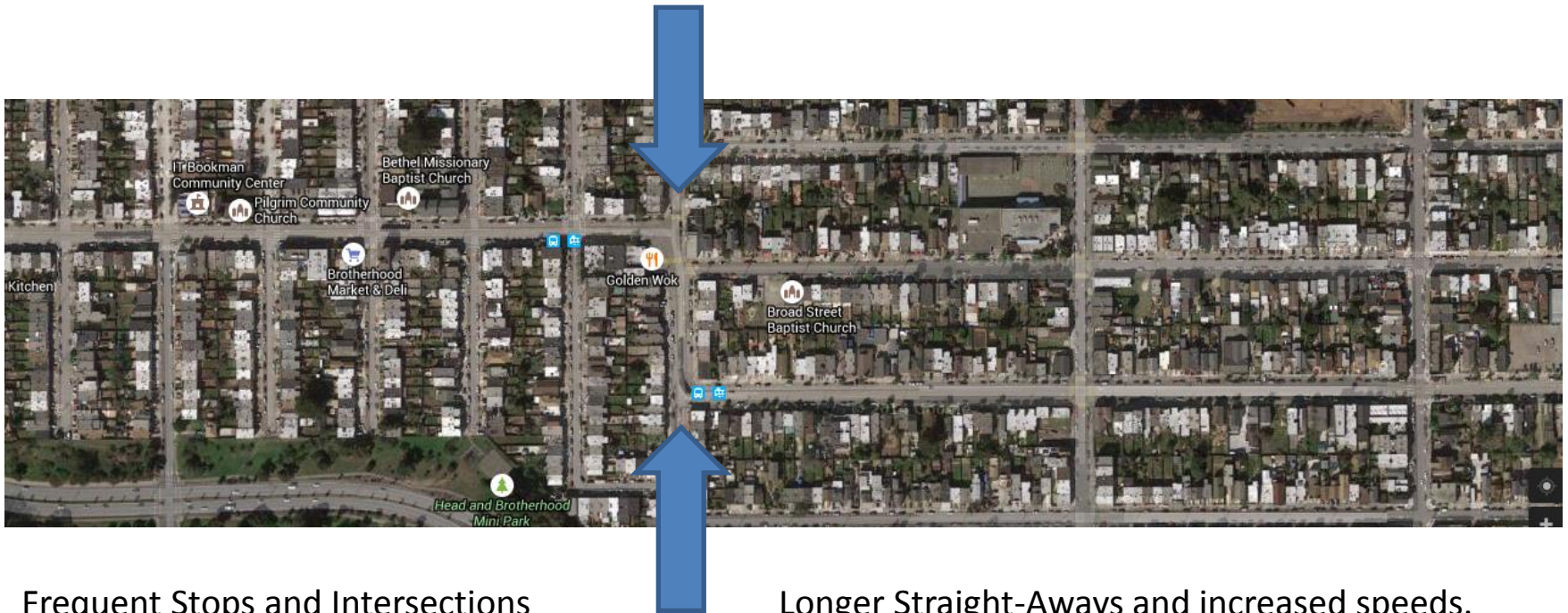
Broad @ Plymouth

Randolph @ 19th



- Wide street crossings
- No safe-crossing intermediate zones
- Lack of visual at blind curve
- Lack of speed control signage along street
- Fading paint at crosswalk
- Inadequate safety crossing paint (hatching)
- Lack of stop signs at multi-intersecting streets.
- No indicators of train moving, or warning signs of trains approaching
- Use of these streets as “cut-through” and traffic by-pass.





Frequent Stops and Intersections

SFPL Stop and Community After
School Locations / Hang-outs of kids
at blind curves.

Longer Straight-Aways and increased speeds.

Transition Blind Zones, and School Crossing
Points

Randolph to Broad St. – Transition Zones, Stops and
Transfer Points



Huge Intersection, with little comfort crossing zones.

Lack of visual safety areas for pedestrians.



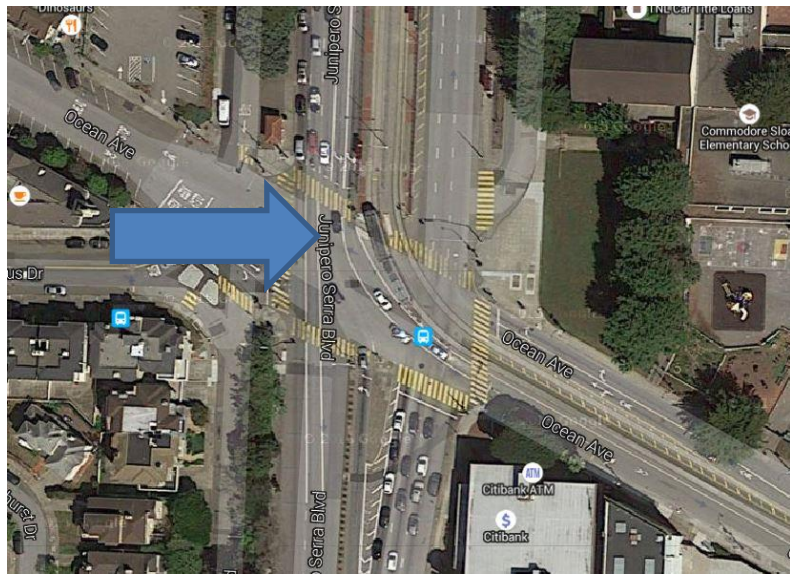
No Safety Zones at Train and Car crossing areas.
Lack of warning and boarding zone indications.

19th Avenue @ Randolph + Juniperro Serra Blvd.



Aptos School Crossings @ Ocean

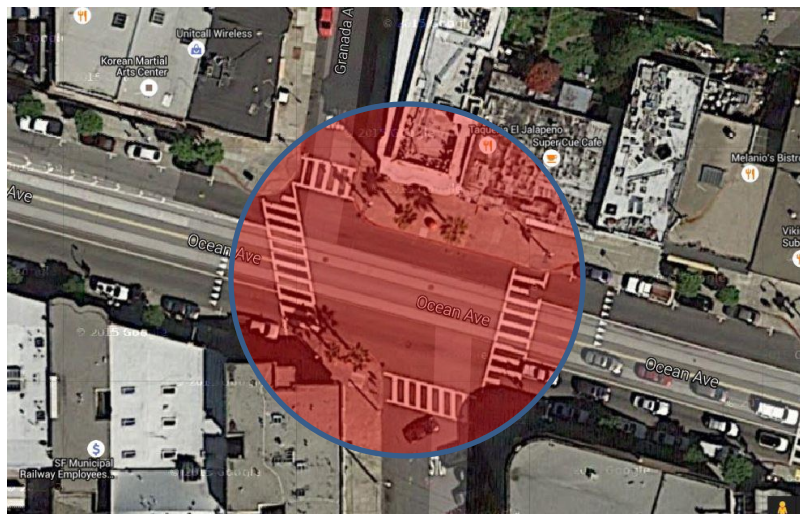
- Lack of signage
- Lack of slow down zone
- Lack of enforcement
- Lack of view due to topography



Commodore Sloat School (crossings)

- Speeds at Ocean and Junipero Serra
- Distance crossing streets
- Lack of signage, striping, and slow zones
- Sunlight eastbound in morning blinds drivers
- Cars run the intersection at Gate entry.
- Cars ignore traffic speeds and turn on Red.





Granada @ Ocean

- Speed of traffic
- Lack of flashing signals
- Possible removal of crossing across ocean ave.
- Cars do not stop when pedestrians cross.
- Lack of enforcement, signage,

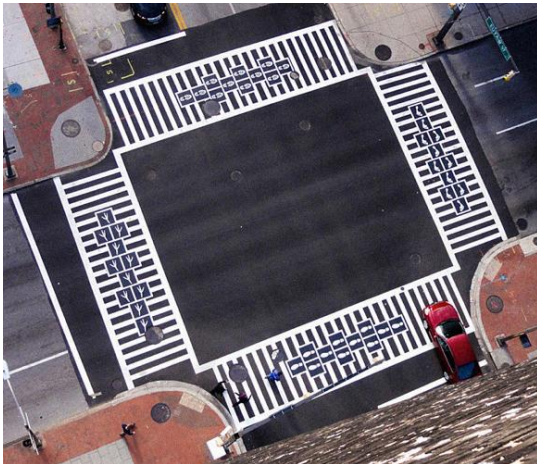


HAZARDOUS CROSSING!!!!!!!!!!

WHAT MAKES SAFER PEDESTRIAN STREETS?



What is a current method that provides some means of Safety?



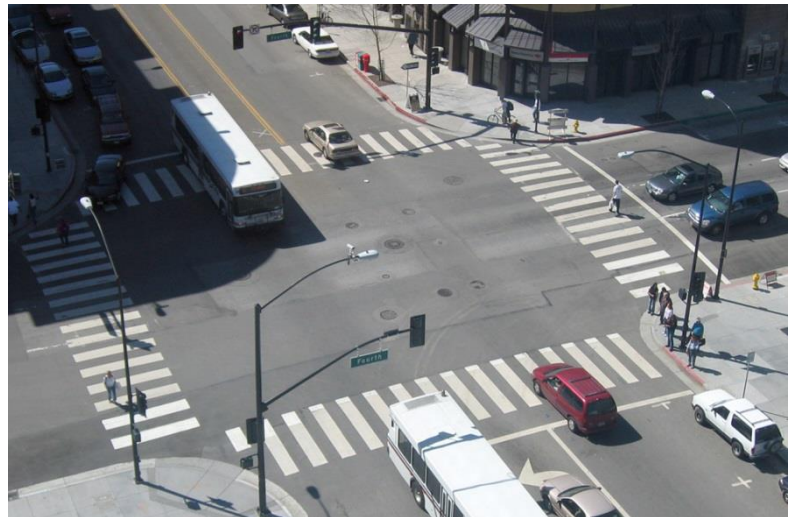
Red Zones
Green Zones
White Zones

Why not

****BLUE

or

****Solid Yellow
Zones?



What are some **examples** of safety changes implemented?



Intersection Patterns, Materials, Biscuit Islands, Bump Zones, Bollards, Planters, and Colored Zoned Crossings,

Some Suggested Steps to Solutions



- Implement immediate school, and pedestrian safe crossing painted zones
 - Cross Walks at transit platforms and transfer points
 - Striped Intersections and crossings near schools
- Increase funding for pedestrian safety equitable to Bike and TEP funding.
- Install signage, and slow zone alterations
 - Flashing crosswalks
 - Train approaching signage + sounds
- Look at new strategies to inform drivers of vehicles, bikes, and pedestrians of the rules of the road.
 - Flyers to schools
 - Look before you leap / slow at the schools / “bee-safe” school crossings / PEDESTRIANS = OUR #1 PRIORITY
- Increase public awareness of areas where children cross, and transition zones occur.
 - Signage (temporary to permanent) – Art Project, or Street Interventions and Increased funding for enforcement.
- Think outside the DOT box on solutions, and use existing solutions in a new way that are already method wise, approved implemented and proven.
 - Look at a proven installed system or alternative and “tweek” it to make a new version specific to the issue

Thank you for your interests in making **pedestrian** routes, as much a part of safety as trains, cars, bus’s and bikes.

