

Date: January 11, 2019 DRAFT

RE: Balboa Reservoir DSG/ IP - Lee Avenue Issues Memo

Lee Avenue, currently a dead-end stub north of Ocean Avenue, will become one of the central vehicular and bicycle connections to the Balboa Reservoir development. Lee Avenue will be the front door to the new development and the interface with City College to the east. The only other vehicular connection to the site will be North Street, connecting east to Frida Kahlo Way, which will also be created as part of this development.

Several years ago Frida Kahlo Way, located one block to the east, was reconfigured to have Class II bicycle lanes in each direction, however, due to the auto traffic and congestion at the intersection at Ocean Avenue, this bicycle route is not ideal and it is thought that many bicyclists would prefer to ride on Lee Avenue. Therefore the project is proposing Class II bike lanes connecting to Lee Avenue on the new North Street, bike lanes would then continue on Lee and eventually connect to the designated Holloway bicycle route to SF State.

Several options, each of which have benefits and challenges, are under review for the new ROW at Lee Avenue. The development team will work with City Departments to resolve conflicts and determine the best solution for future residents and visitors to the site.

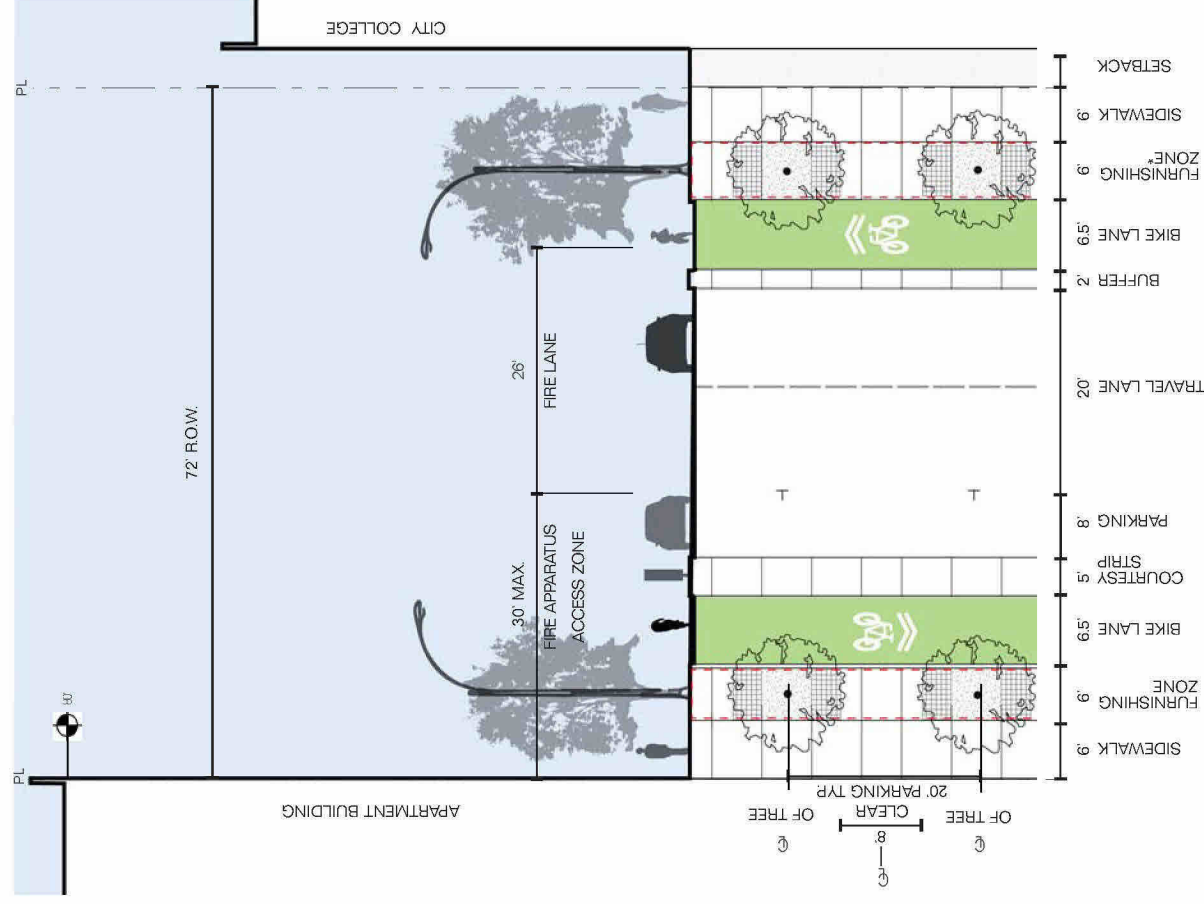
A 50' easement is currently designated for the new ROW at Lee Avenue. However, the new Lee ROW between North Street and South Street would require 72' in any of the configurations outlined below.

