

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Consenting to the proposed Development Agreement between the City and County of San Francisco (City) and the Master Developer, Reservoir Community Partners, LLC, for the mixed-use development of the approximately 16-acre site located generally north of the Ocean Avenue commercial district, west of the City College of San Francisco Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School, as it relates to matters under the jurisdiction of the San Francisco Municipal Transportation Authority (SFMTA) including the Transportation Exhibit J addressing transportation demand management, public parking, the Transportation Sustainability Fee, and SFMTA staffing for implementation, and the transportation-related mitigation measures under the California Environmental Quality Act (CEQA); authorizing the Director of Transportation to execute the SFMTA Consent to the Development Agreement; and adopting findings under CEQA.

**SUMMARY:**

- The Developer proposes a multi-phased, development project at located generally north of the Ocean Avenue commercial district, west of the City College of San Francisco Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School that would be primarily residential use with a childcare center, a community room, new streets and street improvements, and 4 acres of public open space.
- The Development Agreement requires the Developer to provide new transportation infrastructure and transportation demand management (TDM) amenities.
- An Infrastructure Plan outlines the proposed horizontal infrastructure, including a new street grid, and defines the roles and responsibilities of the Developer and key City agencies in implementing the Infrastructure Plan.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Balboa Reservoir Project Development Agreement, Exhibit J, Transportation Exhibit
3. Balboa Reservoir Project Final Environmental Impact Report:  
<https://sfplanning.org/environmental-review-documents>
4. Balboa Reservoir Project Development Agreement: [https://default.sfplanning.org/plans-and-programs/planning-for-the-city/public-sites/balboareservoir/2018-007883\\_05\\_Development\\_Agreement.pdf](https://default.sfplanning.org/plans-and-programs/planning-for-the-city/public-sites/balboareservoir/2018-007883_05_Development_Agreement.pdf)
5. Balboa Reservoir Project Master Infrastructure Plan: [https://default.sfplanning.org/plans-and-programs/planning-for-the-city/public-sites/balboareservoir/balboareservoir\\_MIP.pdf](https://default.sfplanning.org/plans-and-programs/planning-for-the-city/public-sites/balboareservoir/balboareservoir_MIP.pdf)
6. Balboa Reservoir Project CEQA Findings, including MMRP:  
[https://default.sfplanning.org/plans-and-programs/planning-for-the-city/public-sites/balboareservoir/2018-007883\\_02\\_EIR\\_CEQA\\_Findings.pdf](https://default.sfplanning.org/plans-and-programs/planning-for-the-city/public-sites/balboareservoir/2018-007883_02_EIR_CEQA_Findings.pdf)

**APPROVALS:**

DIRECTOR



**DATE**

June 11, 2020

SECRETARY



June 10, 2020

**ASSIGNED SFMTAB CALENDAR DATE:** June 16, 2020

## **PURPOSE**

Consenting to the proposed Development Agreement between the City and County of San Francisco (City) and the Master Developer, Reservoir Community Partners, LLC (Developer), for the mixed-use development of the approximately 16 acre site located generally north of the Ocean Avenue commercial district, west of the City College of San Francisco Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School, as it relates to matters under the jurisdiction of the San Francisco Municipal Transportation Authority (SFMTA) including the Transportation Exhibit J addressing transportation demand management, public parking, the Transportation Sustainability Fee, and SFMTA staffing for implementation, and the transportation-related mitigation measures under the California Environmental Quality Act (CEQA); authorizing the Director of Transportation to execute the SFMTA Consent to the Development Agreement; and adopting findings under the CEQA.

## **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

The proposed Development Agreement supports the following goals and objectives in the SFMTA's Strategic Plan and Transit First Policy Principles:

### **Strategic Plan**

Goal 1: Create a safer transportation experience for everyone

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel

Objective 2.3: Enhance and expand use of the city's sustainable modes of transportation.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

### **Transit First Policy Principles:**

2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

## DESCRIPTION

California Government Code section 65864 *et seq.* (the Development Agreement Statute) and San Francisco Administrative Code Chapter 56 authorize the City to enter into a development agreement regarding the development of real property.

