

## BALBOA RESERVOIR – DRAFT LOADING PLAN

### 6.7.19

- Each multifamily building on the proposed property has either one or two on-street loading zones.
- Loading zones will be MTA white zones.
- Our recent projects have used a 5 minute time limit 7am – 10pm daily for white loading zones, but we are flexible as to the durations and hours per MTA feedback on best practices.
- Loading zones will serve the following functions:
  - o **Move-In/Move-Out**
  - o **Trash/Recycle/Compost Staging**
  - o **Package Delivery**
  - o **Pick-Up/Drop-Off points**
- **Move-In/Move-Out:**
  - o Move-Ins and Move-Outs are scheduled by each building's leasing office.
  - o Move-In/Move-Outs generally occur most frequently on weekends during morning and midday hours.
  - o If the Move-In or Move-Out is expected to exceed the white zone time limit, the leasing office coordinates with the resident to obtain an MTA Temporary Use permit.
  - o Move-In/Move-Out vehicles range from passenger cars to 26-foot moving trucks.
  - o Frequency of Move-Ins/Move-Outs: We expect up to 2-3 moves per week (including both move-ins and move-outs) per 100 units for the market rate rental buildings. We expect significantly fewer moves at the affordable housing buildings.
- **Trash/Recycle/Compost Staging:**
  - o Trash/Recycle/Compost is collected within each building via trash chutes, all ending up in trash rooms in each building's ground floor or basement.
  - o Trash and Recycle are expected to be compacted in most or all buildings.
  - o On pick-up days (estimated to be twice per week), bins are towed out of the garage by building staff (via the garage exit ramp) using a powered cart/mule.
  - o Bins are staged in a loading zone.
  - o Trash/Recycle/Compost pick-up hours are generally weekday mornings.
  - o After collection, building staff returns the bins to the garage.
- **Package Delivery:**
  - o Delivery vehicles will use white zones to park vehicles for package deliveries to the building.
  - o Large deliveries happen primarily during the work week, although some smaller or one-off deliveries now happen on weekends. Currently, two or three major carriers each make deliveries 3-5 days per workweek.
  - o Delivery vehicles range from passenger cars to 28-foot delivery trucks.
- **Pick-Up/Drop-Off:**
  - o White loading zones (especially those located near primary building entries) are the best areas for TNC drivers and others to pick up or drop off passengers.
  - o We expect this activity to be most frequent during commute and evening hours.

**Comment [SJ1]:** Per SF Transportation Code Sec. 1006, white zones can have a maximum time limit of 5 minutes, no more.

**Comment [SJ2]:** Definition of passenger loading zone: "A vehicle may stop in a white zone only for the purpose of loading and unloading passengers for a period not to exceed five minutes."

Of the four bullet points, only the last one is a legal use of a passenger loading zone. We're okay with the trash pickup happening there, though it's a legally gray area. More discussion below.

Package delivery should be done in a yellow commercial loading zone, which requires the vehicle to have commercial license plates.

**Comment [SJ3]:** Per above, white zones can't be used for moving. Also, I would be really impressed if a move could be done in five minutes.

**Comment [SJ4]:** This is the crux of the issue. By not accommodating moving on-site, the development will be creating defacto 24/7 moving zones throughout the project. The project is building between 1,100-1,550 dwelling units. I don't know what the affordable housing split is, but even if it's 50%, that's potentially ~20 moves per week.

If the residents request temporary signs, these need to be posted 72 hours in advance. The signs usually block out up to 4 spaces. So now we're talking about potentially up to 80 spaces being blocked off on an ongoing basis for residential moves. This is unacceptable.

**Comment [SJ5]:** As I said earlier, this is a gray area but we are generally fine with passenger loading zones being used for trash pickup. The sponsor should make sure the loading zones are either adjacent to a curb cut or the loading zones have an accessible curb ramp so the bins can be brought into the street without having to deal with a curb.

**Comment [SJ6]:** Deliveries need to be made using a yellow zone

**Comment [SJ7]:** In order to use a yellow commercial loading zone, vehicles need commercial plates. This is fine for UPS/FedEx, but "gig" delivery services will run into trouble since they use personal vehicles. We don't really have a good answer for that.