Lee Avenue Option 1 (Class IV Protected Bike Lane with 5' Median) - The DSG and Infrastructure Plan are showing protected bicycle lanes, separated by a raised median on Lee Avenue as the base condition at the central block between North Street and South Street (*See Lee Avenue Section 1- Option 1*). The street would then narrow to meet the existing ROW at Ocean Avenue and would not be able to accommodate the protected medians. This proposed section allows for 12' sidewalks and parking on the west side of the street within the 30' fire apparatus access distance to the upper levels. This alternative is supported by the MTA and Planning departments. DPW has raised concerns over ownership and maintenance of the median, bike lane and sidewalks separated from the roadway. Accessibility to all parking spaces would need to be provided with the ability to travel laterally at the median. Fire has also raised concerns regarding fire access as a setback above the ground floor would be greater than the maximum aerial access distance.

Lee Avenue Option 2 (Conventional Class II Bike Lanes) in the DSG, provides for consistent Class II marked bike lanes with no median separations (*See Lee Avenue Section 1- Option 2*). This would allow loading or parking zones for potential Lee Avenue facing City College development or additional sidewalk pedestrian and tree planning width. Fire access and ownership/maintenance are not a concern in this option.

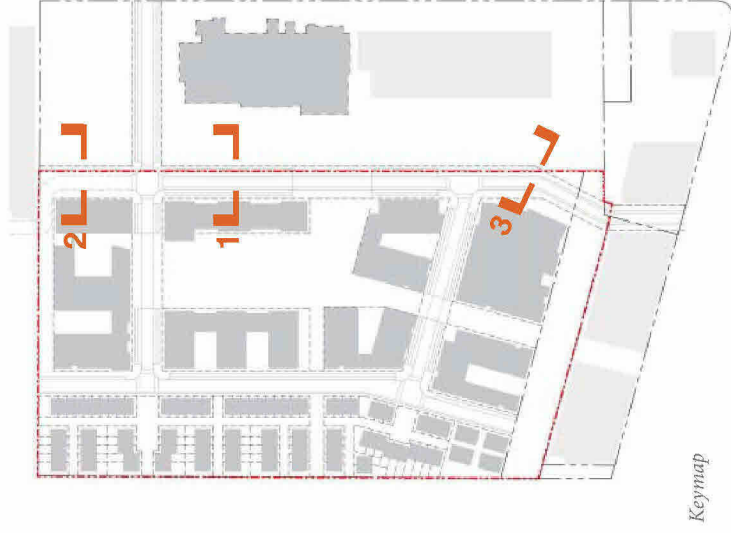
Lee Avenue Option 3 (Class IV Protected Bike Lane with 9' Wide Planted Median) in the DSG offers a generous median planting zone and separated bicycle lanes with parking on the west side of Lee only (*See Lee Avenue Section 1- Option 3*). Moving the planted medians inward visually narrows the street for traffic calming. Medians will need to accommodate lateral accessibility to allow access to curb ramps. Planning has concerns over the 7' overall width of the sidewalk.

