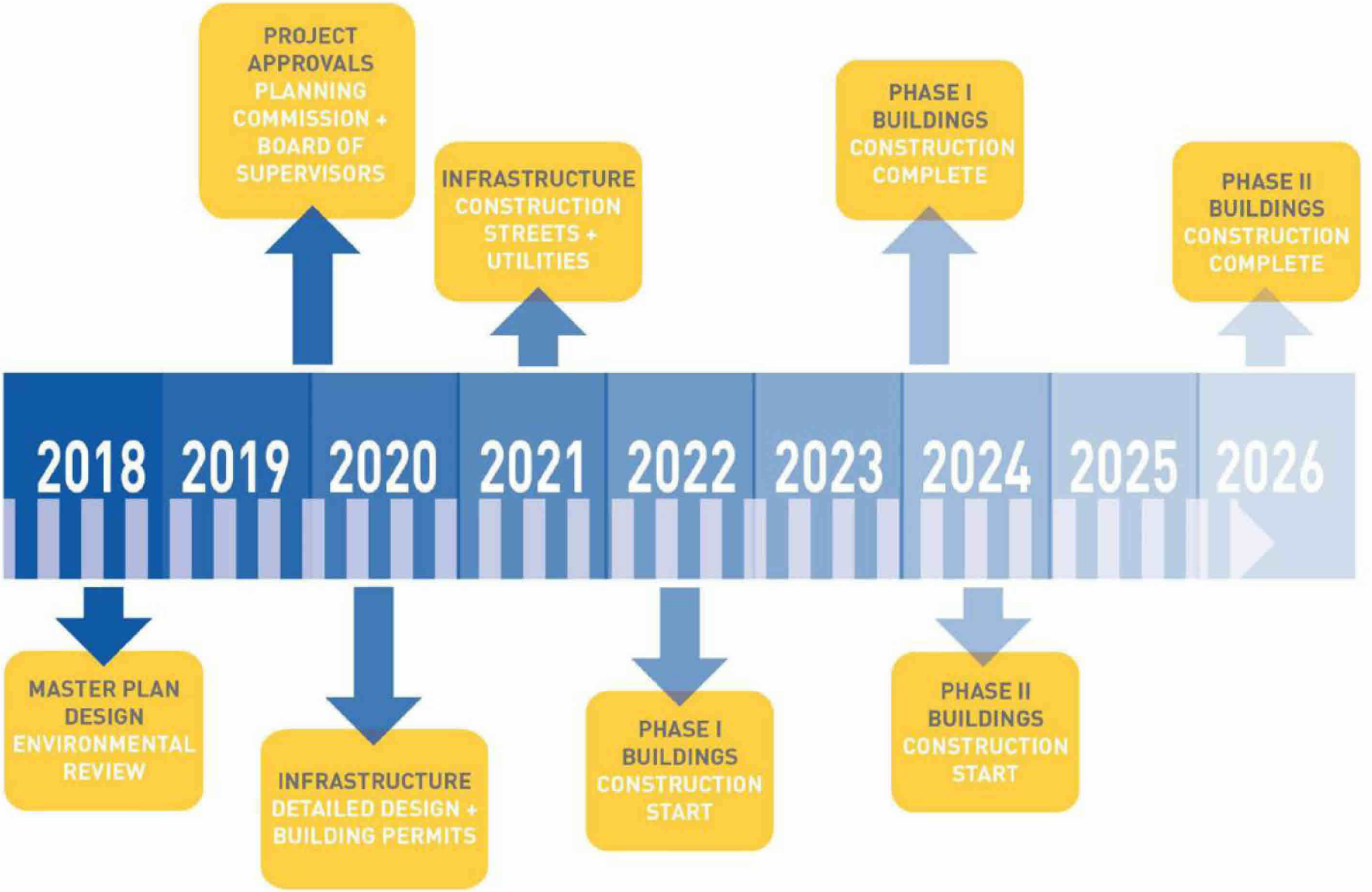
Transportation

Balboa Reservoir SFMTA Meeting July 13, 2018

AvalonBay Communities + BRIDGE Housing

Mission Housing | Habitat for Humanity | Pacific Union Development Corporation

Development Timeline

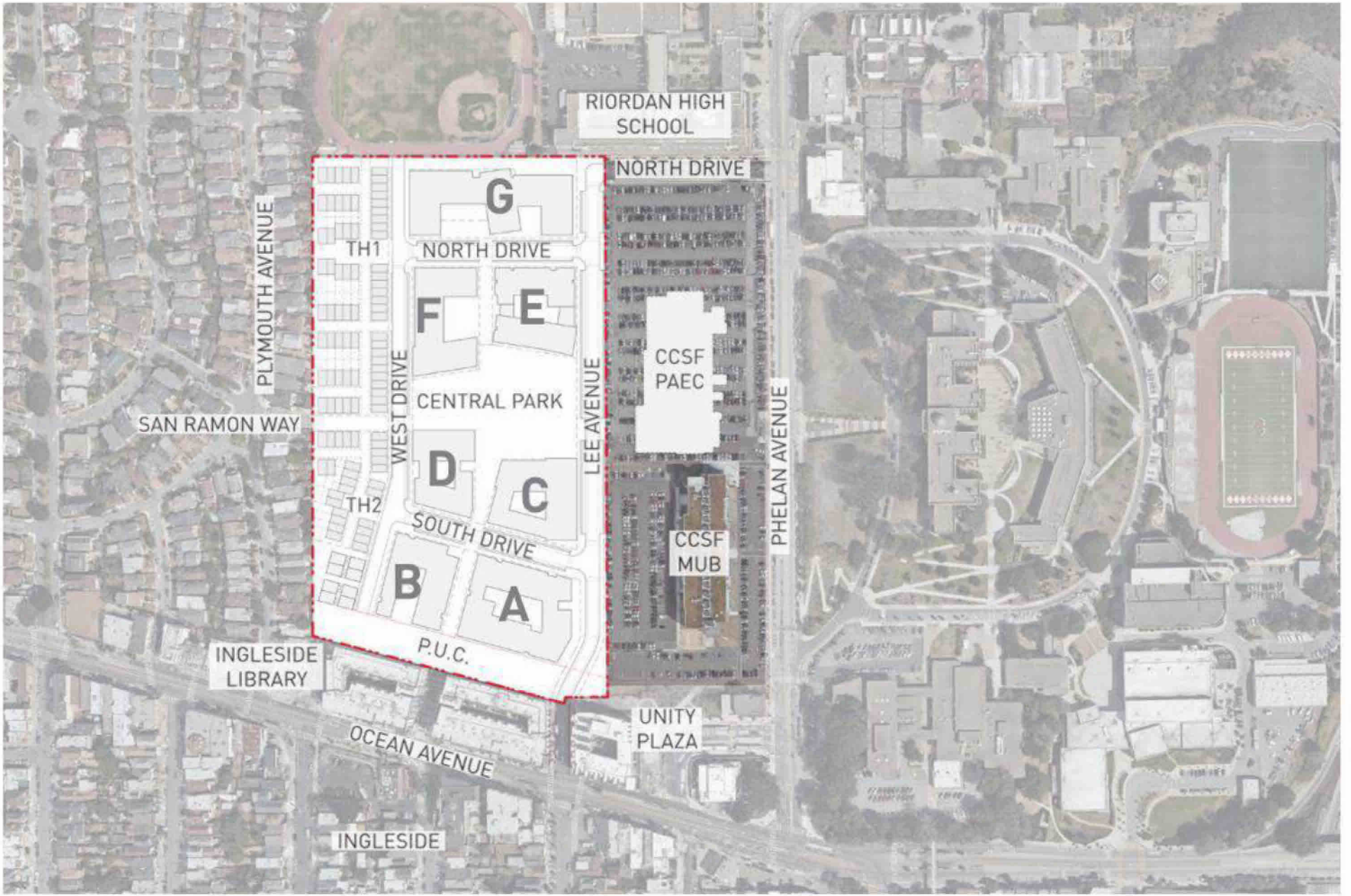


Our Transportation Goals

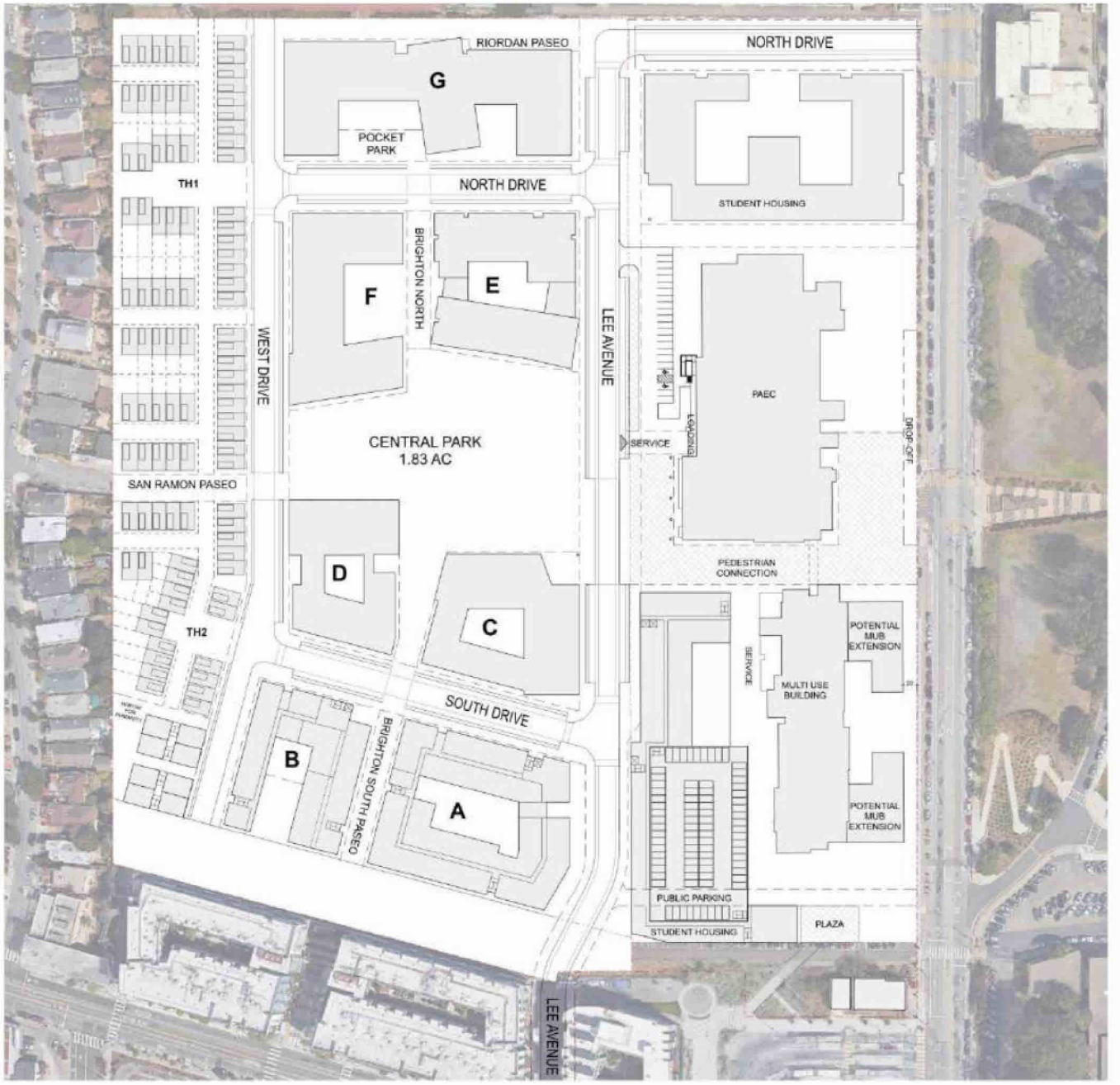
1. Make walking / biking / transit the obvious choice for new residents
2. Help minimize contribution to additional auto congestion in the area
3. Protect street parking in adjacent neighborhoods for existing residents
4. Find a solution that satisfies CCSF's parking needs

Existing Conditions

Site Plan


RIORDAN HIGH SCHOOL
NORTH DRIVE
G
TH1
NORTH DRIVE
PLYMOUTH AVENUE
F
E
CCSF PAEC
WEST DRIVE
CENTRAL PARK
LEE AVENUE
SAN RAMON WAY
D
C
TH2
SOUTH DRIVE
PHELAN AVENUE
CCSF MUB
B
A
P.U.C.
INGLESIDE LIBRARY
UNITY PLAZA
OCEAN AVENUE
INGLESIDE

CCSF Studies



Option 1A

- **Public garage behind MUB**
- **PAEC at original location**
- **Additional student housing to north**

STUDENT HOUSING BEHIND MUB

- 129,000 gsf of CCSF housing (5 stories)
- Equivalent to 325 student housing beds at 312 sf per bed

STUDENT HOUSING ON NORTH SIDE

- 175,000 gsf of CCSF housing (5 stories)
- Equivalent to 435 student housing beds at 312 sf per bed

