



# BALBOA RESERVOIR TDM PLAN

APRIL 2020

RESERVOIR COMMUNITY PARTNERS

## BALBOA RESERVOIR A TRANSIT ORIENTED DEVELOPMENT AND TDM

Balboa Reservoir is a transit oriented development, including 1,100 units of housing with a range of affordability which are designed to encourage multiple modes of transportation, including walking, bicycling and public transportation. Balboa Reservoir will provide onsite amenities, such as a childcare center, a community room, a playground, a dog park and a community garden. All of these amenities will serve to reduce vehicle trips to off-site locations.

The site is located proximate to several major transportation lines including Bart, Muni train lines, and several major bus lines. The site is proximate to a neighborhood commercial corridor which includes a groceries, restaurants, coffee shops and other neighborhood serving retail. The site is also proximate to many educational resources including public and private high schools and City College.

## TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM


The Balboa Reservoir project will implement a comprehensive TDM program that includes family friendly measures. The program will include physical improvements to the site as well as programmatic offerings to residents. The Project team will implement the program for each phase of development (see Balboa Reservoir Phasing Plan). Notices of special restrictions will be recorded for each building. The initiating implementation of each measure shall be controlled by the development agreement, especially the documents describing project phasing and community improvements linkages, and later live on for the Life of the Project.


The following inputs were used in the SF TDM Tool to determine the point goal Balboa Reservoir needs to achieve to be in compliance with the city's TDM ordinance. The land use summary below results in a goal of 30 points, as shown in detail in Appendix A.

- APN: 3180/190
- Residential
- 1,100 units (980 rental units in multi-family buildings; 20 affordable homeownership units; and 100 town houses)
- 25% two bedroom or larger and 10% 3 bedroom or larger
- 18% affordable (55% AMI or lower)
- 32% affordable to moderate income (between 55% and 120% AMI)
- 550 Accessory Parking Spaces
- TAZ zone number 915; Neighborhood Parking Rate: 1.19

Balboa Reservoir will implement a set of the strategies detailed in this plan to achieve the 30-point goal. Specific TDM measures will be selected by the developer from this approved tool kit. Should

the land use profile of the project change, as permitted by the development agreement the TDM program points target and scoring shall be updated accordingly.

Some measures require an upfront investment in infrastructure, while others propose ongoing Programmatic measures. Physical Measures are marked with ,

while Programmatic measures are marked with . A table at the end of the document summarizes the proposed TDM program and sorts them by physical measures and programmatic measures.

## PROPOSED TDM STRATEGIES

### **ACTIVE - 1: Improve Walking Conditions (Option A or B: 1 Point)**

Option B: Balboa Reservoir will provide the recommended sidewalk width adjacent to the property and all required streetscape elements, as well as 50 feet of additional recommended sidewalk.

- **Mixed-use street:** Recommended width to achieve point: 15'
- **Neighborhood residential street:** Recommended width to achieve point: 12'
- Required streetscape elements in the neighborhood residential category typically include:
  - Curb ramps
  - Marked crosswalks
  - Pedestrian signals - countdown and advanced pedestrian signal
  - Street trees
  - Sidewalk planter strip
  - Stormwater control
  - Pedestrian lighting (at corners)

Option A: Should Option B not be feasible, Balboa Reservoir will provide the recommended sidewalk width adjacent to the property and all required streetscape elements, as well as implement five additional streetscape elements from the following options (listed in the Better Streets Plan, page 90) in addition to the required streetscape elements.

- Pedestrian-priority signal devices and timings
- High-visibility crosswalks
- Special crosswalk treatments
- Restrictions on vehicle turning movements at crosswalks
- Removal or reduction of permanent crosswalk closures
- Mid-block crosswalks
- Raised Crosswalks
- Extended bulb-outs
- Mid-block bulb-outs
- Center or side medians
- Pedestrian or refuge islands
- Transit bulb-outs
- Transit boarding islands
- Flexible use of the parking lane
- Parking lane planters

- Chicanes
- Sidewalk or median pocket parks
- Reuse of 'pork chops' and excess right-of-way
- Shared public ways
- Pedestrian-only streets
- Public stairs

The Balboa Reservoir Infrastructure Plan and Balboa Reservoir Design Guidelines include the proposed streetscape plan and sections that show the location, design, and dimensions of existing and proposed pedestrian-oriented streetscape elements along the project frontage(s).

