

BALBOA AREA TDM SLIDES

July 28, 2015

INTRODUCTION

SF Planning and SFMTA are proposing a TDM study to:

1. Develop clear strategies for reducing single-occupant Vehicle (SOV) trips by in the area
2. Outline a coordinated framework for future TDM programs and policies between CCSF, the Balboa Reservoir project and the City of San Francisco

What is Transportation Demand Management?

A suite of initiatives to provide transportation choice and make sustainable options easy

- Information (e.g. websites, marketing, TDM coordinator)
- Programs (e.g. transit passes, bike facilities, parking management)
- Policies (recommendations will be included, but not required for effective TDM program)

OUTREACH and PUBLIC PARTICIPATION

- Build on past public participation
- Use informed dialogue to identify solutions with members of the community, CCSF and CACs.
- *Question to the CAC: What other formats or venues for public dialogue?*

Technical Needs Analysis: Existing and Future Conditions

- Compile previous studies
- Collect remaining data needs
- Developing data collection methods for ongoing analysis, future EIRs and well-informed TDM solutions.

TDM Framework and Recommendations

- Proposing TDM solutions
- Appropriate timelines
- Different implementing parties and mechanisms

Ongoing question for CAC and public: What tools and ideas would you suggest?

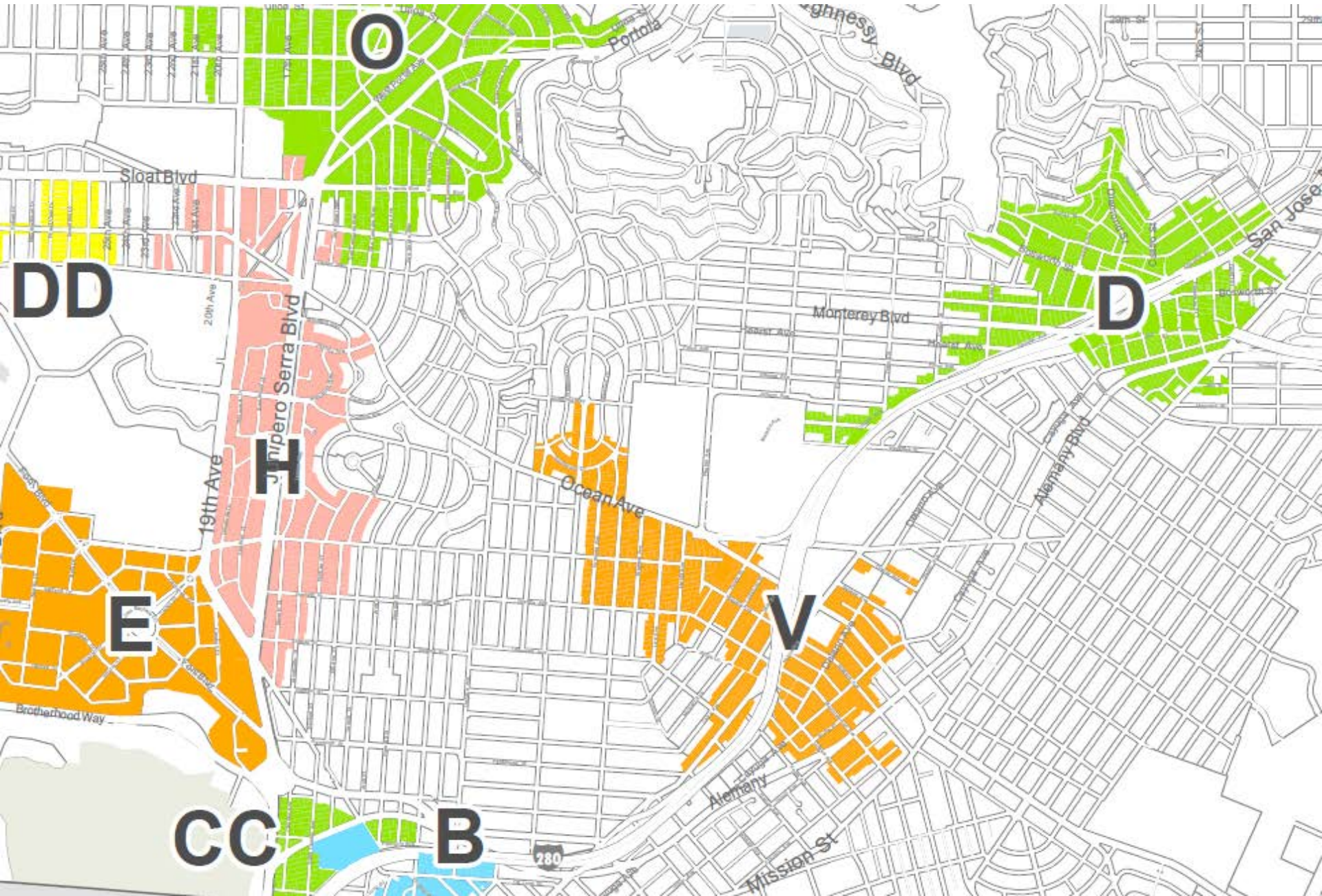
Implementation and Monitoring:

- implementation plan, ongoing monitoring plan and monitoring budget to ensure recommendations are implemented and achieve stated goals.
- *Question to the CAC: What implementation or monitoring tools would you suggest?*

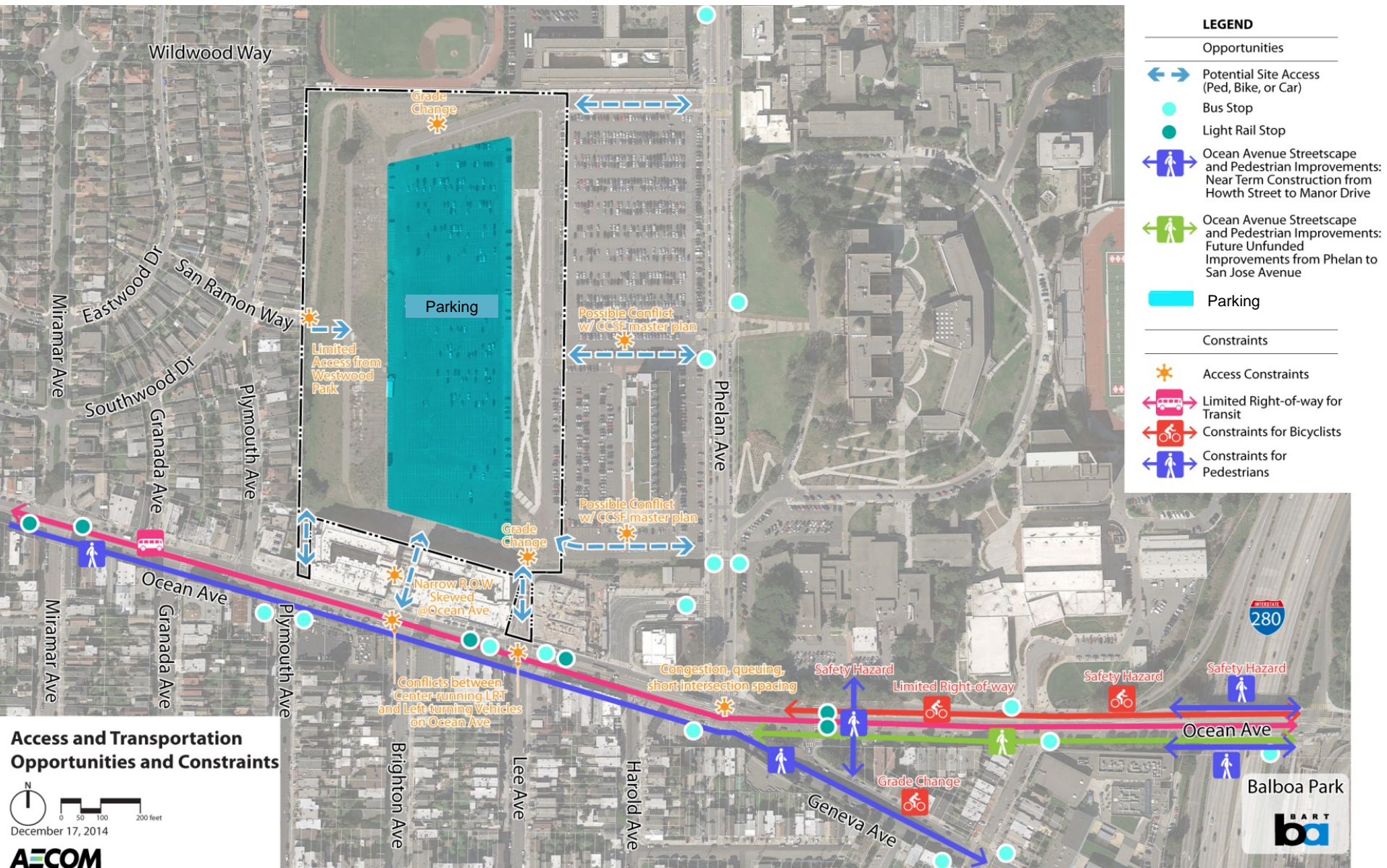
NEXT STEPS

- Refine scope
- Secure funding
- Secure consultant
- Coordinate outreach with CACs

Residential Parking Permit Areas



Existing Conditions from SFPUC/AECOM Study



Source: 1) Aerial Image from Google Earth, 2) Project Boundary from Balboa Reservoir Boundary Survey.dwg by SFPUC, 3) Other information from City of SF GIS database
4) SFMTA: <http://www.sfmta.com/sites/default/files/maps/SFMTA-MuniMap-Web-9.2013b%20opt%20trim.pdf>