San Francisco's Office of Economic and Workforce Development (OEWD) in coordination with multiple city departments, including the SFMTA, has negotiated a Development Agreement with Reservoir Community Partners, LLC for the development of approximately 16 acres at the San Francisco Public Utilities Commission (SFPUC) "Lower Balboa Reservoir". The agreement includes various public benefits, including 50% affordable housing and approximately four acres of publicly accessible parks and open space. The site is located generally north of the Ocean Avenue commercial district, west of the City College of San Francisco Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School.

The City, under the jurisdiction of the SFPUC owns approximately 17.6 acres of undeveloped land located in the City that is located generally north of the Ocean Avenue commercial district, west of the City College of San Francisco Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School (the "Project Site"). The Project Site is currently used for surface parking.

In 2014, OEWD, the Planning Department and the SFPUC initiated a study of the Project Site. This was one of San Francisco's first sites slated for San Francisco's Public Land for Housing Program, which utilizes City-owned land to address the City's most pressing housing issues.

The Balboa Park Station Area Plan, adopted in 2009, supports developing the Project Site for housing and includes policies designed to increase affordable housing for a variety of incomes; create open space; knit together isolated areas of the neighborhood; integrate diverse land uses with the area's commercial and transit corridors; design streets for walking, biking and public transit; and otherwise strengthen the Balboa Park area. This project would support many of these objectives.

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

The site is currently zoned for public uses. The Project proposes Planning Code and Zoning Map amendments that would create a Balboa Reservoir Special Use District. These changes would allow for creation of housing opportunities and open space to establish a family- and

child-friendly mixed-use residential neighborhood.

The following development is proposed for the site:

- 1100 new housing units (50% of the residential units, or 550 units, produced by the Project would be permanently affordable housing units)
- Childcare center and community room
- 4 acres of public open space
- Up to 7,500 gross square feet of neighborhood-serving retail uses
- Up to 550 off-street parking spaces for site uses, plus up to 450 off-street public parking spaces

The site will be served by new infrastructure including new streets that will provide multi-modal access, including extension of and connection with San Francisco's bicycle network and new pedestrian facilities.

The Project is subject to aggregate site-wide off-street parking allowances of:

- 0.5 parking spaces per residential unit
- 1 space per three bedrooms of group housing
- 1 space per 500 gross square feet of non-residential uses
- 450 spaces of public parking

**Public Benefits:**

OEWD and other City agencies, including the SFMTA, and the Developer have negotiated a public benefit package including:

- **Affordable Housing.** 50% of the residential units produced by the Project will be affordable for the life of the project. Approximately 150 of the affordable housing units will be designated for affordable educator units.
- **Open Space.** The Project would create or improve approximately 4 acres of publicly-accessible open space.
- **Child Care and Community Facilities.** The Project will include approximately 10,000 square feet of community space including a 100-space childcare facility with 50% of the spaces reserved for children of low-income families, and a publicly-accessible community room adjacent to Reservoir Park.
- **Workforce Development Program.** Development of the project will include participation in a robust set of Workforce Development programs including Local Hiring for Construction, First Source Hiring, Local Business Enterprise obligations, and prevailing wage requirements.
- **Transportation.** The Project will construct a new multi-modal street network with new connections to Ocean Avenue and Frida Kahlo Way. Additionally, the Project will contribute approximately \$10 million in Transportation Sustainability Fees to SFMTA for transit system improvements. The Project includes a robust Transportation Demand Management (TDM) program with a focus on family friendly measures to assist families in making great transportation choices.