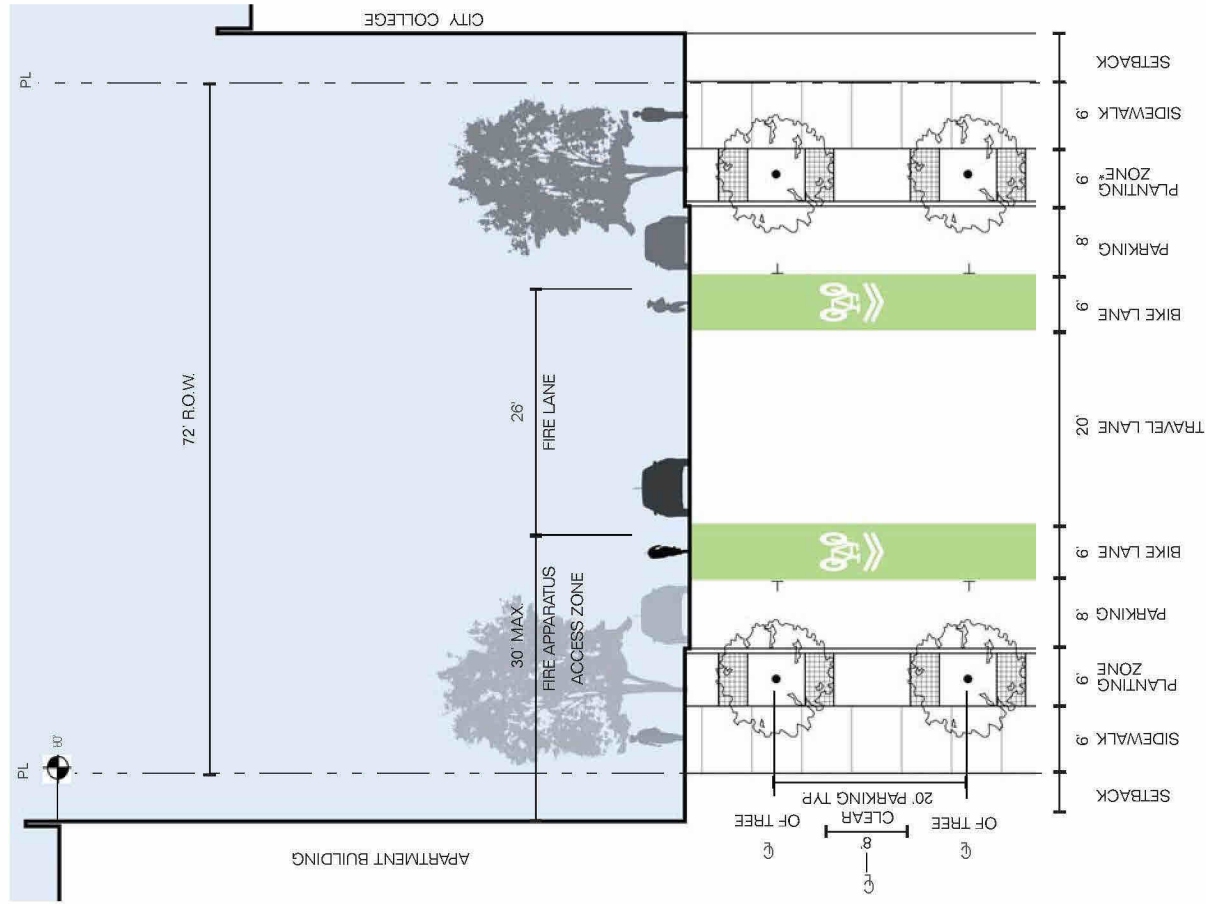
As stated previously, all of these options are possible within the provided 72' ROW. The Reservoir team looks forward to working to the City's to achieve a coordinated recommendation.