 **ACTIVE-2: Bicycle Parking (Option B or Option C – 2 or 3 Points)**

Ample and easily accessible bicycle parking, secure Class 1 bicycle parking, has been associated with an increase in bicycling and a corresponding decrease in driving alone. Balboa Reservoir will provide Class 1 and Class 2 bicycle parking spaces beyond the Planning Code requirements at the rates identified below.

OPTION B Points: 2 points

Residential: One Class 1 Bicycle Parking space for each multi-family Dwelling Unit up to 100, plus one Class 1 space for every two multi-family Dwelling Units over 100. Two Class 2 Bicycle Parking spaces for every 20 multi-family Dwelling Units.

550 class one parking spaces

100 class two parking spaces

OR

OPTION C: 3 points

Residential: One and a half Class 1 Bicycle Parking spaces for each multi-family Dwelling Unit up to 100, plus one Class 1 space for every 1.33 multi-family Dwelling Units over 100. Three Class 2 Bicycle Parking spaces for every 20 multi-family Dwelling Units.

827 Class one (150 plus 677)

150 class two parking spaces

Both Class 1 and Class 2 bicycle parking spaces in multi-unit buildings will conform with all standards governing bicycle parking detailed in Planning Code Section 155.1, ensuring they will be easy to use and are located in convenient, safe and accessible locations. Class 1 bicycle parking will include at least 30 spaces for non-traditional bicycles, such as cargo bikes and bike trailers, as well

as outlets for charging electric bicycles. Approximate locations are identified in the bike parking plan in Appendix B.

**☐ ACTIVE-5-A: Bike Repair Station (1 Point)**

Balboa Reservoir will include one bicycle repair station in each multi-unit building to allow residents to maintain and fix their bicycles without having to purchase their own tools. The repair stations will be located in bicycle rooms or cages and include, at a minimum, a bicycle pump, wrenches, a chain tool, lubricants, tire levers, hex keys/Allen wrenches, torx keys, screwdrivers, and spoke wrenches.

**☐ DELIVERY – 1: Delivery-Supportive Amenities (1 Point)**

Balboa will offer temporary storage for package deliveries, laundry delivery or other deliveries for site residents. Being able to easily accept and securely store deliveries may reduce trips otherwise taken by residents driving alone. Storage will be made available in each of the multi-family buildings using a secure storage room or storage lockers. The site plan in the Design Guidelines shows approximate locations for each multi-unit building.

**☐ FAMILY – 1: Family TDM Amenities (Option A, 1 Point)**

Option A (1points):

- One storage unit per 20 multi-family dwelling units located in each garage/building that has carshare spaces. Storage units will have an interior space that is at least 35 inches high, 25 inches wide and 30 inches deep.
- 30 cargo bike parking spaces (count towards required bike parking spaces) with access to outlets for charging. Per the description for ACTIVE-2, Class 1 bicycle parking will include at least 30 spaces for non-traditional bicycles

**☐ FAMILY – 2: On-site Childcare (2 Points)**

The Balboa Reservoir development program includes an on-site childcare facility. The stand-alone facility is expected to significantly reduce vehicle trips due to its location adjacent to 1,100 residential units, 50 percent of which will be low income and more than half of which will be 2 or more bedrooms. In addition, this childcare facility will attract clients among adjacent City College of San Francisco (CCSF) employees and students, reducing trip lengths to access childcare options. The facility will meet licensing standards and requirements in local and state codes.