- **City College Collaboration:** Project Site design has been coordinated with City College to encourage safe and welcoming connections between the Project Site and City College's main campus. The Project will include an affordable educator housing building with approximately 150 units with a preference for City College employees, both faculty and staff. The project will also construct public parking spaces to accommodate drivers from City College and the general public, sized appropriately to meet the typical daily demand.

Under the terms of the Development Agreement, consent by the SFMTA Board is required for: transportation-related components of the Infrastructure Plan; transportation components of the Development Agreement, including the Transportation Exhibit J, which addresses the Project's TDM Plan, Public Parking, Transportation Sustainability Fee, and SFMTA Staffing for Implementation; and, the transportation-related CEQA mitigation measures from the Environmental Impact Report, including the Mitigation, Monitoring, and Reporting Plan (MMRP).

#### Infrastructure Plan

The Development Agreement includes a Master Infrastructure Plan that documents the infrastructure (horizontal improvements) to serve the site. The SFMTA has actively participated in the development of this plan as it relates to street design and circulation. The Project focuses on promoting sustainable modes of transportation given its close proximity to the Balboa Park BART Station, the City College terminal and multiple Muni lines. The extended segment of Lee Avenue would provide protected bike lanes that connect Frida Kahlo Way to a broader bike network, via Holloway Avenue Bike Route. The Project would also create safe and pleasant pedestrian facilities throughout the site, including wide sidewalks with trees, paseos with lush plantings, and raised crosswalks. Streets have been designed to comply with Better Streets Plan guidelines and NACTO Urban Street Design guidelines.

The Infrastructure Plan proposes the creation of a grid network of streets that connect to the existing neighborhood grid outside of the site. Key elements include:

- New internal streets
- Extension of the Lee Avenue bicycle facility through the site
- Bicycle and pedestrian access to existing adjacent neighborhoods
- Vehicular access to Frida Kahlo and Ocean Avenue via new street connections

#### Transportation Exhibit

The Transportation Exhibit, attached as Exhibit J to the Development Agreement, outlines the Project's transportation commitments with regard to four primary areas: (1) TDM (2) Public Parking, (3) Transportation Sustainability Fee, (4) staffing for implementation. The SFMTA Board is being asked to consent to the Exhibit.

#### *Transportation Demand Management Plan*

The Project's plans for complying with the TDM Ordinance are described in the Balboa Reservoir TDM Plan. It includes a variety of physical and operational TDM measures including: on-site childcare, unbundled car parking, carshare parking and membership, loaner electric cargo bikes or bikes with trailers, lower parking rates than neighborhood average, multimodal wayfinding signage, real-time transportation displays, bike share membership, bicycle parking,

and bicycle repair stations.

Most measures will be implemented as part of the vertical development of each building, while some, such as the improvement of walking conditions, which the Project will accomplish by creating streets with sidewalks that meet the Better Streets Plan standards, will be provided as part of the Project's sitewide improvements.

The site will have a Transportation Coordinator that will manage and deliver the TDM program and associated compliance requirements.

The TDM Plan is attached to the Transportation Exhibit as Exhibit J-1.

### *Public Parking*

The Project will provide interim public parking during construction of the Project as well as up to 450 permanent public parking spaces. The interim and permanent parking will be available to the general public, including to students, faculty, and staff of the San Francisco Community College. The Transportation Exhibit outlines expectations for parking pricing and the Project's commitment to not offer discounted rates so as not to induce driving and parking. It does, however, allow for discounts to be negotiated with City College for priority City College populations.

The Transportation Exhibit requires the Developer to develop a Garage Analysis that presents information and data related to the Developer's permanent parking proposal in advance of submitting any phase application with a public parking garage. This report will address:

- The status of project build-out;
- Best available information on status of City College's TDM program, mode split, and parking utilization, and discussion of how these travel behaviors are expected to change over the following five to ten years;
- Current inventory of public parking at the Project Site, parking data collected during the period during the interim period and pricing structures tested during the interim period;
- Current and planned transit service on lines serving the site;
- Conceptual analysis of the parking garage, including the expected capacity of the garage at completion, a discussion of any features of the design that would allow for adaptability of portions of the garage, and any requirements for future adaptation;
- A description of proposed parking management and garage operations, including parking pricing, proposed shared use of parking spaces, and plans for queue abatement; and,
- A description of how the information in the Parking Report will be reflected in the proposed parking facility.