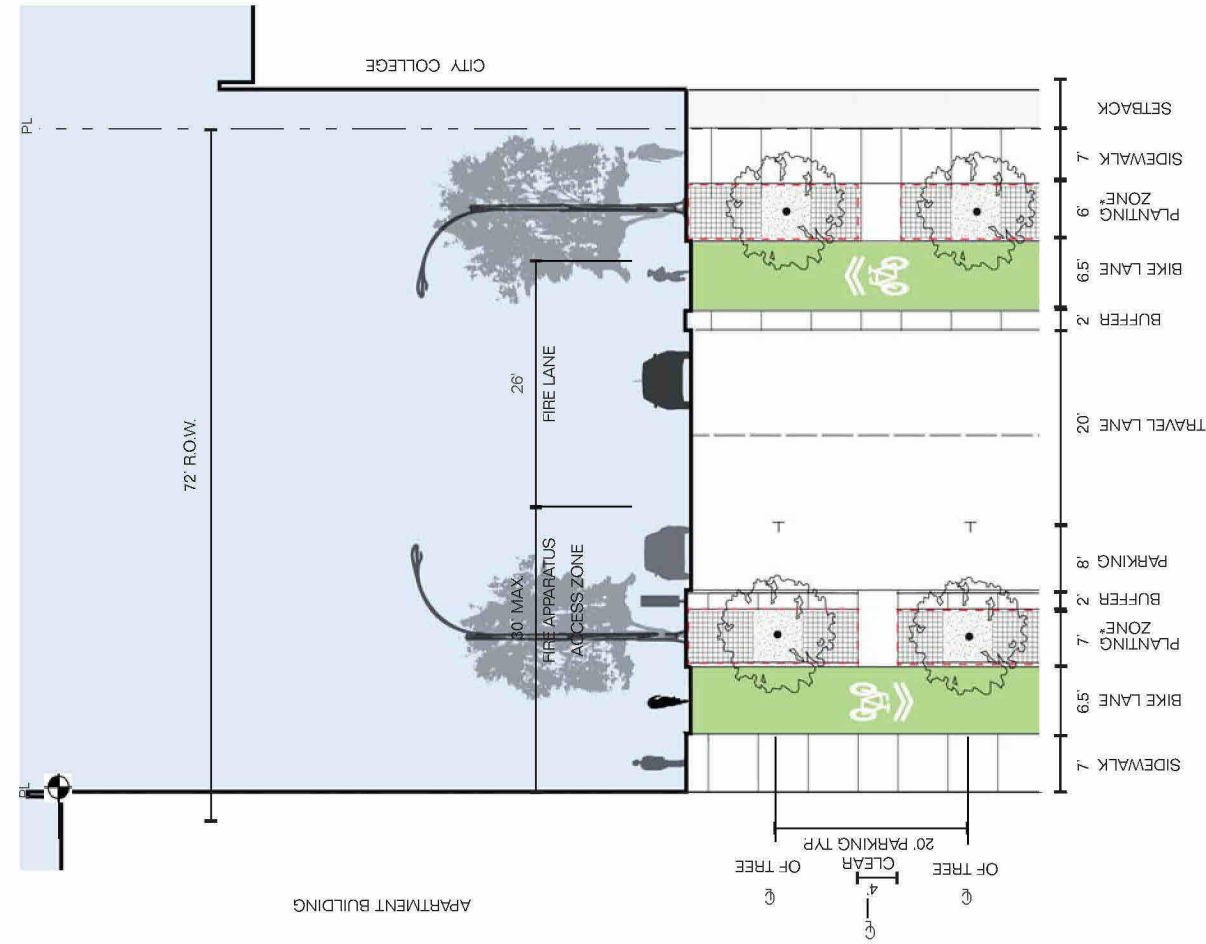
*planting zone to contain 500 cubic feet of verified growing media at a 3' depth per street tree

Section 1 Option 1





Section 1 Option 2



Section 1 Option 3

*planting zone to contain 500 cubic feet of verified growing media at a 3' depth per street tree