Outreach efforts for childcare providers will follow city best practices, including review by the Mayor’s Office of Housing and Community Development (MOHCD), as detailed in the Balboa Reservoir Childcare Plan to ensure there is a competitive process.

 **INFO-1: Multimodal Wayfinding Signage (1 Point)**

Effective wayfinding guides residents, visitors and employees to the wide variety of transportation options and infrastructure available to them. Balboa Reservoir will install pedestrian-scale, permanent signage in key locations directing people to the nearest transit stops, carshare parking, bikeshare location, bicycle parking and amenities, and taxi/Lyft/Uber/carpool pick-up and drop-off locations. Wayfinding signage will meet City standards for any on-street wayfinding signage, in particular for bicycle and car-share parking.

The site plan in Infrastructure Master Plan shows the general preliminary locations for wayfinding signage.

 **INFO-2: Real Time Transportation Information Displays (1 Point)**

Balboa Reservoir will install real time transportation information displays in all multi-family building lobbies. Information displayed will, at a minimum, include real time information for area transit options, walk time to transit locations, and availability of on-site car-share vehicles. Planned locations are shown in the Infrastructure Master Plan.

 **LU-2: Onsite Affordable Housing (Option C - 4 points)**

Fifty percent of all the units on site will be permanently affordable housing. Affordable housing generates fewer auto trips and related emissions.

- Eighteen percent of the dwelling units at Balboa Reservoir will be set aside for low-income housing (30 to 80 % of area median income (AMI)).
- An additional 15% of units will be available for moderate income residents with incomes between 80% and 120% AMI.
- An additional 17% of units will be provided as either low or moderate income units.

 **PKG-4: Parking Supply: Right sized parking (Option F – 6 Points)**

Balboa Reservoir will provide accessory parking at a maximum rate of 0.5 parking spaces per unit, which equals to 42% of the neighborhood parking ration of 1.19 and yields 6 points.

 **CCSF designated faculty and staff housing (1 point)**

Balboa Reservoir will collaborate with CCSF on reserving up to 150 housing units for CCSF staff and faculty. Assuming a 50% drive alone mode share<sup>1</sup> and four workdays per week for Balboa residents and, housing 150 faculty and staff could reduce an estimated 120 vehicle trips. Given the projected total number of daily trips generated at Balboa Reservoir from all land uses (10,985 daily), a reduction of 120 trips would equal 1.1% (the equivalent of one point)<sup>2</sup>. If CCSF trip reductions were taken into account as well, the number of vehicle trips reduced through this measure would be higher. CCSF staff and faculty are expected to live in affordable housing units dedicated to moderate income households. The anticipated trip reduction is in addition to that anticipated due to onsite affordable housing.

  **CSHARE - 1: Car-share Parking and Membership (Option E - 5 Points)**

Balboa will designate one car-share parking space for every 40 provided dwelling units. The car-share parking spaces will be located in easily accessed locations within publicly accessible parking facilities. Car-share parking will be made highly visible through signage, which will serve both a directional and an educational/marketing purpose. Balboa Reservoir will comply with the quantity, location and related standards governing carshare parking detailed in San Francisco Planning code Sections 151.1 and 166. The planned locations of carshare vehicle parking are shown in Appendix B.

In addition to providing car-share parking, Balboa Reservoir will offer car-share memberships to households at a rate of one per multi-family dwelling unit on an annual basis, for the life of the project.

  **FAMILY 3- Family TDM Package – (2 Points)**

The Balboa Reservoir is a family friendly development that will prioritize amenities for families in the TDM program. The project will provide carshare amenities (CSHARE-1, Option E) and family friendly amenities (Family 1A and Family 1B) which when combined offer a compelling suite of

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<sup>1</sup> Per a 2018 online survey of CCSF employees 66% of employees drove alone to work, 22% took transit; 5% walk or bike; 4% carpool and 3% took other modes. Fehr and Peers, CCSF TDM and Parking Plan, March 15, 2019.