Opportunities/Constraints from AECOM Study

	Opportunities:	Constraints:
Access from the east	Retention and improvement of access from the north into City College surface parking. New roadway connections to Phelan Avenue at Science Circle stairs and Cloud Circle.	Designs need to consider City College pedestrian activity and desire to connect west and east sides of campus across Phelan Avenue.
<i>Access from the North and West</i>	New connections via Archbishop Riordan High School or San Ramon Way.	Grade change. Right-of-way access and ownership.
Ped Connections to Transit	Lee Avenue Extension and other connections to Ocean Avenue via Brighton Avenue. Improved connections to the Phelan Loop.	Negotiation of agreements with third parties and design coordination.
<i>Transit Frequency and Reliability</i>	Proximity to BART station and SFMTA transit routes and hubs. Increased frequency on existing routes. Enhanced reliability and efficiency through transit priority treatments, including transit signal priority and transit-only lanes.	Limited roadway width along Ocean Avenue. Incompatible overhead line requirements and transit vehicle designs. Concerns about safety and crime with pedestrian bridge design.
Existing transit routing	Muni reroutes or extensions to directly serve the Balboa Reservoir and / or the Phelan Loop. Implementation of alternative transit services, such as shuttles for City College affiliates.	Conflicts with existing passenger markets or transit services. Dispersed distribution of transit stops and routes. Route or service duplication
Bike Connections	New bike lanes connecting to Balboa Park Station.	Limited roadway width along Ocean Avenue between Phelan Avenue and I-280 would require a City College easement for bike lanes. Safety hazards (track grooves and high-speed off-ramp). Grade changes
	Enhanced bikeway connections to Ocean Avenue (e.g., Brighton Avenue). Extension of San Ramon Way to provide bicycle access along the west edge of site.	
Bike Parking	On-site bicycle parking in excess of San Francisco Planning Code requirements. Potential expansion of Bay Area Bike Share at Balboa Park Station, Glen Park Station, City College, and the Balboa Reservoir.	Lack of safe, attractive bikeway connectivity with Balboa Park Station. Limited supply of bike parking at Balboa Park Station

Opportunities/Constraints from AECOM Study

Pedestrian connections	New pedestrian connections north, south, and west of the Balboa Reservoir. Integration with Ocean Avenue Corridor Design streetscape and pedestrian improvements.	Design coordination and negotiation of easements or other agreements with third parties.
Off-Street Pedestrian Improvements	Crossing safety improvements along Phelan Avenue. Enhanced pedestrian connectivity to Balboa Park Station.	Local access needs. Increased delays to traffic and transit operations.
Off-street Parking	Expansion of metered parking and more rational parking pricing for on- and off-street parking. Implementation of TDM programs at City College, including new transit subsidies for campus affiliates. Implementation or expansion of RPP programs to additional areas surrounding City College.	City College parking policy effectively subsidizes commutes by private automobiles, encouraging driving among campus affiliates
	Consider alternative parking assumptions based on current and comparable developments	
	Partner with City College and incorporate its parking plans into a shared parking program.	
On-street Parking	Variably-priced on-street parking at the Balboa Reservoir and expansion of parking meters to Phelan Avenue.	

MUNI Forward

Line	Changes to Peak Period Headway (minutes)				Other Changes ⁽¹⁾
	Weekday AM Peak Period		Weekday PM Peak Period		
	Existing	Proposed	Existing	Proposed	
8X Bayshore Express	7.5	6.0	7.5	7.0	TTRP.8X
8BX Bayshore “B” Express	8.0	6.0	7.5	7.0	TTRP.8X
29 Sunset	9.0	8.0	10.0	No change	Reroute from Mission Street and Geneva Avenue onto Ocean Avenue near Balboa Park Station (between Persia Avenue and Plymouth Avenue)
43 Masonic	10.0	8.0	12.0	10.0	
49R Van Ness–Mission Rapid	7.5	No change	7.5	No change	Limited-stops on Mission St
52 Excelsior	20	No change	20	No change	Extension from the Excelsior District to Balboa Park Station and City College (new terminal on west side of Phelan Avenue between Cloud Circle and Ocean Avenue)
54 Felton	20	15	20	15	Reroute through the Excelsior District and at Balboa Park Station to a new alignment along Persia Avenue, Ocean Avenue, and Plymouth Avenue
K Ingleside	9.0	8.0	9.0	8.0	TTRP.K

TTRP = travel time reduction proposal

What We've Heard From You: Concerns and priorities	What's Happening Now Construction, Plans, Policies
<i>Transportation</i>	
CCSF affiliates parking in neighborhoods	
BART patrons parking in neighborhoods	<ul style="list-style-type: none"> • Bicycles now permitted on BART trains, Residential Permit Program available to neighbors to reduce commuter parking in residential areas. http://tiny.cc/sfrpp
Limited parking availability in neighborhoods	<ul style="list-style-type: none"> • SFpark pilot in select neighborhoods • Residential Permit Parking http://tiny.cc/sfrpp
Traffic congestion on Ocean Avenue	<ul style="list-style-type: none"> • <i>Muni Forward</i> • Potential westbound bike lane on Ocean Ave (Phelan to San Jose) • Potential relocation of Muni stop to Howth
Inadequate transit reliability (e.g. bunching, long waits)	<ul style="list-style-type: none"> • Pedestrian and boarding improvements at Balboa Park station • <i>Muni Forward</i>
Transit congestion and crowded buses	<ul style="list-style-type: none"> • <i>Muni Forward</i>
"Transit First" or planning just for transit is unfair if service is inadequate or waits are long	<ul style="list-style-type: none"> • <i>Muni Forward</i> is reducing headways • Extending lines to City College Terminal
Connectivity in area and to City College	<ul style="list-style-type: none"> • Balboa Reservoir development can re-link street grid, improving connections to CCSF and Ocean Ave.