We must do better for the children and families of SF, to improve pedestrian Safety NOW!

Geneva_Harney Designing for a future BRT to LRV

("future growth and capacity and the ability to design for increased service needs in D7, D10, D11, and bi-county growth projected.")

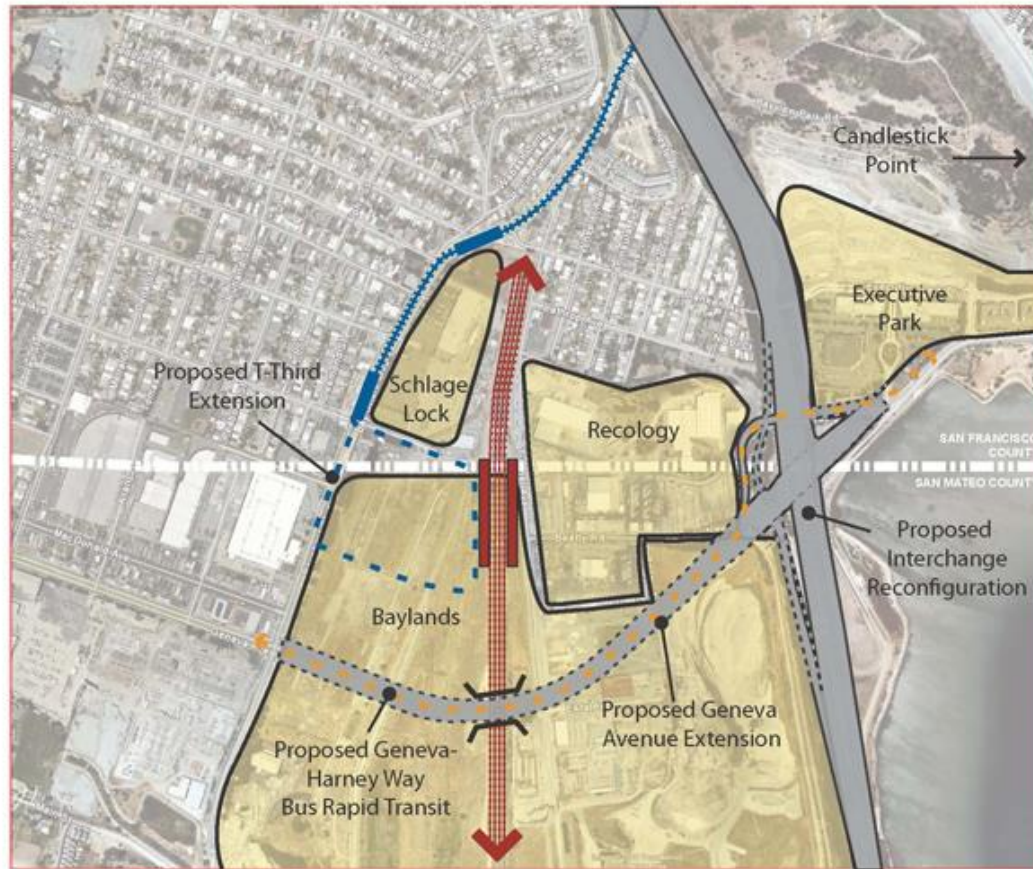
by

Aaron Goodman BPSCAC- Seat 8 (Families + Children)

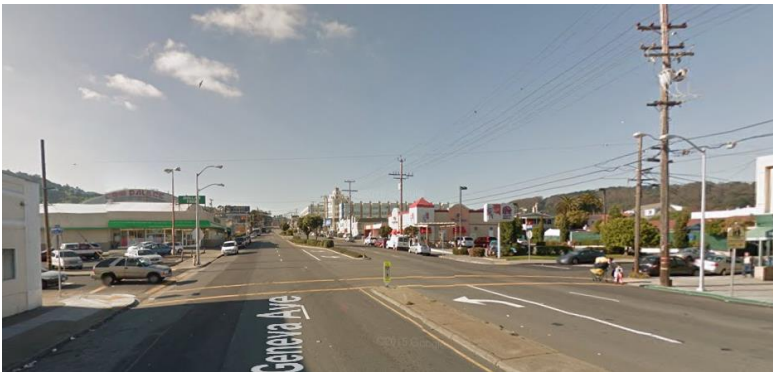


THE PROBLEM(S).....

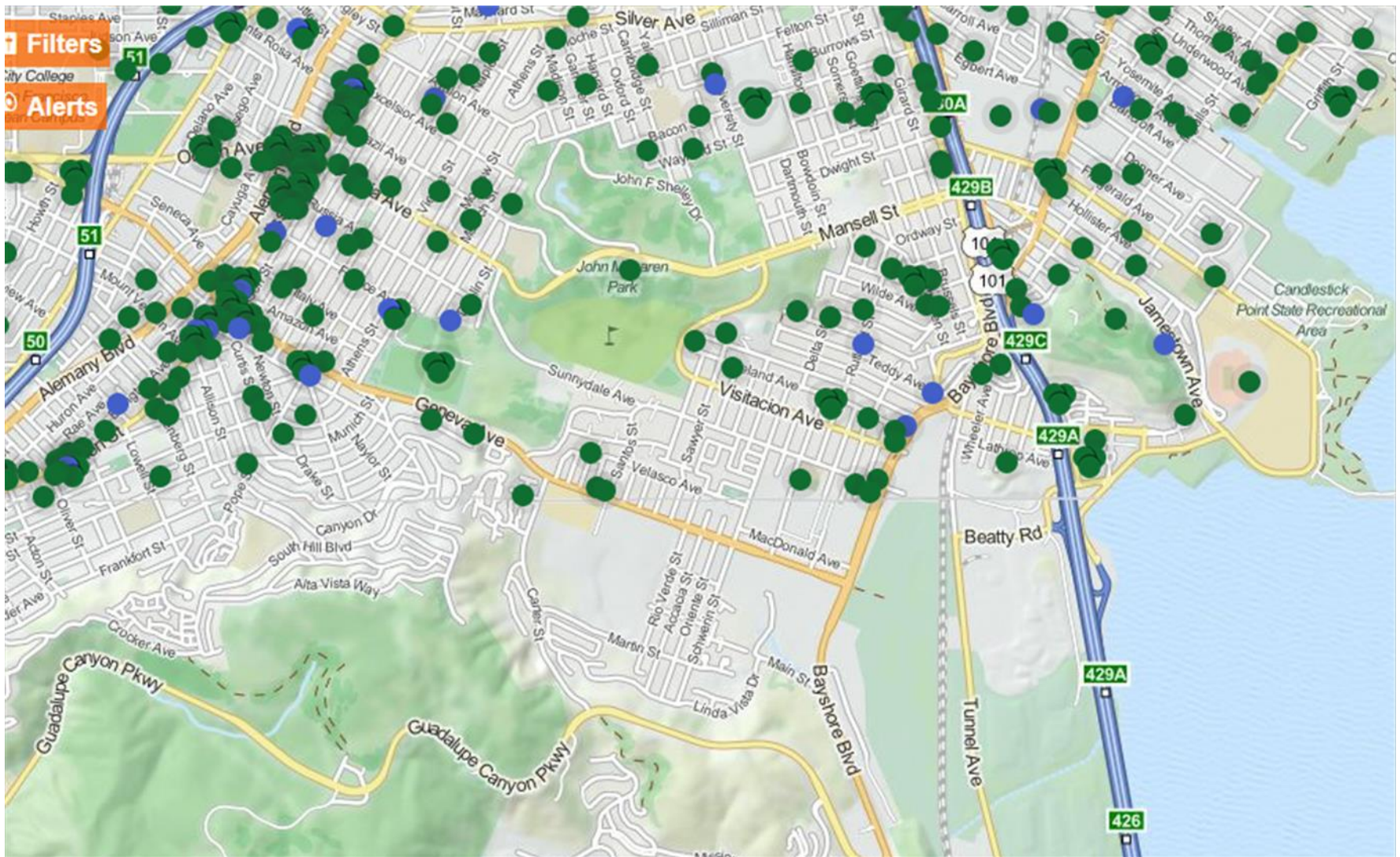
Balboa Reservoir, Schlage Lock Factory, BVHP, Hunter's View, Candlestick Point, Mission Bay, South San Francisco, Cow Palace, Bayshore, T-Third, and Geneva Ave. Daly City and SSF growth impacts.



- 101-N is at capacity, relieving capacity, requires a secondary system east-west to help reduce the need to get to transit hubs, such as balboa park, caltrains, and the T-Third...and possible future high-speed-rail.
- **Density is building quicker than transit, blocking out future possible solutions.** (LRV, HSR stop, Aired Tramway grade-separated, BVHP Density, and possible water-way stop location) _ concepts are needed!



Street images along Geneva indicate broad possible density and future development, a real street creation, vs. current street alleyway... (retail, an improved local hotel, convention, olympic sports venues prior proposed, and linkages between neighborhoods and counties.



- SF Planning Department shows development permitting, and increased focus on outer districts
- Development pressures will begin to align with the schlage lock, sunnydale, and cow-palace, possible sites and projects, and property is being targeted along the corridors adjacent.
- Daly city information is not indicated (but should be shown with separate colors).

IDEAS TO CONSIDER TO GET AN IMPROVED FAST-TRACKED PROCESS

- Look at the broader development pressures, work with planning on a larger development model for mass transit based planning.
- Determine the needs capacity wise of the district
- Evaluate the bi-county impact, and needs
- Look for projects that LINK/LOOP/CONNECT/INTERCHANGE areas
- Invest now in the creative ideas and collaboration to fix a common problem “think outside the box”!
- Geneva Harney CAC + BPSCAC, and TPAC committees meet jointly, with planning department, Mayor’s office, and bi-county transit policymakers, including regional needs ABAG, SPUR, etc.
- Plan for immediate needs, with a broader stroke, that can be easily flipped to a larger capacity, and improved speed solution.