<sup>2</sup> This estimate is based on an estimated total vehicle trip generation of 10,985 (Balboa Reservoir DSEIR, Appendix C, Table 3). We estimate that 150 housing units for CCSF staff and faculty would reduce 120 daily vehicle trips (assuming the average Balboa resident takes 2 commute trips per day, 4 days per week at an SOV rate of 50% and that CCSF faculty and staff would not drive to work at CCSF). The reduction of 120 trips would equal a percentage reduction of 1.1% or the equivalent of 1 point). This reduction does not take into account the trips reduced on the CCSF side.

family friendly transportation demand management amenities. If the project elects to provide at least 40% two bedroom or larger units, the project would qualify for 2 points under this category.



***FAMILY – 1: Family TDM Amenities (Option B, 1 Point)***

Option B (1 point) Balboa Specific Option:

- **21** electric cargo bikes or electric bikes with bike trailer, 3 per rental building, to be checked out on a trip-by-trip basis by residents.
- One collapsible shopping/utility cart for every 10 Dwelling Units. Carts shall be available for use to any unit by advanced reservation on an hourly basis (e.g., pen and paper sign up system, online, etc.).



***BALBOA SPECIFIC: ACTIVE-4: Bike Share Membership (Location B – 2 Points)***

On an annual basis, for the life of the project or as long as a bike sharing program is available, Balboa Reservoir will offer bike sharing benefits, described here, for approximately 980 multi-family rental dwelling units. The bike sharing benefits will include 50% of an annual bike share membership subsidy and 50% in ride credits equivalent for a 50% enrollment fee. Example: if an annual membership is \$100 then the Reservoir Community Partners (RCP) funded bike sharing benefits would include \$50 towards membership and \$50 credit towards rides on the bike share program, and the residents would be responsible for a \$50 enrollment fee. Requiring an enrollment fee ensures that only residents who intend to use the service sign up, leading to maximum return on investment. Should Bay Wheels cease service, RCP will amend the TDM program and offer bike/scooter sharing benefits with other bike or scooter share providers in the area, at a similar value.

***PKG-1: Unbundle Parking (Location A – 1 Point)***

Balboa Reservoir will lease or sell all accessory parking spaces associated with multi-family buildings separately from the unit rental or purchase fees. This reduces housing costs for residents who do not own a car and rewards the use of alternative modes of transportation. With the neighborhood parking rate being 1.19, the project qualifies for one point.



**BALBOA SPECIFIC ACTIVE: Host a Bike Share Docking Station (1 Point)**

RCP will host a bikeshare docking station on the project site, if deemed useful and desirable by SFMTA when the final infrastructure master plan is approved for construction (draft location



shown on site plan in Appendix B). RCP will locate the station off the public right of way, in an area operated by the Homeowners Association. Bike share companies would be responsible for maintenance and operations of the dock, including any utilities.

## **ADDITIONAL TRANSPORTATION DEMAND MANAGEMENT MEASURES**

The Balboa Reservoir project is designed as a transit oriented and sustainable development. In addition to Transportation Demand Management measures identified above to meet the requirements of San Francisco's Planning Code, the project will include amenities and programming that will further reduce necessary vehicle trips for residents.

### **Additional Onsite amenities**

Onsite playground, a dog park/run and community garden plots. As the closest playground and dog park are more than a mile away – outside of the typical walking radius - these amenities are expected to reduce vehicle trips, in particular in the afternoon and evening peak hour. Community garden plots reduce vehicle trips in two ways: residents are expected to take fewer trips to the grocery store and produce does not have to be delivered to the store, thereby reducing regional and local freight trips. The community garden trip reductions are included in the requested two points, as they are more difficult to forecast and expected to be small.

### **Additional Infrastructure Improvements**

In addition to streetscape improvements onsite, the project will provide bicycle amenities on Lee Avenue and transit improvements on Frieda Kahlo Way, as part of a mitigation measure. These measures will support Balboa Reservoir residents as well as neighbors who choose to walk, bicycle or use public transit in the area.