- **29 Sunset:** Reroute from Mission Street and Geneva Avenue onto Ocean Avenue near Balboa Park Station (between Persia Avenue and Plymouth Avenue) **Fall 2015**
- **49 Mission:** Conversion of existing 49 Van Ness–Mission to limited-stop service on Mission Street **Spring 2016**
- **52 Excelsior:** Extension from the Excelsior District to Balboa Park Station and City College (new terminal on west side of Phelan Avenue between Cloud Circle and Ocean Avenue) **TBD**
- **54 Felton:** Reroute through the Excelsior District and at Balboa Park Station to a new alignment along Persia Avenue, Ocean Avenue, and Plymouth Avenue **Outreach kicking off winter 2015**

Additionally can you tell me when the following headway changes will begin and which have already been implemented?:

- 8X Bayshore Express **Implemented April 2015**
- 8BX Bayshore "B" Express **Implemented April 2015**
- 29 Sunset **Implemented April 2015**
- 43 Masonic **Fall 2015**
- 54 Felton **TBD**
- K Ingleside **Fall 2015**

What We've Heard From You: Concerns and priorities	What's Happening Now Construction, Plans, Policies	What do you think should happen at Balboa Reservoir to address these concerns?
<i>Transportation</i>		
CCSF affiliates parking in neighborhoods		<i>from workshop 1: GreenTrip certification of housing,</i>
BART patrons parking in neighborhoods	<ul style="list-style-type: none"> • Bicycles now permitted on BART trains, Residential Permit Program available to neighbors to reduce commuter parking in residential areas. http://tiny.cc/sfrpp 	<i>from workshop 1: Try to be attractive to people who can BART. Attract people who don't want cars or who want carsharing</i> Your Ideas:
Limited parking availability in neighborhoods	<ul style="list-style-type: none"> • SFpark pilot in select neighborhoods • Residential Permit Parking http://tiny.cc/sfrpp 	<i>from workshop 1: Neighborhood parking permits, parking di</i> Your Ideas:
Traffic congestion on Ocean Avenue	<ul style="list-style-type: none"> • <i>Muni Forward</i> • Potential westbound bike lane on Ocean Ave (Phelan to San Jose) • Potential relocation of Muni stop to Howth 	<i>from workshop 1: Neighborhood parking permits; parking di</i> <i>space; bike lanes have also created angerous ped/car intera</i> Your Ideas:
Inadequate transit reliability (e.g. bunching, long waits)	<ul style="list-style-type: none"> • Pedestrian and boarding improvements at Balboa Park station • <i>Muni Forward</i> 	Your Ideas:
Transit congestion and crowded buses	<ul style="list-style-type: none"> • <i>Muni Forward</i> 	Your Ideas:
"Transit First" or planning just for transit is unfair if service is inadequate or waits are long	<ul style="list-style-type: none"> • <i>Muni Forward</i> is reducing headways • Extending lines to City College Terminal 	<i>from workshop 1: Need better transit connections b/w Phelan</i> Your Ideas:
Connectivity in area and to City College	<ul style="list-style-type: none"> • Balboa Reservoir development can re-link street grid, improving connections to CCSF and Ocean Ave. 	<i>from workshop 1: open access to CCSF on all sides</i> Your Ideas:

Line
53 Green
55V Bay
23 Sunset
43 Mission
48R Van
52 Excelsior
54 Folsom
Kings

Transportation Chart at Workshop 1

- Try to be attractive to people who can BART to work.
- Should attract people who don't want cars, or who could live with car sharing (ZipCar, Relay Rides, etc.)
- Need more public transit, less cars
- Late night BART
- Green Trip certification of housing.
- Free transit passes for students and staff. A second BART tunnel and expansion of BART and Muni service.
- New park in the reservoir offering human respite and wildlife habitat – native drought-tolerant planting.
- Inadequate transit is worse!!!
- Safety @ transit stops – yellow zones
- On East side “yes” – doesn't make sense on West side. (connections)
- Muni Forward – not enough!
- Muni Forward – define, please.
- Neighborhood parking permits
- Plymouth, Southwood, Westwood – [unclear] parking @ Reservoir.
- RPP – no, it's hard enough now with narrow streets
- Bike lanes have also created dangerous pedestrian/car situation
- Muni Forward reducing travel times – no, traffic is worse on Ocean Ave.
- Better connection between Phelan/Lick-Wilmerding/City College and transit
- Create a place for youth programs, connected to City College
- Open pedestrian access on all sides (some are closed) – also BART access from neighborhood