After submitting to the City a Garage Report, the Developer, the SFMTA, and the Planning Department will discuss the proposed development and operations of the garage. The City will

have the opportunity to make recommendations related to possible refinements, and the Developer will consider these in good faith and provide a response.

OEWD and the SFMTA negotiated this provision to the Transportation Exhibit to provide flexibility to respond to the combination of the changing trends in auto ownership, the high costs of construction associated with parking facilities, the Project's commitment to TDM, and the demonstrated relationship between provision of parking and driving.

#### *Transportation Sustainability Fee*

The Project is subject to the full Transportation Sustainability Fee (TSF). Per the TSF Ordinance, fees will be paid upon City issuance of first construction documents for specific phases or buildings. These fees will amount to approximately \$10 million by project completion.

#### *SFMTA Staffing for Implementation*

The SFMTA has a team that focuses on monitoring of and compliance with approved Development Agreements to ensure that all parties, including the SFMTA, deliver their commitments as outlined in the Development Agreement. The SFMTA will designate a staff person from this team who will monitor the transportation related components of the Project and serve as a point person for the Project team and the community.

#### Transportation-Related CEQA Mitigation Measure from the Subsequent Environmental Impact Report (SEIR)

The SEIR requires the Project to provide the following transportation related mitigation measure in response to cumulative impacts identified through the CEQA process (Transportation-Related Mitigation Measure):

- **Mitigation Measure M-C-TR-4: Implement Measures to Reduce Transit Delay.**

This mitigation measure requires that the project sponsor shall pay to implement feasible measures to reduce cumulative transit travel times for the impacted route segments of the K/T Third/Ingleside, 29 Sunset, and 43 Masonic routes. The mitigation measure identifies potential feasible measures consisting of signal timing modifications on Ocean Avenue and Brighton Avenue, signal timing modifications on Ocean Avenue and Plymouth Avenue, and a bus boarding island on Frida Kahlo Way, or other transit travel time saving strategies as deemed appropriate by the SFMTA.

The MMRP articulates specific implementation, monitoring, and reporting requirements associated with this measure. The project sponsor is responsible for paying for the potential capital improvement measures. The SFMTA is required to collect payment for; design; conduct any needed outreach; conduct additional environmental review, if necessary; and implement these measures.

## **STAKEHOLDER ENGAGEMENT**

The City and the Developer team have engaged in a robust community outreach program throughout the development and refinement of the Project design over the past five years. Community engagement included over 100 community engagement events including: 46

BRCAC meetings, public site tours, workshops, and presentations to interested neighborhood groups, office hours, presentations to City College Board of Trustees, and informational presentations to the Planning Commission. The SFMTA has participated in several BRCAC meetings to receive input and share information about projects serving the neighborhood.

Community voices have played an important role in shaping the design of the Project, particularly related to the number of units on site, the connection to the Westwood Park neighborhood to the west of the site, and open space. The City has heard concerns around the following transportation related issues:

- Potential traffic congestion, including at key Ocean Ave intersections and in the Sunnyside neighborhood
- Pedestrian safety and comfort between the site and Balboa BART Station along Ocean and Geneva; and
- Parking demands, including loss of onsite parking for City College students and faculty and the potential for spillover parking in Westwood Park and Sunnyside neighborhoods; and,
- Desire for the Project to fund transit passes for City College students, a shuttle between BART and the Project site, and other area transportation improvements.