### **Additional Onsite Programming**

The project may offer programming to encourage children to walk or bike to school. This could include providing safe walking and biking directions and maps to resident families, promoting annual Walk & Roll to School Day and facilitate formation of walking school buses or bike trains, where parents take turns walking or biking children to nearby schools. In addition, carpooling to schools that are farther away could be facilitated/encouraged.

## IMPLEMENTATION OF THE BALBOA RESERVOIR TDM PROGRAM

### *Onsite Transportation Demand Management (TDM) Coordinator*

Balboa Reservoir will employ an onsite TDM coordinator who will be responsible for implementing and marketing TDM strategies, coordinate with CCSF on joint efforts, serve as the liaison with City staff regarding all aspects of TDM plan, including implementation, verification, monitoring and reporting. The transportation coordinator will also be responsible for ensuring that all physical elements are implemented according to City's TDM Program Standards and maintained and replaced as needed. The TDM Coordinator will attend trainings/workshops offered by the City on a regular basis.

## MONITORING AND REPORTING

This document provides an overview of the TDM Program's three monitoring and reporting processes. The first process occurs prior to issuance of the First Certificate of Occupancy (San Francisco Department of Building Inspection) for a Vertical Improvement. This process will ensure that all physical improvements are completed in accordance with the plan. The second process occurs after the First Certificate of Occupancy is issued by the San Francisco Department of Building Inspection and the Vertical Improvement is operational. It includes monitoring of physical measures, as well as ongoing programmatic measures. An optional third process to revise an approved TDM Plan is also provided, which may occur at any point after approval of the Development Agreement.

### Pre-Occupancy Monitoring and Reporting

Before construction starts the TDM requirements will be recorded on the deed of the property through a Notice of Special Restrictions (NSR). Once construction is complete, the city shall conduct a site visit to confirm that all applicable physical measures in the TDM plan have been implemented. Prior to the site visit, the TDM Coordinator shall provide to Planning Department staff a Pre-Occupancy Monitoring and Reporting Form including 1) a copy of the TDM Plan 2) the TDM Coordinator contact information 3) a copy of a signed letter stating that the TDM Coordinator agrees to distribute a copy of the TDM Plan tenant lease documents, and/or deeds to each new resident and 4) documentation that approved programmatic measures in the TDM Plan have or will be implemented as required. Within 30 days of the Pre-Occupancy Monitoring and Reporting Form submittal, Planning Department staff will review the documentation of the programmatic measures in the TDM Plan and schedule a site visit. During the site visit, Planning Department staff will verify that physical measures are provided as specified in the TDM Plan and complete corresponding sections of a Pre-Occupancy Monitoring and Reporting Form for programmatic measures. Planning Department staff will then review the documentation and finalize a Pre-Occupancy Monitoring and Reporting Form. This process, starting from the scheduled site visit date, shall not take longer than

30 days. The First Certificate of Occupancy from the Department of Building Inspection shall not be issued until the TDM Coordinator receives an approved Pre-Occupancy Monitoring and Reporting Form. The administrative fee associated with the TDM Plan Review Application covers the cost of pre-occupancy monitoring and reporting.

### **Ongoing Monitoring, Evaluation, and Refinement**

During the established monitoring period, Planning Department staff will verify that the TDM Coordinator is maintaining physical measures and continuing to provide programmatic measures as specified in the TDM Plan. The TDM Coordinator will submit annual Ongoing Monitoring and Reporting Forms and supporting documentation, along with the associated administrative fee. The first Ongoing Monitoring and Reporting Form shall be due within 30 calendar days of the 18 month anniversary of the issuance of the First Certificate of Occupancy. Subsequent Ongoing Monitoring and Report Forms shall also be due within 30 calendar days of the 18 month anniversary of the issuance of the First Certificate of Occupancy.