Comment cards Workshop 1

- Keep CCSF Parking
- More CCSF parking
- Relieve residential parking
- Transit oriented housing
- Transit, transit, transit
- Transit safety and connectivity improvement
- Public Transit, car space and parking underground.
- No Agenda 21
 - Instead:
 - Low density housing
 - Sufficient parking
 - Safe transit
 - And through fares
- Dense housing near excellent transit
- Better-maintained streets

Comments & “dots” from Workshop 2

TABLE 5: TRANSPORTATION

- Encouraging car-free residents (11)
- Muni is too slow, connections between transit modes, too crowded (15)
- Resolve transit before housing – add more housing to increase pressure on transit (21)
- Underground parking (9)
- Plymouth Street is narrow – traffic impact? (10)

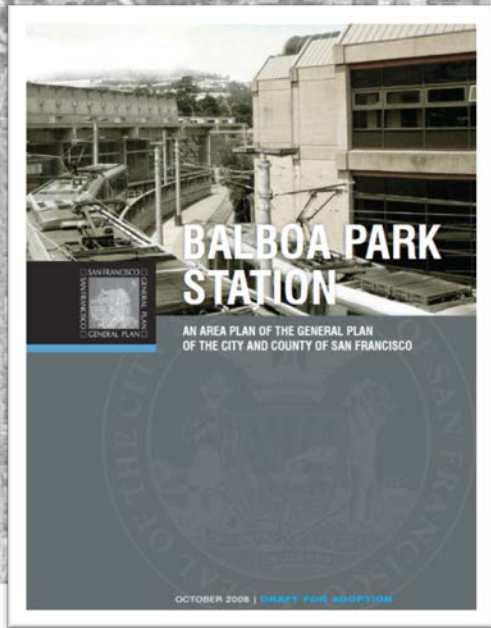
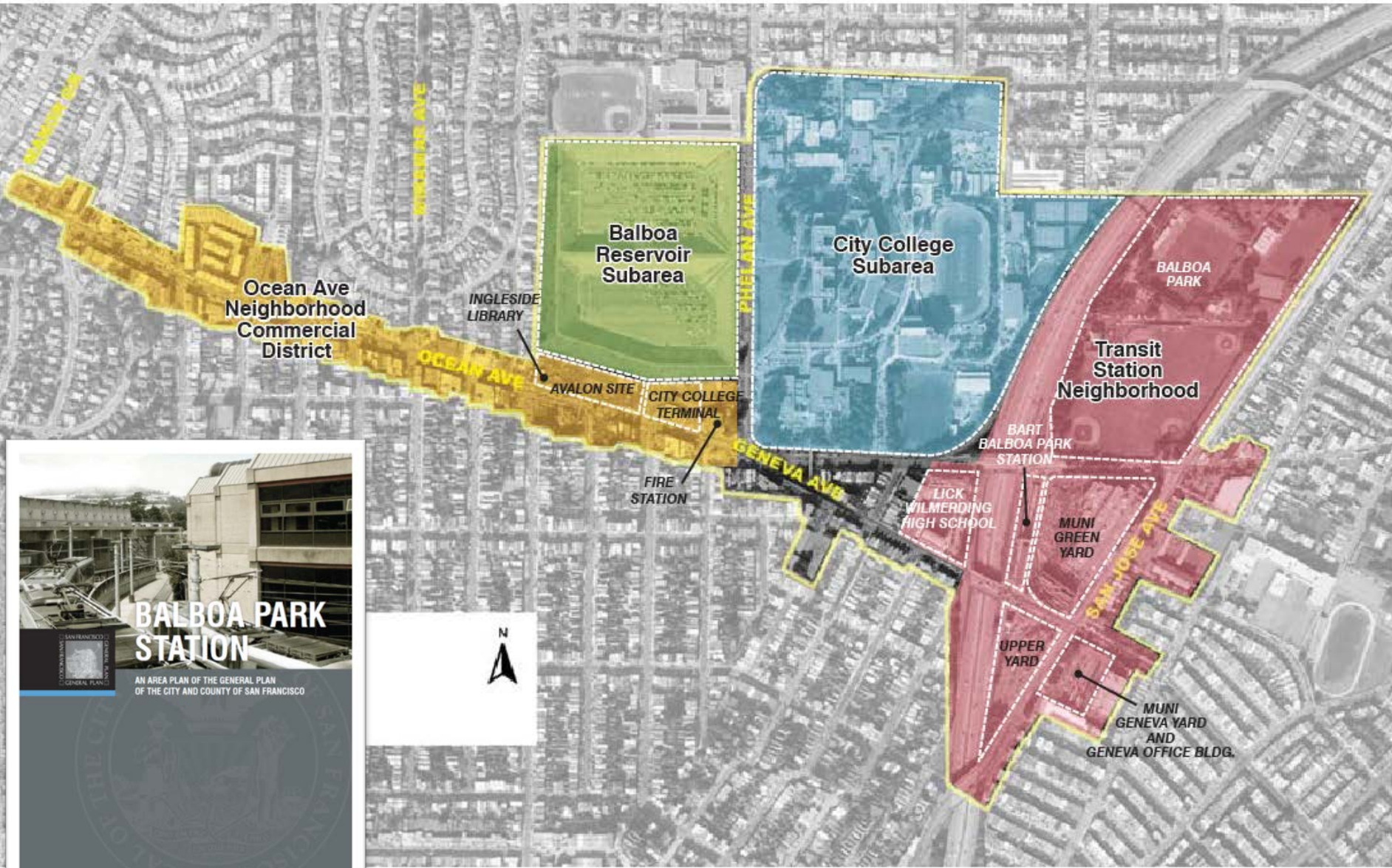
TABLE 6: TRANSPORTATION