“I am not proposing that we bring our oil and auto industries to a screeching halt. There is still time to begin a series of gradual steps toward new transportation and energy policies, livable cities, and more humane, efficient transit systems.” - Stewart Udall-

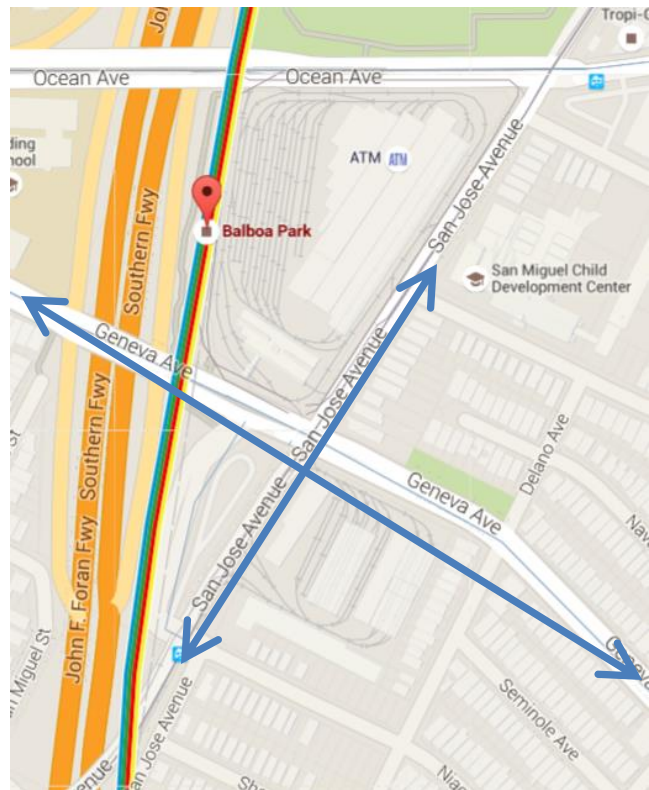
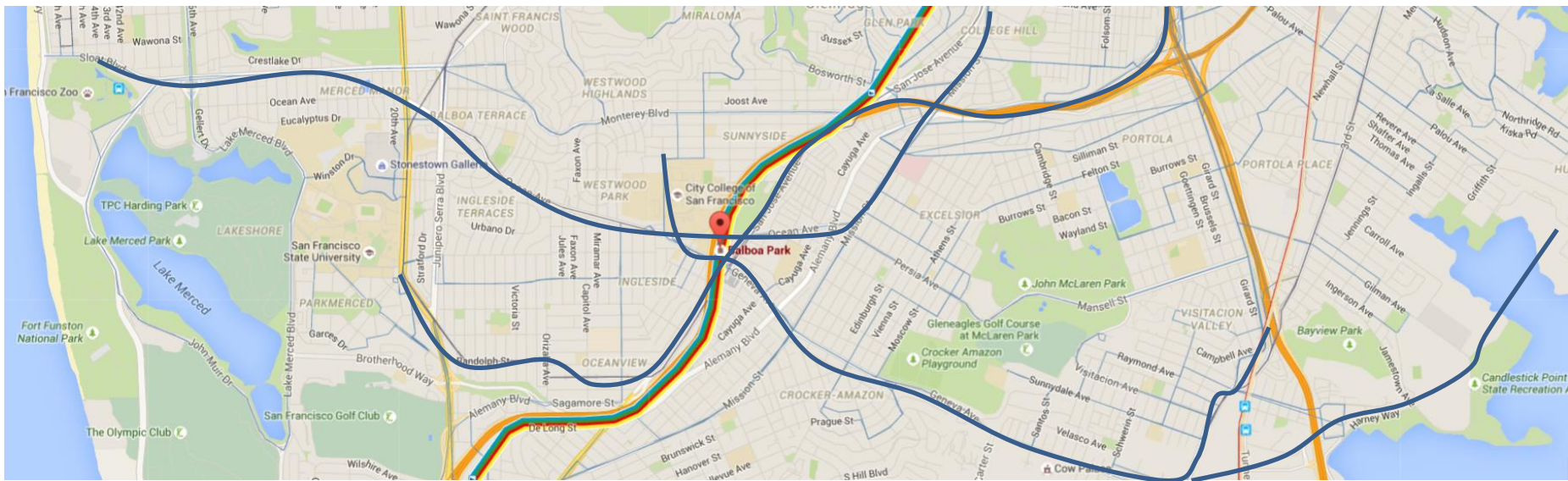
“Deep walkability describes a city that is built in such a way that you can move from one area to another on foot, on bicycle, on transit and have an experience that remains a pleasant one, that you feel you are welcome not just in the neighborhood but moving between neighborhoods.” - Alex Steffen -

Links, Loops and Leaps

BPSCAC – Ideas for a scaled improvement to drive reinvestment into the Geneva Car-Barn

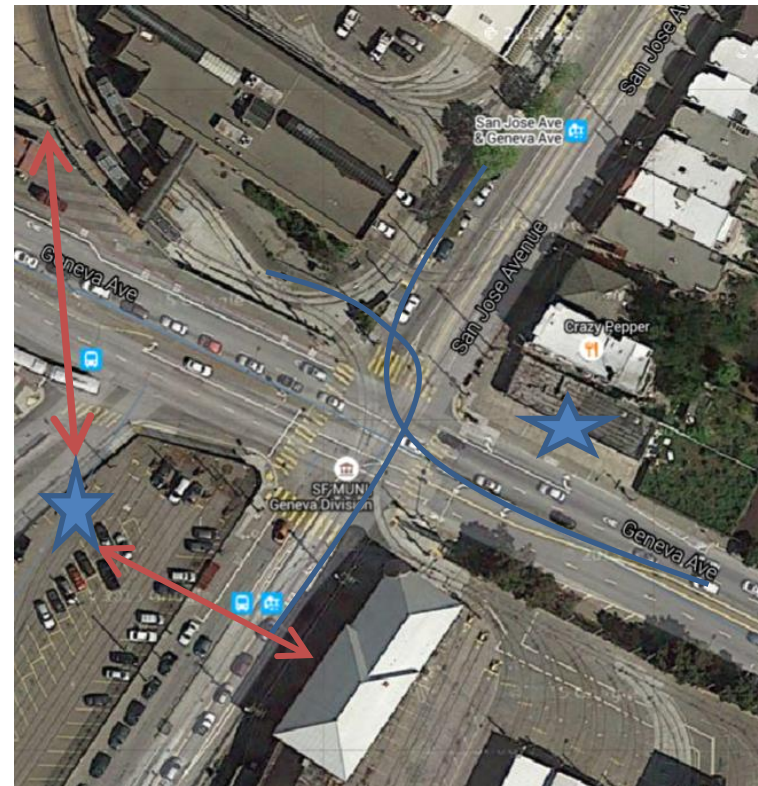
A.Goodman (Seat 8 – Families and Children)

August 25th Meeting as a visual idea generator for the MOHCD on the site and how to improve it.



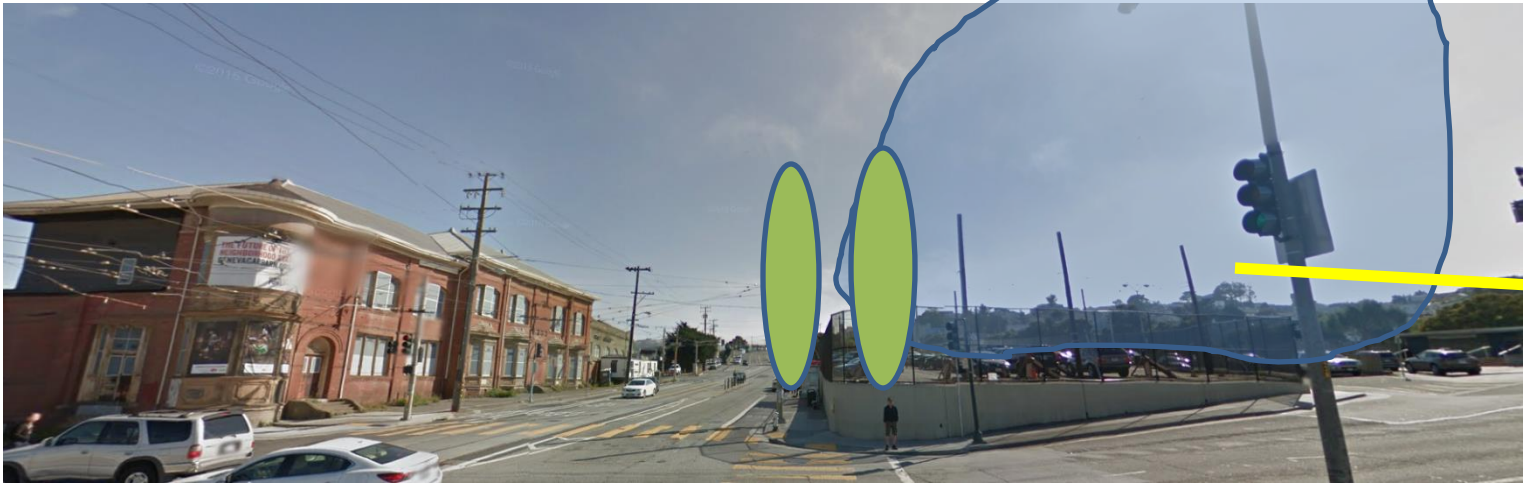
The Balboa Park Station sits At the intersection of a very Dense urban area increasing in population and needing a solid boost in the interconnectivity and Access to the BART and Muni links around the area.

It may prove more worthwhile long-term to look at the system as a cross-roads and how to develop a better system of getting people across already over-congested boulevards. By providing incentives in housing and the geneva car-barn as an incubator and new hub.





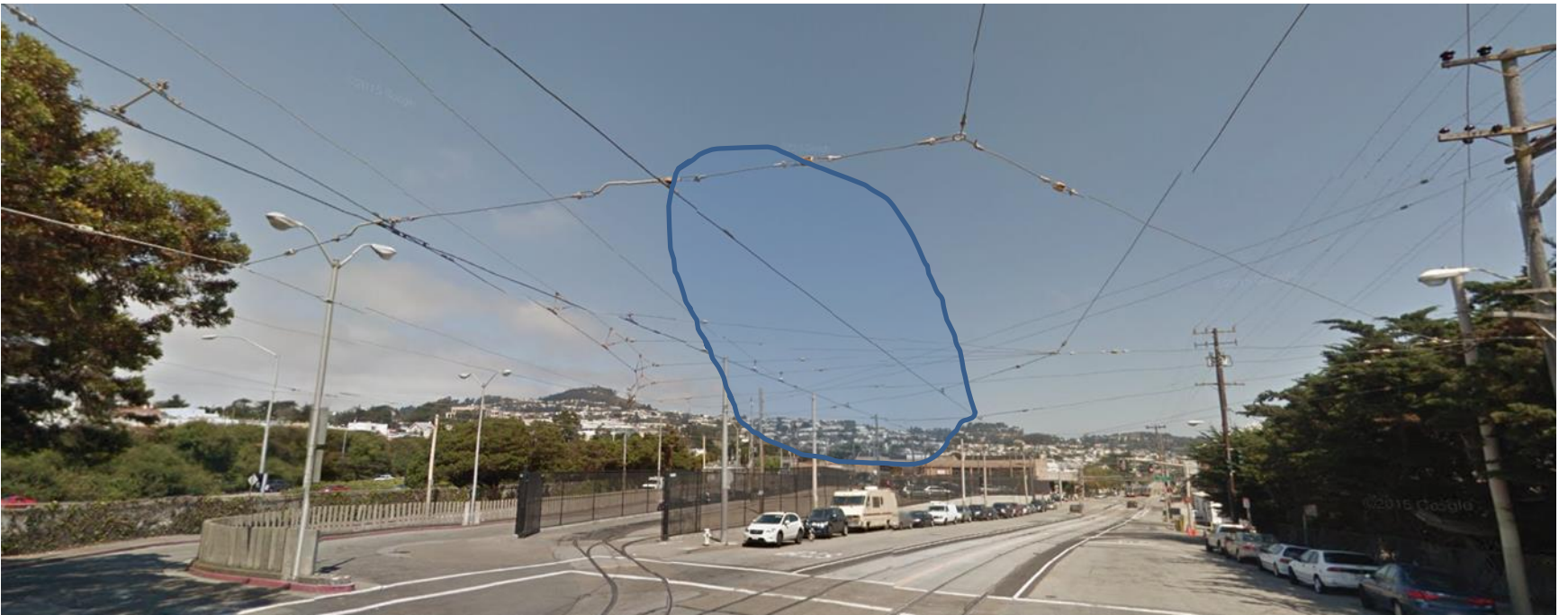
A shaped building above a street plinth, and possible train unload for the M-J line at the Geneva Car-Barn with an extension of the T-Third linking up or ending near the station per prior plans on the south edge of the station.