As a result of the community's input, the following detailed analyses and studies conducted both for the city and for the Project team were undertaken to explore the transportation needs in the area:

- TDM framework for the entire area, sponsored by the Planning Department (Nelson Nygaard, 2017)
- Non-CEQA analysis study, which was supplemental to the required CEQA analysis and covered topics not related to CEQA such as parking demand and supply, potential shuttle service and vehicle traffic and operations, sponsored by the Developer (Kittelson & Associates study, 2019)
- Inclusion for study as part of the SEIR to understand potential CEQA impacts (CEQA transportation study, 2019)

Community input is reflected in site design. The District Supervisor, Norman Yee, supports the Project and is sponsoring the Project related legislation at the Board of Supervisors.

While not part of the Project or Development Agreement, the community process relating to the Balboa Reservoir has led the SFMTA to accelerate two efforts in response to the transportation concerns raised by neighborhood stakeholders and the District Supervisor:

- The SFMTA is initiating the Frida Kahlo/Ocean Ave/Geneva Ave intersection improvement project to improve safety, support transit service and arterial/emergency operations, and to enhance facilities for people walking and bicycling at this key intersection
- The SFMTA has prioritized a Muni Forward K Line quick build project to improve transit reliability, reduce crowding, and enhance safety for pedestrians accessing transit on Ocean Avenue



These projects will coordinate with each other and will conduct community engagement and be responsible for any necessary environmental review and other approvals.

## **ALTERNATIVES CONSIDERED**

The Project is a development project and not specifically a transportation project, although it includes mitigation measures and public benefits that are transportation-related. Alternatives to the Project were analyzed in the Supplemental Environmental Impact Report (SEIR).

## **FUNDING IMPACT**

The 2015 Transportation Sustainability Fee (TSF) legislation established fee rates for development projects. The Balboa Reservoir Project's TSF will amount to about \$10 million over the phases of the project. Per the TSF Ordinance, and under the Development Agreement, fees will be paid upon City issuance of a first construction documents for specific phases or buildings.

The Project is responsible for paying \$220,000 (plus escalation to year of expenditure) for measures to reduce transit delay as part of Mitigation Measure M-C-TR4: Implement Measures to Reduce Transit Delay. Through the terms of the Development Agreement, the SFMTA will recover costs associated with staff review of the horizontal infrastructure.

## **ENVIRONMENTAL REVIEW**

On May 28, 2020, in Motion No. M-20730, the San Francisco Planning Commission certified the Final Subsequent Environmental Impact Report (FSEIR) for the Balboa Reservoir Project (Case No. 2018-007883ENV). On that same date, in Motion No. M-20731, the San Francisco Planning Commission adopted California Environmental Quality Act (CEQA) Findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring, and Reporting Plan (MMRP). As part of the approval of this item, the SFMTA Board would adopt the Planning Commission's CEQA findings as its own, and to the extent that the above actions are associated with any mitigation measures, the SFMTA Board of Directors would adopt these measures (Including M-C-TR-4: Implement Measures to Reduce Transit Delay) as conditions of this approval.

A copy of the FSEIR and Planning Commission Motions No. 20730 and 20731 are on file with the Secretary to the SFMTA Board of Directors. These documents and additional FSEIR materials also may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference. These files also are available for review by the SFMTA Board and the public at <http://ab900balboa.com>. These records are incorporated herein by reference.

## **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The Project has been reviewed by the Planning Commission. The SFPUC will consider approval of issues under its jurisdiction. The Board of Supervisors will consider approval of the Development Agreement and associated Planning Code amendments.

The City Attorney's Office has reviewed this calendar item.

**RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors consent to the proposed Development Agreement between the City and the Developer as it relates to matters under the jurisdiction of the SFMTA including the Transportation Exhibit J transportation demand management, public parking, the Transportation Sustainability Fee, and SFMTA staffing for implementation, and the transportation-related mitigation measure; authorizing the Director of Transportation to execute the SFMTA Consent to the Development Agreement; and adopting findings under CEQA.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, California Government Code section 65864 *et seq.* (the Development Agreement Statute) and San Francisco Administrative Code Chapter 56 authorize the City to enter into a development agreement regarding the development of real property; and,

WHEREAS, Under San Francisco Administrative Code Chapter 56, Reservoir Community Partners, LLC. (Developer) filed an application with the City's Planning Department for approval of a development agreement (Development Agreement) relating to the Balboa Reservoir Project, an approximately 16-acre mixed-use project; and,

WHEREAS, The City and Developer negotiated the Development Agreement, which would authorize Developer to proceed with the Balboa Reservoir Project in exchange for its delivery of various public benefits; and,

WHEREAS, The Balboa Reservoir Project would create up to 1,100 new housing units, 50% of which would be permanently below market rate, childcare and community facilities, up to 7,500 gross square feet of neighborhood serving commercial uses, and would create or improve 4 acres of public open space; and,

WHEREAS, The Project will implement street improvements that enhance pedestrian safety and bicycling connectivity; and,

WHEREAS, Under the terms of the Development Agreement, the Developer shall pay the Transportation Sustainability Fee; and,

WHEREAS, Exhibit J to the Development Agreement includes a Transportation Exhibit, which addresses the Transportation Demand Management Plan, Public Parking, Transportation Sustainability Fee, and SFMTA staffing for implementation; and,

WHEREAS, On May 28, 2020, the San Francisco Planning Commission, in Motion No. M-20730, certified the Balboa Reservoir Project (Case No 2018-007883ENV) Final Subsequent Environmental Impact Report (FSEIR); on that same date, in Motion No. M-200731 the San Francisco Planning Commission adopted California Environmental Quality Act (CEQA) Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (MMRP) (collectively, the Balboa Reservoir Project CEQA Findings); and,

WHEREAS, Since that time, there have been no changes to the Balboa Reservoir Project, changes to the circumstances under which the project will be undertaken, or substantial new information that would trigger the need for a subsequent environmental impact report; and,

WHEREAS, A copy of the FSEIR, Planning Commission motions and the CEQA findings, including the MMRP and statement of overriding considerations, are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco and at <http://ab900balboa.com>, and are incorporated herein by reference; now therefore be it

RESOLVED, That the SFMTA Board of Directors has reviewed the Final Supplemental Environmental Impact Report (FSEIR) for the Project and finds that the FSEIR is adequate for its uses the decision-making body for the actions taken herein; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors does hereby adopt the Balboa Reservoir Project CEQA Findings as its own and to the extent the above actions are associated with any mitigation measures (including M-C-TR-4: Implement Measures to Reduce Transit Delay), makes such measures conditions of this approval; and, be it

FURTHER RESOLVED, That the SFMTA Board of Directors does hereby consent to the Balboa Reservoir Project Development Agreement, including its exhibits containing the Transportation Exhibit, substantially in the form and terms as outlined in the Development Agreement with respect to the items under the SFMTA's jurisdiction; and, be it

FURTHER RESOLVED, That the SFMTA Director of Transportation is authorized to execute the SFMTA Consent to the Development Agreement; pending approval by the Board of Supervisors; and, be it

FURTHER RESOLVED, That, by consenting to the SFMTA matters in the Development Agreement between the City and the Developer, the SFMTA Board of Directors does not intend to in any way limit, waive or delegate the exclusive authority of the SFMTA; and, be it

FURTHER RESOLVED, That, subject to appropriation of any necessary funds, the Board of Directors authorizes the Director of Transportation to take any and all steps (including, but not limited to, the execution and delivery of any and all agreements, notices, consents and other instruments or documents) necessary, in consultation with the City Attorney, to consummate and perform SFMTA obligations under the Development Agreement, or otherwise to effectuate the purpose and intent of this Resolution; and, be it