- Before building: improve/correct congestion on/off freeway – street congestion improvements (30)
- Underground parking – residents, students, public (29)

PUBLIC LAND FOR HOUSING: PILOT SITES



CONTEXT: BALBOA PARK STATION "AREA PLAN"





Archbishop Riordan
High School

SFPUC
17.7 acres

CCSF
10.4 acres

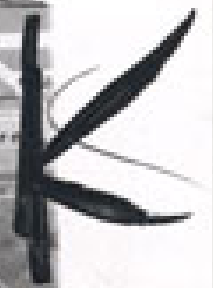
MIRAMAR AVENUE

OCEAN AVENUE

PHELAN AVENUE

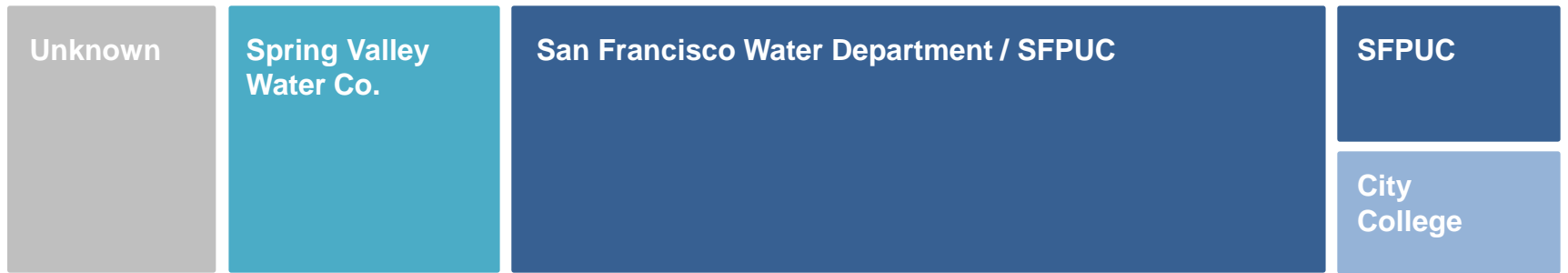






SFPUC BALBOA SITE HISTORY

Ownership



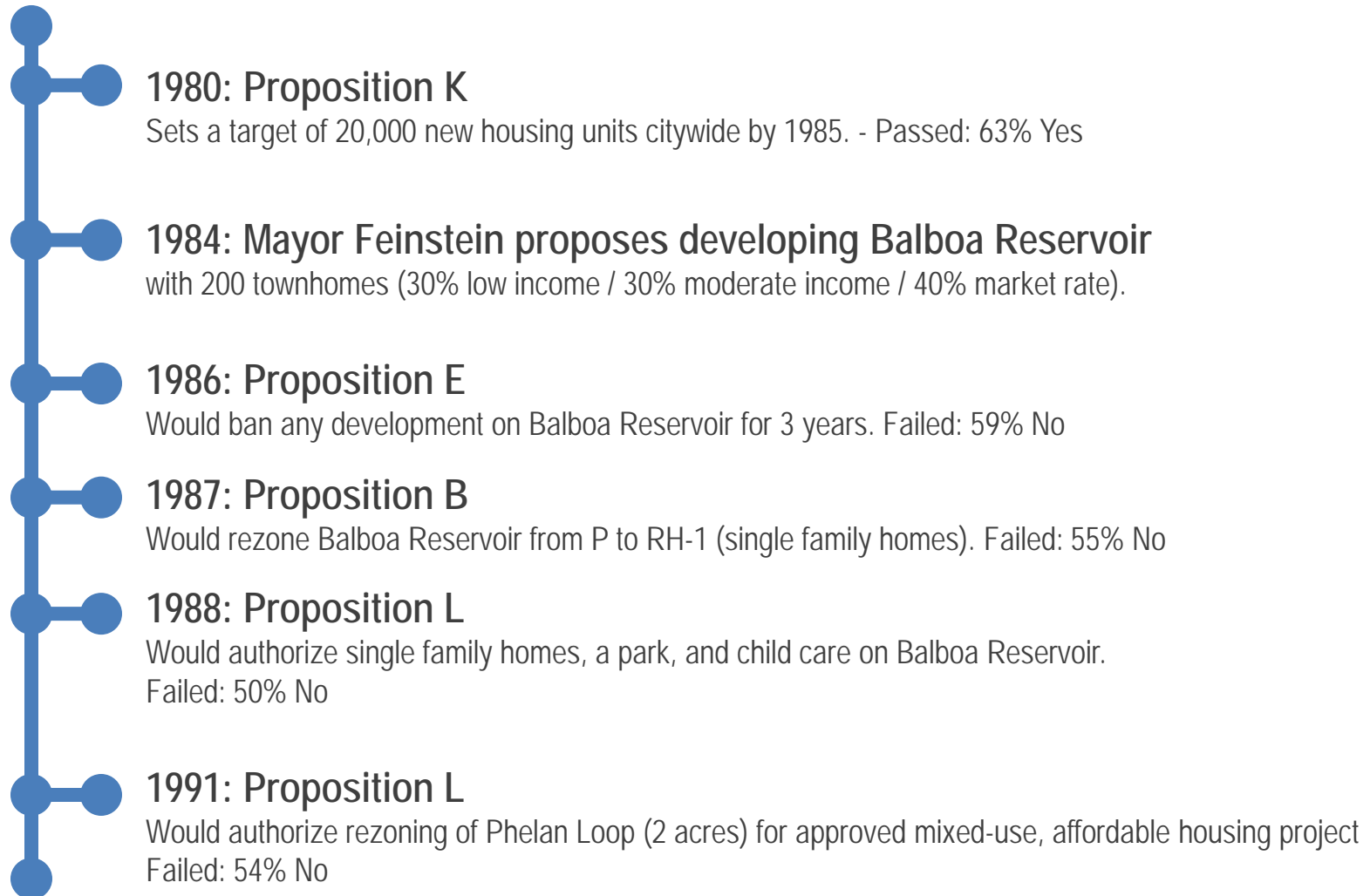
Use



Balboa Reservoir housing proposals: 1980-1991


Seeking to meet a target of 20,000 new units by 1985, the City proposed housing on the Reservoir.

Opposition led to several ballot initiatives.



Source: *San Francisco Ballot Propositions Database*. San Francisco Public Library.

CITY COLLEGE PROJECTS AND PLANS: 1992-PRESENT

- 
- 1992: SFPUC trades the South Reservoir to City College**
in exchange for property at 17th Street and Folsom. SFPUC retains the North Reservoir.
 - 2001: Proposition A**
\$195 million for SF City College District Facilities
 - 2002: SFPUC and City College re-partition the Reservoir**
CCSF gives up the South Reservoir and retains the Upper (East) Reservoir
SFPUC gives up the North Reservoir and retains the Lower (West) Reservoir.
 - 2005: Proposition A**
\$246 million for SF City College District Facilities