Street view looking south at current space at Geneva



Street view looking North toward up-hill climb and crossing hazards.



View towards the site, and kiss-and ride.



View across the freeway overpass on Geneva



View from the freeway at site from west looking east



View from east looking west



Due to the difficulties of building on the tunnel studies and engineering dictate that projects built on stilts or structural systems may be best suited for spanning the BART tube below. These buildings are eclectic examples of what could be housing above, with office space and retail components below. Along with park and walking bridge connectors and ramps that can extend across intersections, and even provide space for trains to run under or connect to the media-tech-housing buildings created. As a central hub this could incubate funding for the sites noted, and also provide funds for the Geneva Car-Barn as a tech-incubator and school connectivity and transit point. Lick Wilmerding, and CCSF along with improved muni connectivity to the T-Line extension on Geneva Harney with light-rail and a crossing of the M-J line at Geneva and San Jose would make this an ideal east-west and north south link further south from the density occurring downtown and in the mission and can provide a new east west corridor on the southern side of SF.





Transit Planning for the future of San Francisco – Can we get the horse in front of the cart literally?

We all are aware of the TEP Muni Transit “effectiveness” project, or “in-effectiveness” as many MUNI riders often chide due to cuts in station stops and effects on routes, and the recent discussions on transit costs of such projects as the central subway, and downtown DSX station extension, and the overall impacts of the housing build-out in San Francisco. Supervisor Scott Wiener even jumped on the transit needs bandwagon stating we need to fulfill the destiny of SF’s transit future by tunneling around the entire city, most likely on the heels of the central subway financial burden’s by extending it around to the proposed fisherman’s wharf final end. The question that arises, when we see the plans and proposals, costs, and political failure to enforce taxation of growth to build our future transit, is whether the proposed systems being showcased really do the justice and solve our urban stopped up transit systems?

I would like you for a moment to think outside of the basic lines and routes in SF, and digest the comment submitted by Howard Wong (SFT Board Member) and Save Muni representative, when he stated in a response to the Examiner for such a small city, we should have a “world-class” transit system.

The terminology system, denotes a natural or mechanical, complete loop, or body, that encompasses and provides a distinct benefit. The problem is that when you look at our existing system of SF Muni transit it is like the body and tentacles of an octopus, without real connectivity, looping, and linkage of existing systems. Most train yards, have built into them the concepts of switches, gears, shifting, looping, and system theory, since you don’t want to have to turn locomotives around, and it is preferential to loop, or provide figure “8’s” or similar closed loop systems that can provide switching and improved capacity of a system.

I recently attended the Bayshore Intermodal Facility Final Report meeting which presented on boards the future proposed options from study, on the south-east transit areas of SF. This station proposes to provide bi-county improvement, and possible intermodal facility connection between High-Speed Rail

(HSR), Caltrains, and SFMuni services, with a possible Bus Rapid Transit linkage up Geneva-Harney to the Balboa Park Station and additional densities proposed in the D7, D11, and D10 districts where numerous large scale projects are proposed. Yet what was distinctly missing from the presentations was an understanding of capacity, and the need to get such ideas as Light-Rail Vehicle connectivity and systems looping and linkage into the actual final decisions and planning up front. Initially the Geneva Harney project plans did not even include the HOPE SF Sunnydale project, which as a lower income community would directly benefit from easier access to intermodal transit facilities. The other cumulative impacts of the Alice Griffith, Hunter's View, Potrero and Schlage Lock Factory projects alongside Brisbane development on the South-East sector, Balboa Park Upper Yard and Balboa Park Reservoir Site, and the 19th Avenue Transit Study, and Parkmerced/SFSU-CSU/Stonestown future projects, all create huge demand for improved transit outside of the downtown areas based solely on number of people proposed to live in these future communities.

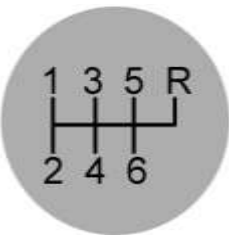
What is directly needed is a view of the transit system planning in SF, that looks at more creative linking and looping of systems to provide and increase capacity sooner due to the increased housing density being proposed. Such system improvements would include getting the Geneva Harney installed as an LRV (light-rail vehicle) system and looping it directly at grade around to the future candlestick shopping mall, and around the BVHP back up possibly Cargo Way to the future Pier 70 and other waterfront developments and get people out of their cars. This connection would continue up westward to Balboa Park Station, and provide impetus for a secondary intermodal facility that would better connect transit between the K-T and M-J lines at the Geneva Car-Barn and Green Street Facility to link and loop existing lines for quicker and more efficient turn-around and a closed loop system. Another possible link would be the L-Taraval back up Sloat Blvd. to Stern Grove, turning southbound on 20th underground, and linking back up to 19th just at the roadway by the Petco/Stonestown YMCA Annex across from Mercy H.S. to get it to an aerial platform out towards Daly City BART and a new intermodal west side transit facility, that could help alleviate west-side transit congestion with the South-West build-out occurring and a still unknown Stonestown site possible development. There is also the idea of a western-side transit improvement by BART or MUNI on geary, via a switch to BRT or LRV lines that could connect north to south the Presidio via the F-Line through Fort Funston, southward back around along Geary or Fulton to Sunset Blvd. and the eventual looping of SF via public transit systems! Lastly there is the concept of BRT on Van-Ness which for some reason unknown ends before it begins, and does not extend the entire route out to the Excelsior, and provide through the Mission better and speedier access to east-west transit routes along the major spine of the city. With recent changes proposed to the Excelsior as a PDA (Priority Development) designation like the mission, it only is logical to skip the BRT, and focus on the LRV possible above ground or at grade need for quicker transit across the city. Even if we do focus on BRT solutions due to cost, than we should at least ponder double-door bus systems to improve along these BRT routes the speed in boarding times due to reduced wheel-base access when boarding our new fleet bus systems.

The concern is the need to think logically in terms of connecting the dots of transit modal areas, in the same way as a switch or closed loop system, with built in flexibility to provide secondary connectivity to other lines and systems. Only in this way can we provide the city and its citizens with a world-class

transit system that provides the bandwidth and flexibility needed for a dense and growing urban metropolis. Adequate Taxation is only one of the needed parts of the proposal, the other is a mind-set to connect the dots now, and not later, so that we get the traffic and transit systems built now to provide us with a real transit future.



Closed Loop System



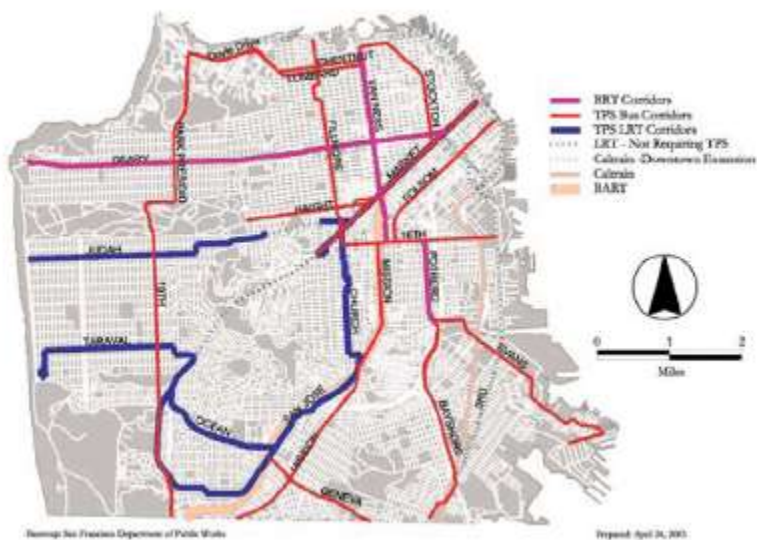
Switch/Shift 6-speed (imagine the 1 as sunset, 3 as inner Richmond, 5 as downtown, R as cross bay, 2 as Daly City BART, 4 as Balboa Bart, 6 as Bayshore Intermodal) Now overlay and connect 1-3-5-R and 2-4-6-R and you have closed system by linking and connecting the dots...