FURTHER RESOLVED, That the approval under this Resolution shall take effect upon the effective date of the Board of Supervisors legislation approving the Balboa Reservoir Project Development Agreement.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 16, 2020.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

## **EXHIBIT J**

### **TRANSPORTATION**

This Exhibit J (the “Transportation Exhibit”) outlines the Project’s transportation commitments in four areas: transportation demand management, public parking (including permanent, interim, and parking garage analysis), Transportation Sustainability Fee, and SFMTA contact. All capitalized terms used in this Transportation Exhibit and not specifically defined herein will have the meanings ascribed to them in the Development Agreement by and between the City and County of San Francisco, a municipal corporation, and Reservoir Community Partners LLC, a Delaware limited liability company (the “Agreement”).

#### **A. Transportation Demand Management Plan**

Developer will comply with the Transportation Demand Management Program described in Planning Code Section 169-169.6. Developer will implement the Transportation Demand Management Plan attached as Exhibit J-1 (the “TDM Plan”).

Developer will implement the TDM Plan for each Building on the Project Site upon the issuance of the first certificate of occupancy, including any temporary certificate of occupancy, for that Building.

Developer will comply with its obligations under the TDM Plan throughout the life of the Project. Developer will monitor and submit monitoring reports as described in the Transportation Demand Management Program. TDM Plan monitoring and reporting, and any required TDM Plan adjustments, will be carried out in accordance with the TDM Plan.

#### **B. Public Parking**

Developer will provide interim public parking during construction of the Project and permanent public parking, both in accordance with this Transportation Exhibit. The interim and permanent parking will be available to the general public, including to students, faculty, and staff of City College of San Francisco (the “College”) during weekday daytime hours.

Developer will charge market rate parking fees for all public parking. Developer (or other garage operator) will establish a fee structure with the commitment of not inducing demand through discounted rates. Strategies to manage demand can include a pricing plan where weekly and monthly parking rates are charged a price equivalent to the base hourly rate. The exact pricing structure will be proposed in the Parking Garage Analysis. Developer will have the option to offer hourly, daily and monthly parking. Daily or hourly rates may be raised above base rate level to address increased demand, for instance during special events. Developer may negotiate discounted rates for priority College populations.

##### **a. Public Parking Requirement**

The Project addresses the transformation of parking on the Project Site from College-oriented parking uses to residential uses by permanently replacing up to 450 public parking spaces. The Project will do this through building one or more public parking facilities beneath or within the



residential buildings that will be owned and operated by Developer. The process for determining the phasing and number of public spaces in any garage will be determined through the Parking Garage Analysis process described in Section C of this Transportation Exhibit. In no event will the total number of public, non-accessory parking spaces in the Project exceed 450 parking spaces and, as described in the Project SUD, the maximum number of public parking spaces will be reduced by the number of parking spaces for dwelling units or group housing that are allowed to be used as public parking during any part of the day.. Developer, through the Parking Garage Analysis process, will use best efforts to minimize the number of parking spaces provided, consistent with the City's Transit First Policy.

The City, acting through the Planning Director in consultation with the Director of Transportation, may modify in whole or in part the Public Parking Requirement in this Section B after a written request from Developer, environmental review as required, and if Developer establishes to the satisfaction of City that either of the following conditions is met:

- Developer will construct parking facilities to be used jointly by residential tenants of the site and the College, to be owned and operated by Developer; or
- Developer will contribute funds to the College equal to the number of spaces established through the Parking Garage Analysis process for a College-sponsored parking facility, to be owned and operated by the College.

**b. Interim Parking**

During the initial site-wide grading phase of construction of the Project no publicly-available parking spaces will be provided. Developer will make good faith efforts to make parking spaces available for public use during the remaining construction phases of the Project. Availability of public parking space is dependent on construction activity, staging needs, safety considerations, and relevant operational considerations.