 - 2009: Audit finds insufficient funds for planned performing arts center**
 - 2010: Multi-Use Building completed**

WHY ARE WE STUDYING BALBOA RESERVOIR?

- Meeting housing needs (*Public Land for Housing*)
- Carrying out vision of the Balboa Park Station Area Plan
- Opportunities for public amenities in neighborhood
- Fiscal responsibility to PUC ratepayers



SAN FRANCISCO HOUSING: POLICY

Proposition K Goals

- 30,000 units by 2020
- 33% affordable to low and moderate incomes

Public Land for Housing Program Goals

- 4,000 units on Public Land by 2020
- 50% affordable to low and moderate incomes

HOUSING IN SF: PRODUCTION & NEED

	Actual Production 2007-2014*	Target Production 2007-2014	Percentage of Production Target Achieved*
Low Income (<80% AMI)	5,781	12,124	48%
Moderate Income (80-120% AMI)	1,283	6,754	19%
Market Rate (>120% AMI)	13,391	12,315	109%

For a family of four, 80% of AMI = \$81,500
 For a family of four, 120% of AMI = \$122,300

* As of 4th quarter 2014

HOUSING IN SF: PIPELINE as of Quarter 4, 2014

	PIPELINE (Under construction, permitted or entitled)	APPROVED LARGE PROJECTS (Hunters Point, Park Merced, Treasure Island)	TOTAL	Target 2015-2022
Low / Very Low (Below 80% AMI)	1,200		1,200	11,000
Moderate (80-120% AMI)	680		680	5,500
Above Moderate (over 120% AMI)	12,000		12,000	12,500
TOTALS	13,900	22,800	36,700	29,000

* As of 4th quarter 2014

WHO IS AFFORDABLE HOUSING FOR?