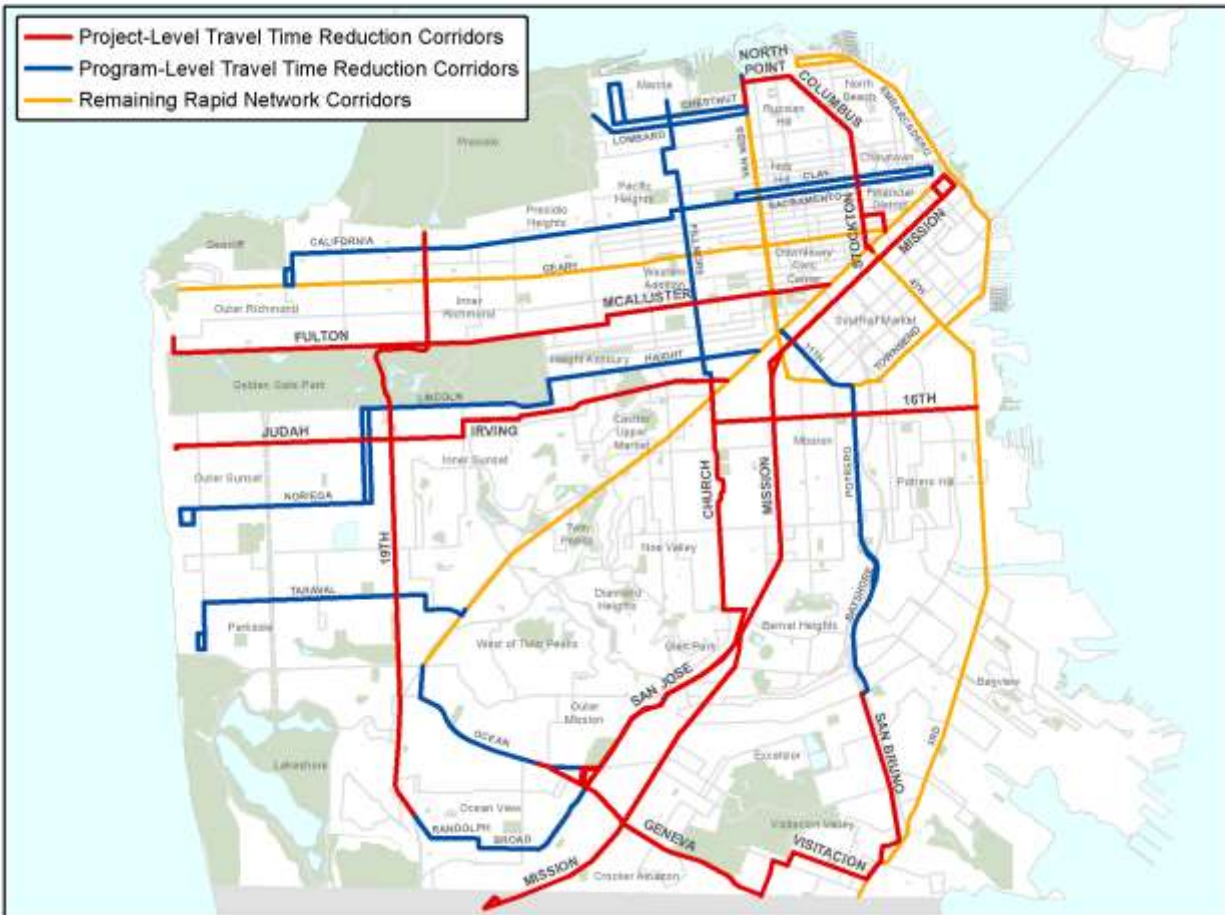
5-Door access bus design, provides easier on/off boarding quicker and would solve slowness due to congestion at boarding and ticket-payment locations on vehicles and ease the access for disabled riders competing for access at the front of the bus.



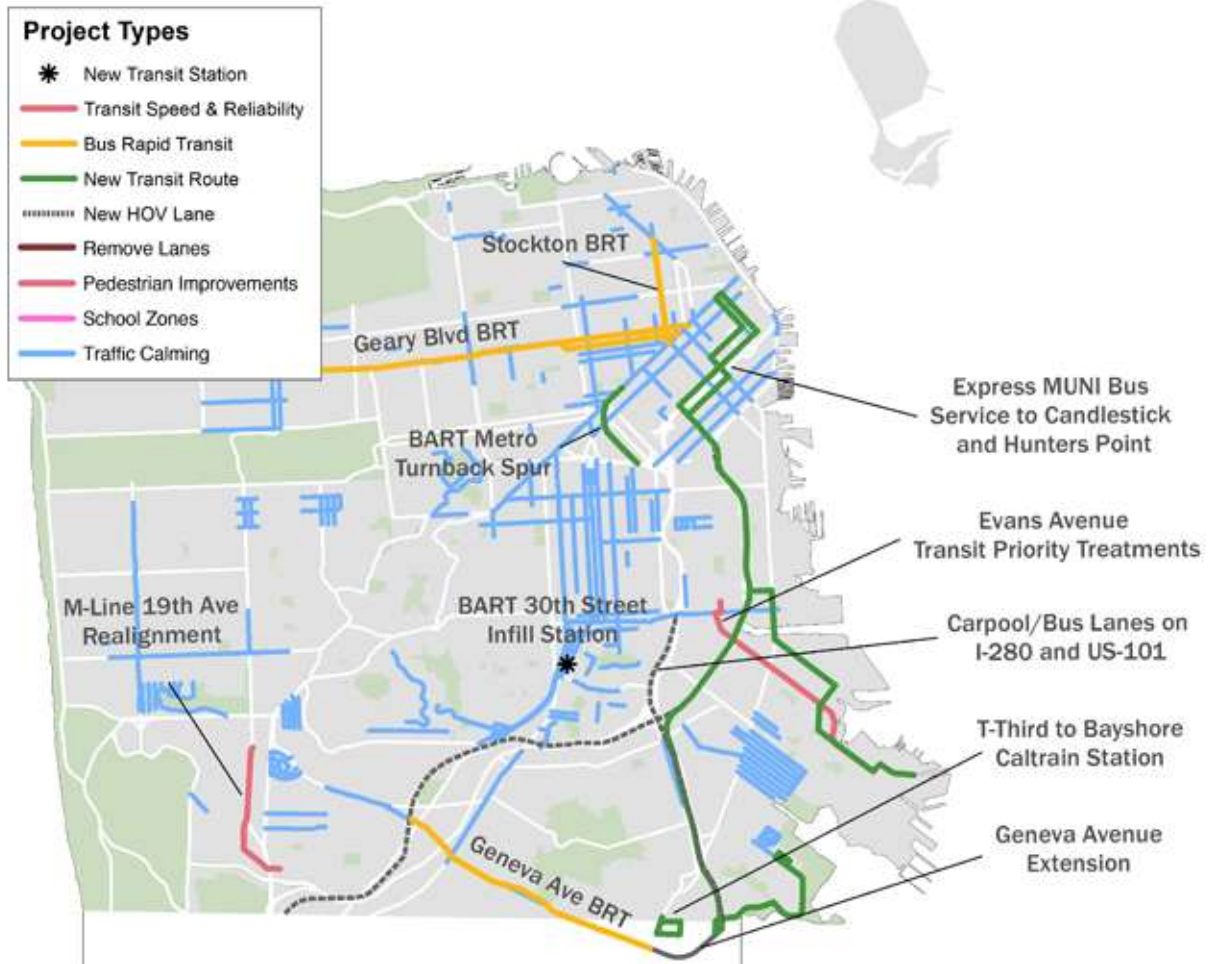
The problem with single door boarding is getting off while others are getting on. With disabled passengers added to the mix, and increased age concerns for many residents needing public transit, this is becoming a critical problem with existing bus services. BRT will not solve the slow-boarding times, unless along BRT routes they transition the systems to double door, or larger door vehicles.



Proposed BRT and corridors of transit. Note the lacking links in the SE bi-county (the map is cut and lacks the interconnection between SW to SE portions of SF from Parkmerced out to the D10 district along Ocean or Geneva. Also there is a lacking link along sunset blvd. to connect Geary to Judah and Taraval as an improved west-side transit system to Daly City BART.



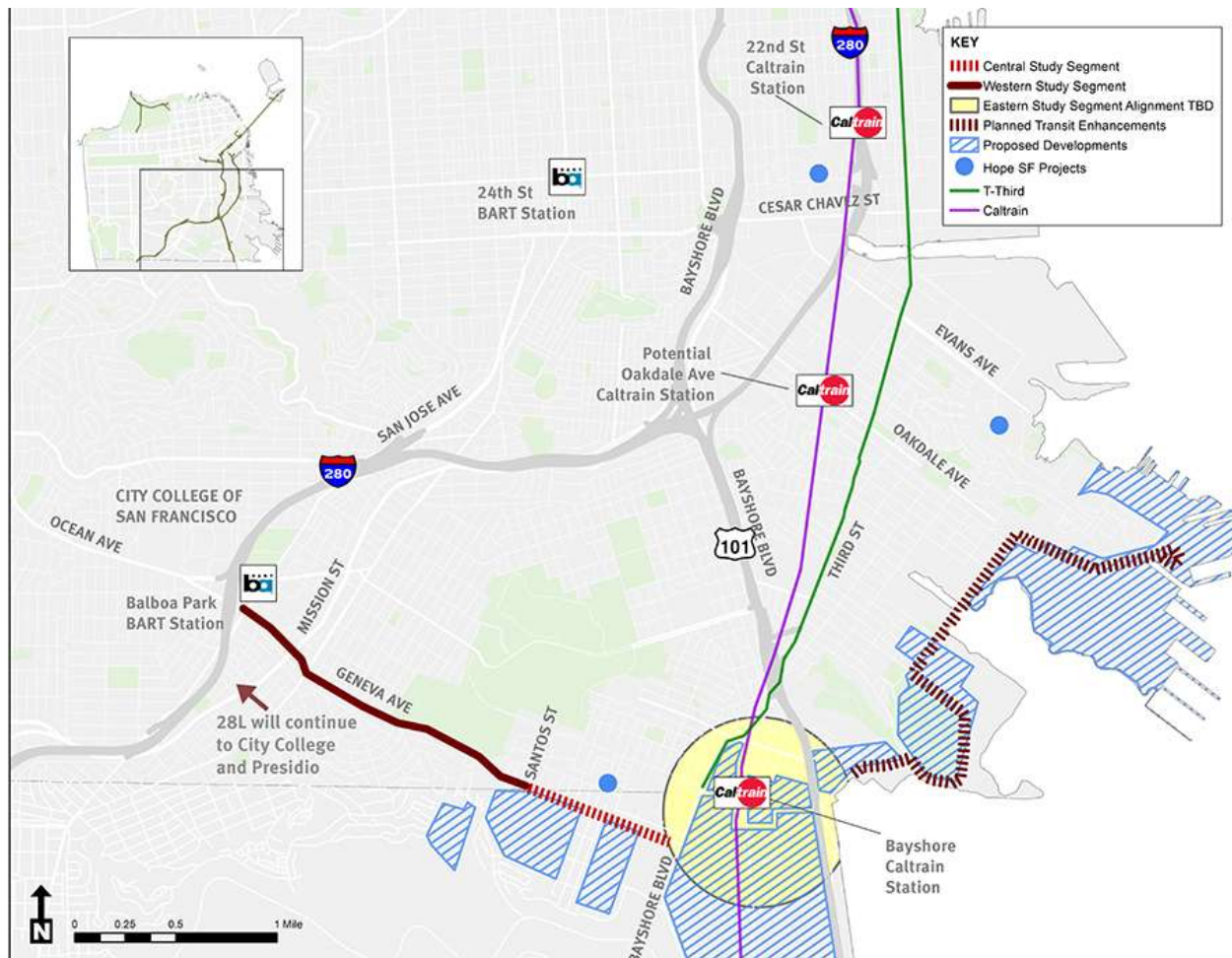
Travel Time Reduction Corridors (most investment is downtown, only the Geary BRT, Van Ness BRT and Geneva Harney BRT, along with BRT Parkmerced areas is really being considered, and no proposed transit light-rail corrective planning is proposed or in place.