Developer (or other parking operator) will establish and offer hourly, daily, and monthly parking rates at market rate. Developer (or other garage operator) will establish a fee structure with the commitment of not inducing demand through discounted rates. Strategies to manage demand can include a pricing plan where weekly and monthly parking rates are charged a price equivalent to the base hourly rate. An additional goal of the interim parking operations is to provide data on the demand for long term public parking on the site. Accordingly, the developer (or other parking operator) may alter pricing structures to better understand demand, to the extent that the pricing structure does not intend to induce demand through discounts. Daily or hourly rates may be raised above base rate level to address increased demand, for instance during special events. Developer may negotiate discounted rates for priority College populations.

As described in the Phasing Plan and Community Benefits Linkages attached as Schedule 1 to this Agreement, permanent public parking will be made available to the public, including the College community, no later than the completion of phase two of construction of the Project.

**c. Parking Garage Analysis**

- a. **Parking Report.** Not less than six months before submitting a development phase application for any phase of the Project that includes a permanent non-accessory parking facility, Developer will submit to the Planning Director, with copies provided to the Director of Transportation, a Parking Report prepared by a City-approved third-party transportation consultant that contains the following information.
  - i. The status of vertical build-out in prior Development Phases of the Project, if any;
  - ii. A summary of best available information on TDM efforts then being implemented by the College, including the most recently available data from surveys of College faculty, staff, and students and their transportation mode to and from the College, parking utilization associated with the College, and a discussion of how these travel behaviors are expected to change over the following five to ten years;
  - iii. The current inventory of parking that is accessory to Project uses and public parking available at the Project Site;
  - iv. Any parking use data collected during the interim parking period, including a full report of pricing structures tested during the interim period.
  - v. The SFMTA shall furnish a description of current transit services and any transit service changes budgeted for implementation by the anticipated date of occupancy for the proposed Development Phase. The report shall also include information from BART, as available;
  - vi. A conceptual analysis of the parking garage(s), including the expected capacity of the garage(s) at completion, a discussion of any features of the design(s) that would allow for adaptability of portions of the garage(s), and any requirements for future adaptation;
  - vii. A narrative description of the approach to parking management and garage operations, including pricing structure, any joint use of parking spaces, and plans for queue abatement measures to avoid any excessive recurring queuing that could affect the operation of any Muni routes that operate on Frida Kahlo Way or on Ocean Avenue;
  - viii. A description of how the information presented within the Parking Report will be reflected in the Development Phase Application.
- b. **Parking Recommendations.**
  - i. The Planning Director and the Director of Transportation will have 45 days after their receipt of the Parking Report to provide to Developer a combined

set of written recommendations regarding, operations, or management of the proposed parking garage, including the number of public spaces that Developer is required to provide.

- ii. Developer will meet and confer with the Director of Planning and Director of Transportation within 15 days of Developer's receipt of their written recommendations.
- iii. Developer will incorporate the public parking space requirement into the Project and make commercially reasonable efforts to incorporate the written recommendations of the Director of Planning and Director of Transportation, and will respond to their written recommendations with a document that includes:
  1. The manner in which Developer will incorporate accepted recommendations into the development phase application; and
  2. A reasoned narrative setting forth the reasons it did not accept any parking recommendations.

#### **C. Transportation Sustainability Fee**

As described in Schedule 2-1, Developer will pay the Transportation Sustainability Fee ("TSF") in accordance with Planning Code section 411A, and subject to any annual escalation as permitted by the Development Agreement. The TSF must meet all requirements of, and will be payable on all Buildings in accordance with, Planning Code sections 411A.1-411A.8 and the Development Agreement.

#### **D. SFMTA Contact**

SFMTA commits to designating a staff person to follow up on the transportation-related components of the Project, including this Exhibit, the DA, and the FSEIR. This staff person will be a point person for the Developer and the community.



**EXHIBIT J-1**

**TRANSPORTATION DEMAND MANAGEMENT PLAN**