ANNUAL INCOME, BY HOUSEHOLD SIZE

	1 PERSON	2 PEOPLE	3 PEOPLE	4 PEOPLE	5 PEOPLE	6 PEOPLE
VERY LOW-INCOME HOUSEHOLDS <i>Earn up to 55% of Area Median Income</i>	\$39,250	\$44,850	\$50,450	\$56,050	\$60,550	\$65,000
LOW-INCOME HOUSEHOLDS <i>Earn up to 80% of Area Median Income</i>	\$57,100	\$65,200	\$73,350	\$81,500	\$88,050	\$94,550
MODERATE-INCOME HOUSEHOLDS <i>Earn up to 120% of Area Median Income</i>	\$85,600	\$97,800	\$110,050	\$122,300	\$132,050	\$141,850

ANNUAL INCOME, BY PROFESSION



Source: San Francisco Mayor's Office of Housing & Community Development, 2015



BALBOA RESERVOIR OUTREACH

2014

Sept

Oct

Nov

Dec

2015

Jan

Feb

Mar

Apr

May

Jun

1

2

3

4

5

6

7

8

9

10

11

12

13

14

1

Public meeting

October 7 2014

Public Land for Housing
Lick-Wilmerding High School

2

Public meeting

October 21 2014

Public Land for Housing
Lick-Wilmerding High School

3

Public Presentation

December 11 2014

Public Land for Housing
Planning Commission

4

Stakeholders meeting

December 15 2014

Archbishop Riordan High
School

5

Public meeting

January 21 2015

Lick-Wilmerding High School

6

Sunnyside Neighborhood Association

February 2 2015

7

West of Twin Peaks Central Council

February 23 2015

8

Balboa Park Station Area Plan Citizens' Advisory Committee

February 24 2015

9

Ingleside Branch Library

March 7 2015

10

Excelsior Collaborative

March 18 2015

11

Ocean Avenue Association

March 18 2015

12

Ocean View-Merced Heights-Ingleside Community Collaborative

March 20 2015

13

Westwood Park Association

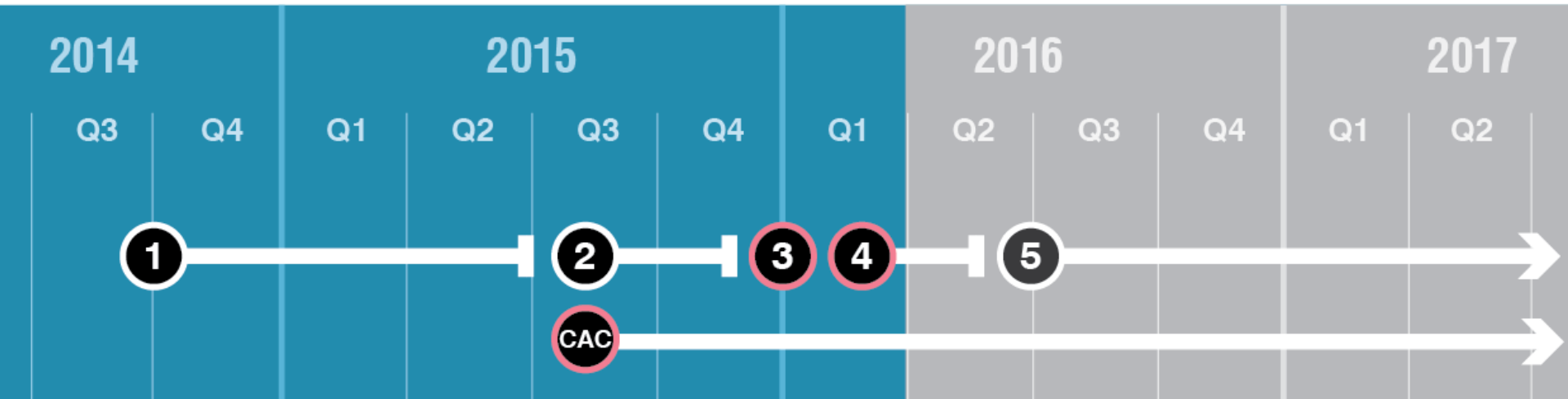
April 30 2015

14

Public meeting

May 5 2015

OUTREACH AND DESIGN PROCESS



1 Initial community outreach

Public meetings
Neighborhood associations
Non-profit organizations
Public questionnaires

2 Develop Request for Proposals (RFP)

Based on public comments and
Citizens Advisory Committee input

3 Release Request for Proposals (RFP)

Requesting competitive
proposals for site development

4 Review proposals Developer-partner selected

through competitive process

5 Further community outreach, Refine design

Community and developer
collaborate to refine design

CAC Citizens Advisory Committee

Public forum
RFP feedback

DEVELOPMENT PROCESS

- Current Outreach
- CAC Meetings (through entitlement)
- RFP and Developer Partner Selection
- Community Design Workshops (2016-2017)
- Draft Design and Development proposal
- Draft Environmental Impact Report (EIR)
- Public Comment on EIR
- Final EIR document
- Development & Transaction Agreement with SFPUC & City
 - Design, Open Space and Affordable housing requirements