Planning Department staff will conduct a site visit once every three years to confirm all approved physical measures in the TDM Plan continue to be implemented and/or installed. TDM coordinators will be informed in advance of these site visits. The project shall submit annual monitoring reports. If the Project is in good standing (i.e., submits satisfactory Ongoing Monitoring and Reporting Forms for five consecutive years), then the annual requirement will shift to one submittal every three years. If, at any time, the Project fails to demonstrate satisfactory ongoing monitoring and reporting, the Project may be required to revert back to an annual submittal schedule until the Project again demonstrates five consecutive years of satisfactory monitoring and reporting.

### **TDM PROGRAM UPDATES**

At any time after the Planning Department approves a Development Project's building permit, the property owner may propose an update to the TDM Plan by submitting a TDM Plan Update Application. The Planning Department shall ensure that the amended TDM Plan meets the TDM Program Standards that were in effect at the time that the Development Project's first Development Application was filed or the TDM Program Standards in effect at the time that the TDM Plan Update Application is filed, if elected by the project sponsor. Possible reasons that a property owner may request review of a TDM Plan by the Planning Department include altering the TDM measures within the TDM Plan<sup>1</sup> or reducing or increasing the number of Accessory Parking spaces associated with the Development.

## TDM MEASURES SUMMARY

The table below summarizes the proposed TDM measures. In addition, to the TDM Tool output, which does not capture the Balboa Specific or otherwise modified points.

TDM Measure			
Physical/Upfront Investment	Category	Option	Points
Provide wide sidewalks, extend sidewalks beyond property, streetscape elements that encourage active transportation	ACTIVE-1	A or B	1
Provide secure and public bike parking above code requirements	ACTIVE-2	B or C	2 or 3
Provide bike repair station	ACTIVE-5A	-	1
Provide bike share docking station		Balboa Specific	1
Provide package delivery lockers in each building	DELIVERY-1	-	1
Provide car seat storage near carshare spaces & cargo bike parking	FAMILY-1	A	1
Provide on-site childcare facilities and services	FAMILY-2	-	2
Multimodal wayfinding signage	INFO-1	-	1
Real-time transportation information in lobbies	INFO-2	-	1
Provide on-site affordable housing	LU-2		4
Parking Supply: Right sized parking	PKG-4	F	6
CCSF staff/faculty housing (1 point per 100 units)		BALBOA SPECIFIC	1
Provide parking spaces for on-site vehicle share vehicles and memberships	CSHARE-1	E	5
			<b>26 to 28</b>
Operational			
Provide bike share memberships to each unit	ACTIVE-4	B, MODIFIED	2
Host a bike share docking station	BALBOA SPECIFIC		1
Provide vehicle share vehicles and memberships	CSHARE-1	E	(above)
Provide cargo bikes or electric bikes	FAMILY-1	B, MODIFIED	1
Tailored marketing, including new resident kits, including one-time transit incentive	INFO-3	B	2
Unbundle parking from all tenant leases	PKG-1	A	1
Dedicated on-site transportation coordinator			7
	<b>Total</b>		<b>33 to 35</b>

## REFERENCES

### DESIGN GUIDELINES AND INFRASTRUCTURE MASTER PLAN

- The location, design, and dimensions of existing and proposed pedestrian-oriented streetscape elements along the project frontage(s)
- Approximate location of delivery amenities (lockers/mail room) in the lobby of each building
- Car-Share Parking, Bike Parking Locations and Wayfinding Plan
  - Class 1 bike parking locations
  - Class 2 bike parking locations
  - Possible new bike share station location
  - Use bike/ped plan as a base map
- Car-share parking locations
- Wayfinding signage
- Real-time transportation information locations

### BALBOA RESERVOIR CHILDCARE PLAN

#### TDM TOOL OUTPUT

This appendix includes the TDM Tool output for the strategies Balboa Reservoir selected from the menu of options. Balboa Reservoir intends to claim points for Family-1, Option A and B, which is not reflected in the total point count due to a glitch in the tool.