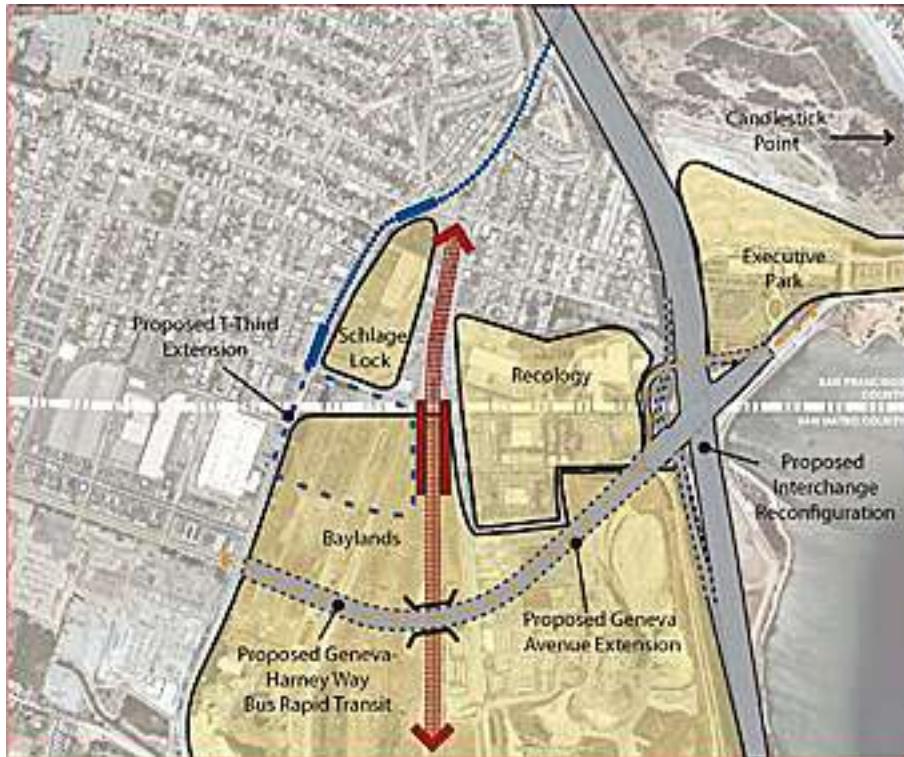
Note the proposed Evans Ave and 19th Ave proposed projects, related to specific density projects but lacking the real west-side and south-east side transit reconnection along Geneva and out to the BVHP.



Zip codes also tell another layer of bi-county and south side need as zip codes 94132, 94112, and 94134, and 94124 block and provide the major north-south and east west routes via vehicle currently in the southern portion of SF, and have a tremendous amount of density going into their zip codes in the next phases of pipeline developments in SF.



Initial Geneva Harney proposed diagrams missing the Sunnydale, Balboa Reservoir, and Upper Yard Sites which will heavily congest Geneva Ave with BRT Buses and cause more congestion along the BVHP and T-Third as commuter shuttles navigate the 101 Congestion and new proposed development at the Bayshore Caltrains and BVHP sites.



Bayshore Intermodal site, shows a loop (dashed-blue) but does not show the T-Third taken back up Geneva-Harney with only a shorter extension southbound the loop could allow trains to continue east and west-bound.



The already congested high-speed boulevard bi-county is a cross-cut-route for traffic from 19th Ave/Ocean Ave to 280 and 101. It has become a raceway, and will eventually densify along possibly with the Cow-Palace and Brisbane and SF and Daly City Parcels.



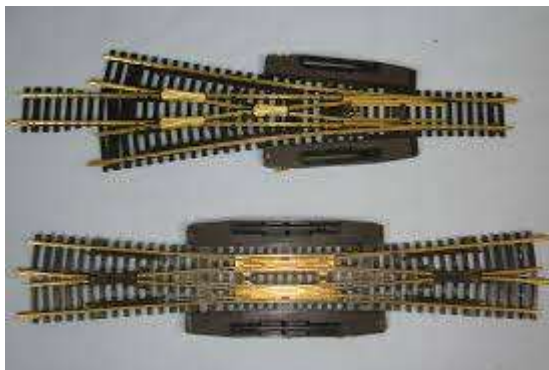
Balboa Reservoir, and City College Masterplan, along with the Upper Yards site, and Geneva Car-Barn already is an overly congested area, needing transit improvement and a possible intermodal facility to link systems, along with new business, and office density along with housing. The Excelsior is also proposed as a PDA, so density and increased housing development in the outer mission and Excelsior is coming sooner not later. Would it not be smart to work into the Balboa Station an improved access and transit connectivity for the Geneva Harney route to get directly to BART?



Density increases proposed along the Excelsior and existing Muni Lines



Bayshore Caltrains Proposal, showing areas of development (Executive Park, Candlestick, Brisbane Baylands, and Sunnydale Hope SF sites). Note the T-Line dead-ends instead of showing the loop, or the possible linkage east west as a swing system connecting developments via transit.

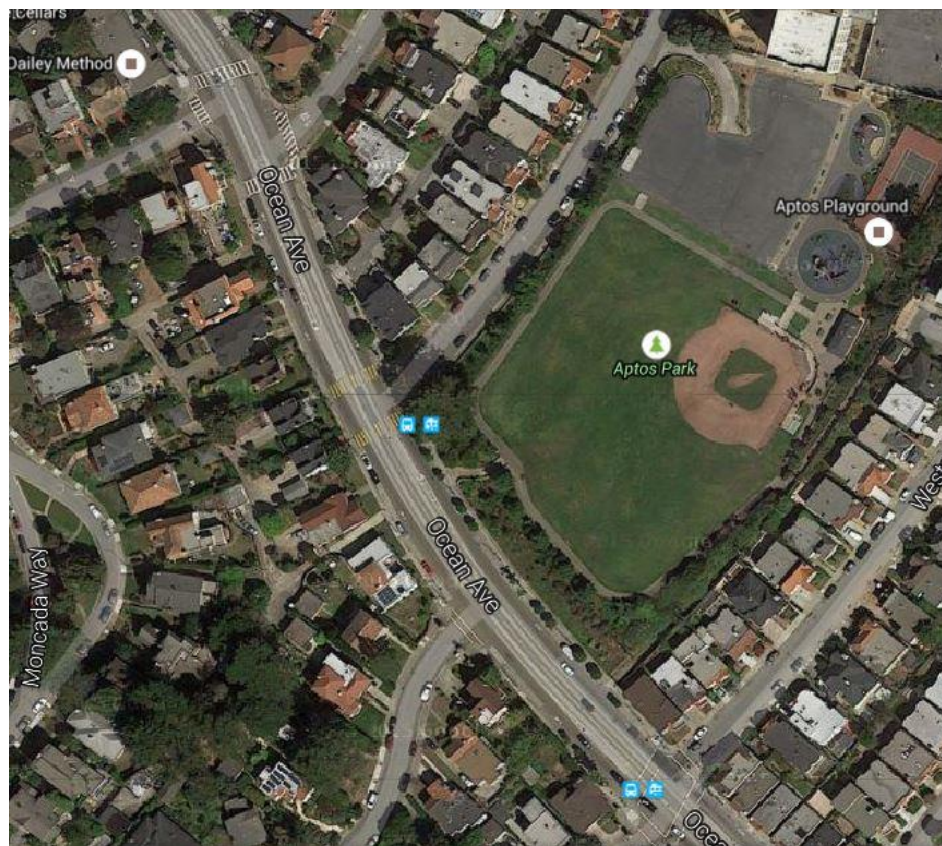


Track links, loops, and splits, allowing a gear-shift of lines, and more flexibility in the routing of trains...

Wong, Phillip (ECN)

From: Aaron Goodman <amgodman@yahoo.com>
Sent: Monday, November 30, 2015 1:14 PM
To: BRCAC (ECN)
Subject: BRCAC - missed one package - aptos area, and part of ocean ave...
Attachments: Presentation2_ocean.pdf

Please find the missing package from the Ocean Ave segment on safety concerns and striping/crossing areas that were examples given to the SFMTA...



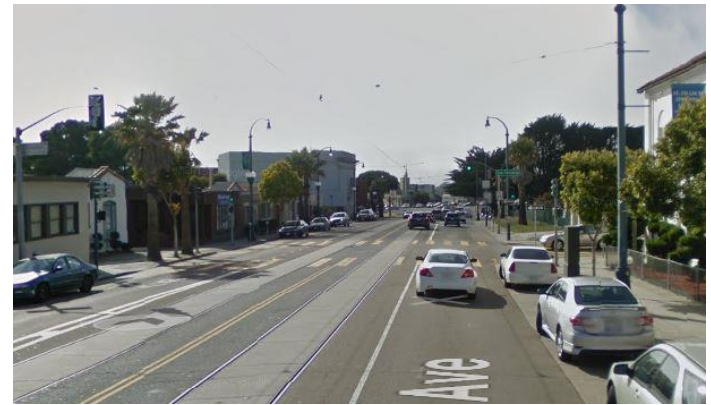
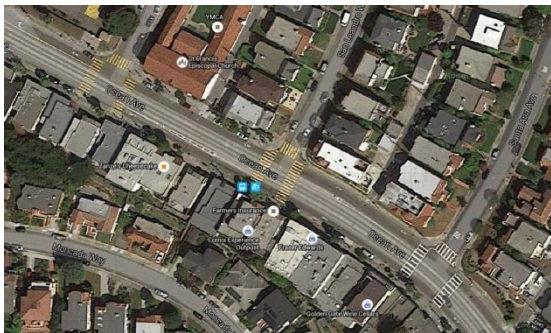
Aptos School Crossings @ Ocean

- Lack of signage
- Lack of slow down zone
- Lack of enforcement
- Lack of view due to topography



Commodore Sloat School (crossings)

- Speeds at Ocean and Junipero Serra
- Distance crossing streets
- Lack of signage, striping, and slow zones
- Sunlight eastbound in morning blinds drivers
- Cars run the intersection at Gate entry.
- Cars ignore traffic speeds and turn on Red.





Granada @ Ocean

- Speed of traffic
- Lack of flashing signals
- Possible removal of crossing across ocean ave.
- Cars do not stop when pedestrians cross.
- Lack of enforcement, signage,



Wong, Phillip (ECN)

From: Aaron Goodman <amgodman@yahoo.com>
Sent: Monday, November 30, 2015 4:34 PM
To: BRCAC (ECN)
Subject: Balboa Reservoir (E) Conditions Transportation - Memo March 17, 2015 - AECOM / Available larger prints for meeting?

BPRCAC

Not sure you can get in time for the overheads or documents, but key item to look at on the maps are the surrounding impacts outside of the boundaries shown and within.

The Balboa Reservoir (E) Conditions Transportation Memo March 17th 2015 by AECOM has specific figures which should be looked at in addition to the current AHBP maps, and larger context maps showcasing other projects along Ocean, and the Excelsior and Geneva areas ;

Figure 1 Page 4 - Roadway Context

Figure 2 Page 6 - Transit Context

Figure 4 Page 10 - Pedestrian Context

and another one with Bike Context.

it would be great to have these on poster-board for comment and discussion at the meeting this Monday night, might be late but its key to the idea of garnering input on the conceptual ideas for the site and how to address safety/connectivity and the proposed density increase. Also in terms of how traffic movement due to recent "T" off-ramp westbound and I-280 changes may be cause for City College's planning to incorporate a stronger connectivity to a bridge/walkway over to the BART entry zone...

Recommend that BRCAC reviews these figure maps in relation to the concerns vetted so far.

The BPSCAC also has commented on the transit impacts and concerns, and it would be good to see how the prior BPSCAC and BRCAC issues on transit and focus are implemented reviewed for issues and corrected in the short and long-term impacts of development....

A.Goodman

BPSCAC - Seat 8

Wong, Phillip (ECN)

From: Aaron Goodman <amgodman@yahoo.com>
Sent: Monday, November 30, 2015 8:43 PM
To: BRCAC (ECN)
Subject: Missed one item regarding children and scale important issue of getting to kids scale in the design of streets and ability to provide safe traffic boarding and crossings near schools

Mentioned by the senior lady with the accent and later by multiple parents is the safety of crossings for children seniors and disabled at many intersections along ocean from 19th to mission st.

Scale and visual ability to see children, illumination lighting warning areas and striping coloring at crossings along with education and enforcement are critical to improve the safety issues

To improve connectivity and the larger moves like LRV along Geneva harney or links and loops from the San Jose ave across Geneva to the car barn so the M to J and K to a future east side Geneva LRV may improve access and mass transit between southeast and southwest corners of the city.

blgger moves will need to be made a part of the density and proposals for new housing we cannot wait for the domino effect of development that will only worsen the situation.

Cart in front of the horse or cart behind its a simple motto but we need to get the links loops and transitions improved now asap vs waiting for funding. iDeas and concepts are needed that go beyond the basic development premise and go towards regional solutions for the density we incur in SF

We were unfortunately limited in comment as we did not tackle each item individually and limit feedback

We need more feedback ideas and to take the blinders off from the development pressures and fix the crack in the dyke before the damn breaks.

Agoodman d11

Sent from my iPhone

Wong, Phillip (ECN)

From: ajahjah@att.net
Sent: Tuesday, December 01, 2015 8:50 AM
To: Shaw, Jeremy (CPC); Lesk, Emily (ECN); Martin, Michael (ECN); Exline, Susan (CPC); Wong, Phillip (ECN); BRCAC (ECN)
Cc: SNA Brick; wpa.balboa.reservoir@westwoodpark.com; Save CCSF Coalition
Subject: last night's meeting

OEWD, Planning, CAC--

I wish to thank City Staff and CAC for your patience in listening to community feedback.

Last night, I tried to emphasize the need for proper context in examining the BR Principles and Parameters. However, because I don't think I was very clear in my comment, I would like you to look at the following re-wording of my oral comment:

In looking over CEQA-related materials, my impression is that City/OEWD/Planning is standing the purpose of environmental review on its head.

The Principles and Parameters that have been presented so far have downplayed the impacts of the reservoir project on the existing land use and character of the neighborhood. The Principles & Parameters have been extremely general and have focused on the internal design and character of the BR project itself instead of the Reservoir project's impact on the surrounding area.

We have been made to feel that it's our obligation to accommodate the BR project. From my preliminary understanding of CEQA, it's the obligation of a proposed project to fit into the existing setting of the surrounding vicinity so as to minimize its impact on the existing character of the area (see my submission to OEWD/Planning for the 11/30 Transportation meeting).

My written submission entitled "Review of Reservoir Transportation Principles and Parameters" dated 11/27/2015 had included an annotated PDF of the Transportation Memo/Principles and Parameters. I urge all of you to look at my comments on that PDF. I have tried to raise what I feel are common sense takes on the Transportation Principles & Parameters.

PARKING:

Over the past week or so, I've been trying to learn about environmental review/CEQA/EIR.

I have found that the City & County of SF considers parking to be a "social impact" which does not fall directly under CEQA, which deals with physical impact.

I wish to point out that the Reservoir would remove the western Reservoir Parking Lot which would be a physical impact. The physical elimination of the existing parking should require mitigation of this physical, as well as social, impact by the Reservoir project. I believe the main burden of mitigation should lie on the BR project; not on CCSF and neighborhoods (by making parking difficult and more expensive for CCSF students, staff, faculty).

Since I'm just a layman, please correct me if I'm wrong on this read.

NEXT MEETING

Is the next meeting still scheduled for Monday 12/14/2015?

Sincerely,
Alvin Ja

Wong, Phillip (ECN)

From: Rita <rita_e@pacbell.net>
Sent: Tuesday, December 01, 2015 6:48 PM
To: BRCAC (ECN)
Subject: Transportation Principles and Parameters - Comments
Attachments: Transportation Principles R Evans.docx

Attached please find my comments on the draft Transportation Principles and Parameters. They are much more extensive than what I was able to present at last night's BRCAC meeting.

Rita Evans

DRAFT TRANSPORTATION PRINCIPLES AND PARAMETERS

Rita Evans

November 30, 2015

I have lived on Judson Avenue in Sunnyside for almost 30 years. I am a member of the Balboa Park Station Community Advisory Committee. I have managed information at the Institute of Transportation Studies at UC Berkeley since 2001.

Overall Comments

The proposed housing development in the Balboa Reservoir will have a significant impact on traffic and parking in adjacent neighborhoods -- Sunnyside, Westwood Park, Ocean Avenue, and Westwood Highlands. The area already is subject to intense traffic and parking pressure from tens of thousands of City College students, a high school, and two elementary schools. There is nothing in the Transportation Principles and Parameters (P&P) and accompanying documents, however, that acknowledges the additional, area-wide impact of this large development and the resulting traffic congestion, parking pressures and air pollution. The collective negative impact that congestion and parking demand will have on residents who have enjoyed living in these neighborhoods for years is not addressed and no mitigation is offered for this loss of quality of life. This will distort the existing character of these neighborhoods.

Another deep flaw is the lack of coordination with, or indeed, little acknowledgement of, City College of San Francisco, a quality, affordable educational institution serving students of all ages. Those students, often juggling jobs, child care and classes, need to access the campus and many depend on parking now provided on the reservoir site.

Principle #1: Design site access and circulation to minimize the development's congestion impacts, especially on adjacent areas, while also maximizing pedestrian and bicyclist safety.

Draft Parameters:

a. Determine the number and location of site access points that will best manage congestion impacts to surrounding neighborhoods and roadways, while minimizing or eliminating the need for curb cuts on streets that are heavily traversed by pedestrians and bicyclists. (Note that certain access routes may be subject to negotiation with appropriate parties, such as adjacent landowners. Such negotiations would occur following the selection of a developer partner.)

Site access is a critical issue since every access point will feed traffic into local streets. Those streets were heavily congested even before they had to absorb traffic-- and parking pressure -- from the Avalon development on Ocean Avenue. In addition, with the exception of Ocean and Phelan, adjacent streets which may be designated for access are narrow and difficult to traverse with existing traffic levels. This parameter aims to "best manage congestion impacts" but local streets are at capacity and there is no "managing" that will change that constraint, nor the fact that it is neighbors in adjacent areas who will bear the brunt of delays and parking demand.

b. Design the site's street network, vehicle circulation pattern, and placement of building and garage entrances to maximize pedestrian and cyclist safety and to minimize traffic congestion within and near the site, including on-street vehicle queuing. This goal may be achieved through designing shorter blocks, sharing off-street parking facilities, meeting Principles 2 through 4, and/or other strategies.

It is difficult to envision how street design and other factors cited here will address or prevent congestion on nearby streets including Phelan and any others designated as access points. Those often narrow streets are taxed by residential traffic and the very significant traffic generated by City College, Riordan High School, and neighborhood elementary schools.

c. Circulation strategies should pay particular attention to congestion and public safety impacts on Phelan, Ocean and Plymouth Avenues in the vicinity of the site, which have been identified by the community as key areas of concern.

Judson Avenue, immediately to the east of the reservoir property in Sunnyside, must be included in the list of streets to which particular attention must be paid. This is an example of how the inadequacy of information about the affected area in previous reports and studies results in flawed P&P. At its terminus just beyond the CCSF campus, Phelan Avenue turns east and morphs into Judson; much northbound Phelan traffic feeds directly onto Judson where Sunnyside residents on Judson and its feeder streets bear the brunt of it. Frustrated drivers facing chronic delays are likely to endanger pedestrians and bicyclists. What mitigation is contemplated to address capacity and attendant safety issues?

d. Maximize safe pedestrian and bicycle connections into and within the site.

Given the proximity of City College, a high school and elementary schools, not to mention reservoir and neighborhood residents, it is critical that pedestrians and bicyclists have good options to move through the site, bypassing Phelan. Specific approaches could include dedicated bicycle tracks, designated bicycle routes, high visibility crosswalks, pedestrian/bicyclist crossing signals, very low speed limits, and traffic calming measures such as narrow lanes, bulb-outs and planted medians.

e. To ensure attractive, safe and useable public open spaces for all transportation modes, make street and sidewalk designs consistent with SF Better Streets Plan recommendations and other applicable standards, such as utility separation requirements.

Street design standards should include those specified in NACTO's *Urban Street Design Guide* in addition to the Better Streets Plan. Sidewalk and path widths must accommodate multiple users, including pedestrians walking side by side.

Principle #2: Create incentives for increasing transportation choices.

Draft Parameters:

a. Use the strategies herein and other creative proposals to meet the performance target of a maximum 60% automobile mode share at buildout. Monitor transportation performance on the site, report annually on all transportation demand management (TDM) and parking measures, and deploy measures to improve mode share, vehicle miles traveled (VMT) and other measures as needed. To these ends, establish a TDM budget for the development. The budget shall provide funding for a TDM manager to execute transportation strategies and coordinate with the City, City College, and other transportation partners. Creative strategies or partnerships for monitoring, reporting, and executing TDM measures to meet performance targets are encouraged.

What are performance measures, who defines them, who monitors and reports? Rather than creative strategies being encouraged, it is essential that the city accepts responsibility for not only monitoring the project in the long term and collecting and analyzing data, but for implementing specific countermeasures and corrective action when targets are not met. Just as the TDM manager position should be funded by the developer, so should the data collection and analysis and corrective measures. Data and performance reports should be readily available to residents and neighbors in adjacent areas.

What is the overall target mode share for residents and what is the target date for compliance? If the maximum of 60% auto mode share at buildout is not met, what mitigation will be triggered?

b. Maximize carshare availability and convenience by ensuring that each on-site household is provided with a car share membership for its first full year of residence and by pursuing one or more of the following strategies:

A firm commitment to enacting all of these, not vague idea to pursue one or more, is required for any effective mitigation to take place. Guarantee that every household is provided with a minimum one-year car share membership.

In addition, the entire carshare program should be planned, implemented, evaluated and modified as necessary in conjunction with CCSF. Many City College students face considerable financial challenges and such a program could benefit students in specific situations. Locating parking spaces in convenient campus locations could make the program more attractive.

o Meeting or exceeding the number of carshare parking spaces required by local ordinance;

In addition to exceeding the requirement, make carshare parking available to guests.

- o Locating car-share parking spaces on streets for easy access;

Spaces should be on the street and should be available at multiple locations in the reservoir property and on the CCSF campus.

- o Facilitating the use of shared vehicles by families with children, by (i) providing an on-site lending library of car seats, strollers, and/or carts through the property management and (ii) providing on-site bicycle parking spaces for cargo bicycles and other larger bicycles; and

This should be strongly encouraged and promoted.

- c. Support and encourage transit use by:

- o Ensuring that each household is provided a monthly transit pass or, subject to the creation of an integrated “transportation benefit allowance,” ensuring that each household is provided a transportation benefit allowance. The allowance could be used for a variety of transportation services other than private automobile parking, such as transit, bicycle parking, sharing or repair, car share usage fees, etc. The benefit should last for no less than the first full year of residence. At a minimum, the transportation benefit allowance should be equivalent to the cost of one Muni monthly pass per household;

Strongly support the idea of making transit passes or the benefit allowance available to all residents.

- o In regards to employees working at the site (e.g., a residential building’s property manager, construction workers, etc.), encouraging employers to provide a pre-tax transportation benefit program and/or a sustainable transportation allowance;

- o Supporting the City’s efforts to improve the safety and comfort of bicycle and pedestrian access within the Balboa Reservoir site and from the site to the City College Bus Terminal, Balboa Park BART Station, the Muni K-line, other bus stops, community amenities and open spaces in the area;

A subsidized shuttle managed jointly by the developer and CCSF should be implemented to serve both the reservoir and the campus. This could have a significant effect on encouraging transit use, lessening parking demand, limiting air pollution, and reducing traffic congestion.

- o Providing on-site transit-rider amenities such as benches and sheltered bus stops, if applicable.

- d. Encourage bicycling by:

Promote electric bicycles and do this in conjunction with CCSF and one or more local bicycle shops. Hold demo events, have e-bikes available as part of the bike share or car share programs, make information and incentives available, and have free, convenient charging at every bicycle parking space in the reservoir property and at multiple locations on the campus.

- o Providing secure onsite Class I bicycle storage facilities at a rate that meets or exceeds planning code requirements of at least 1.5 bicycle parking/storage space per residential unit; these bicycle facilities should be secure, contain electric charging stations, and be large enough to accommodate cargo bicycles and other larger bicycles;

- o Ensuring a safe and convenient path of travel between on-site bicycle facilities (e.g. lanes, paths, parking, repair space, bike share pods) and existing bicycle facilities on Ocean and Phelan Avenues;

- o Creating a north-south bicycle connection on or through the site, utilizing bicycle lanes and/or dedicated bicycle tracks;

Replace the ill-conceived, poorly designed bike lanes on Phelan, which neighbors opposed from their inception, with a well-designed north-south dedicated cycle track which would connect to the larger bicycle network outside the development at both ends.

- o Providing visitor bicycle parking at a rate that meets or exceeds Planning Code requirements;

- o Providing a bicycle repair facility on-site;

If such a facility is more than a location where repairs can be done, this effort should be pursued in conjunction with a local bicycle shop.

- o If a Bay Area Bike Share pods is not located within 250 feet of the site, providing one on-site;

Regardless of whether a bike share pods are provided nearby, the developer must provide on-site access in order to promote usage. A pod also should be located on the CCSF campus.

- o Considering the provision of limited-time Bay Area Bike Share memberships to residents and employees.
Require that memberships be provided. Have program to encourage participation with information, incentives, etc.
- e. Identify and implement additional strategies to support the ability to choose alternative modes of travel, which may include:
 - o Facilitating deliveries by including a staffed reception area for receipt of packages or offering reception area cold storage and other forms of temporary storage for deliveries of groceries, packages, laundry and other items.
 - f. Identify potential partnerships and/or accommodate capital improvements that would result in or contribute to improved safety and mobility for non-single occupant vehicle travel modes. Note that RFP responses should not assume that the Balboa Reservoir development project will be required to fund off-site improvements other than improvements required as CEQA mitigation measures. However, the City may wish to explore creative partnership and funding arrangements during negotiations with the selected developer partner. Improvements may include, but are not limited to the following:
 - It is not clear why the developer would not be required to fund off-site improvements as part of overall mitigation efforts. It is discouraging to see language such as, "...the City may wish to explore creative partnerships and funding arrangements during negotiations..." when a much more proactive stance should be taken: "...the City will require payment by the developer for such improvements."
- o Stronger pedestrian safety and access into adjacent neighborhoods;
See previous comments under 1.d.
- o Improved bicycle infrastructure along the existing Lee Avenue to close the current gap between bicycle routes;
In addition to a dedicated north-south cycle track within the development, the city must address this gap in bicycle routes. The Sunnyside Neighborhood Association has advocated for the extension of Lee Avenue, with protected bicycles lanes, for years in order to reduce traffic conflicts and intense congestion on Phelan.
- o Coordination of bicycle facilities with City College, potentially including shared storage, shared access to repair or charging stations, and appropriate supply of Class I and Class II parking to accommodate bicycles' access to either property;
- o Improved intersection design, turning controls and signal timing for transit;
It is critical that SFMTA do a thorough study of traffic and circulation at the Ocean Avenue and Phelan Avenue intersection to fully assess the effects of the bicycle lanes, installed several years ago, and the significant, complex changes resulting from the reconfiguration of the Phelan Bus Loop and implementation of transit signal priority. Traffic on Phelan Avenue has seen considerable congestion since the changes were implemented, beginning with the bike lanes. There appear to be problems with the timing of signals on the northern end of the street in addition to problems near the Ocean-Phelan intersection.

Before the city compounds the existing bad traffic situation into a gridlocked nightmare, an intersection study and appropriate adjustments to existing signals is essential.
- o Improved neighborhood mobility and access during construction;
It is critical that this be clearly defined, both to accommodate the needs to residents who are commuting to work, attempting to get to medical appointments, etc., not to mention the number of schools in the vicinity.
- o Shared parking facilities; and
- o Off-site traffic calming measures.
Again, see previous comments under 1.5.

Principle #3: Manage parking availability for those residents who require it.

This principle is woefully inadequate in describing and addressing the scope of the parking problem presented by the reservoir development. This principle should have been the second one addressed in the Transportation

P&P. This is not just a matter of managing parking availability for residents who require it. This development is going to have a significant, negative impact on neighborhoods which already struggle with handling the staggering demand presented by tens of thousands of students commuting to City College. At a minimum, the parking principle must include clear statement regarding the joint responsibility of the city and the developer to mitigate impact on surrounding neighborhoods and on CCSF students, including practical measures to discourage residents from parking on adjacent neighborhood streets. Funding a meaningful mitigation effort such as a shuttle from the reservoir to the Balboa Park Station would demonstrate a real commitment to address and mitigate problems.

The *Balboa Park Station Area Plan* released in 2009 very unrealistically pointed to the city's residential parking permit program as a major component of mitigation for parking demand in the station area for future development projects. While it is encouraging that the Transportation P&P do not make a similar unrealistic assumption, it is puzzling that there is no mention of the city's proposed Permit Parking Pilot Program for which neighborhoods are being solicited for participation. It is unlikely that a permit program will be a major component of mitigation but the pilot and residential permit programs should be part of the package of possible solutions to parking pressures in this area.

Draft parameters:

- a. Comply with Planning Code requirement to “unbundle” parking, such that parking spaces are purchased or leased separately from residential units and households opt into the lease or purchase of a parking space. Residential parking spaces may be part of shared parking facilities and/or in on-site buildings other than that which contains the associated residential unit.
- b. Build residential parking for the entire site at a ratio that is appropriate for a site near a transit station area, at a maximum residential ratio of 0.5 parking spaces per housing unit.

Given the uncertainty to attaining the aggressive targets for automobile mode share for residents, and the unique circumstance of City College being adjacent to the property and its students having relied on it for parking for years, the maximum residential ratio should be raised to 1.0 spaces per housing unit.
- c. Proposals should describe in detail whether and how the creation of shared parking facilities and/or agreements would be effective at addressing project demands and other existing parking demand in the area. Shared parking allows for the same parking spaces to be utilized by residents during nights and weekends and by commuters, visitors, students, faculty and staff during weekdays. In analyzing the potential for shared parking, consider existing parking demand, which is identified in the ongoing TDM Study, City College surveys, and the Balboa Reservoir Site Study - Existing Transportation Conditions Report.

Here again, reports which do not adequately address the impact of this development on Sunnyside and Westwood Park are being referenced. It is critical that any such analysis be based on reports which properly encompass the areas to the west and east of the reservoir property, rather than be constrained by the boundaries of the Balboa Park Station Area.
- d. Participate in a combined parking management plan and/or ongoing transportation demand management for the Balboa Reservoir site in partnership with City College and the City.

The reservoir site must be included in both a parking management plan and the transportation demand management study. This must be done as a partnership of the city and City College.
- e. Employee and residential parking should be priced at market rate.

While appealing on many levels, it is likely that such pricing will have the very detrimental effect of pushing vehicles to neighborhood streets, making the parking situation even worse.

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

Draft parameters:

- a. Offer incentive campaigns to encourage the use of non-single occupant vehicle modes of transportation.

- b. Promote the site's sustainable transportation choices through engagement and communications with new and prospective tenants, residents, visitors, employees, and neighbors. Hold annual sustainable transportation events such as a 'bike to work day' or a month-long walking competition. Consider organizing the event(s) to include faculty, staff and students from nearby educational institutions as well as on-site residents and employees.
- c. Implement a wayfinding (e.g. signage, design) program that facilitates transit ridership, biking, and walking.
- d. Install real-time information amenities to assist residents, visitors, employees, and neighbors in utilizing sustainable modes of transportation. Useful types of information may include real-time transit arrivals, availability of shared bikes, and/or availability of shared cars.
- e. Identify potential partnerships with the City, City College, and other nearby educational institutions to support local efforts to encourage students, faculty, and staff to utilize alternative modes of transportation.