TOTAL STUDENT HOUSING: 760

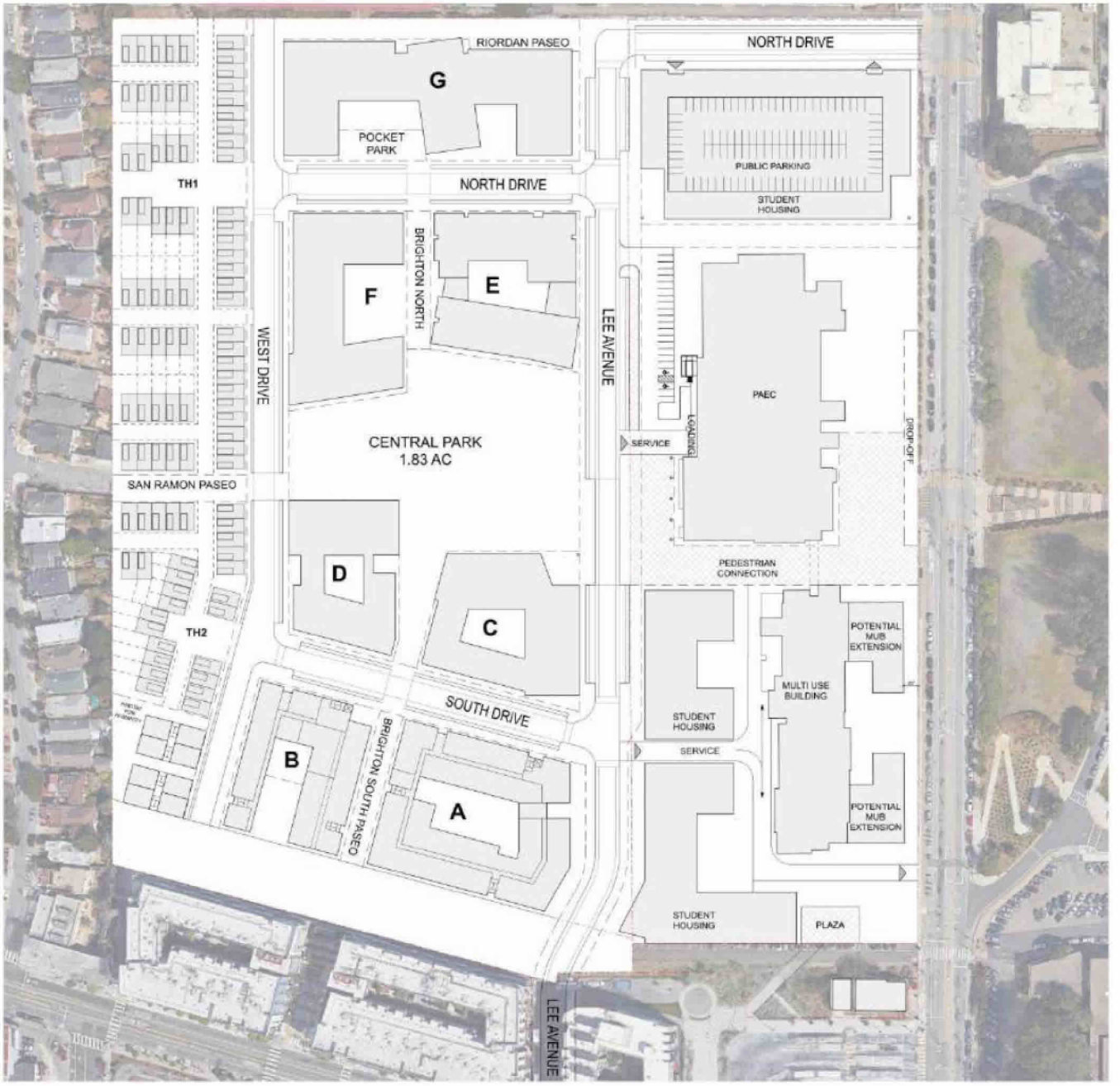
PUBLIC PARKING BEHIND MUB:

- 460 spaces in a 6-level public garage* (approx. 80 spaces per level)
- Rough cost estimate: $22.4M at $48,700 per parking space

TOTAL PARKING SPACES: 460

*Number of spaces must be determined based on an amount adequate to serve CCSF's desired needs, as supported by an appropriate parking demand and transportation study.

CCSF Studies



Option 1B

- **Public garage at north w/housing**
- **PAEC at original location**
- **Student housing behind MUB**

STUDENT HOUSING BEHIND MUB

- 215,000 gsf of CCSF housing (5 stories)
- Equivalent to 535 student housing beds at 312 sf per bed

STUDENT HOUSING ON NORTH SIDE

- 140,000 gsf of CCSF housing (5 stories)
- Equivalent to 350 student housing beds at 312 sf per bed

TOTAL STUDENT HOUSING: 885

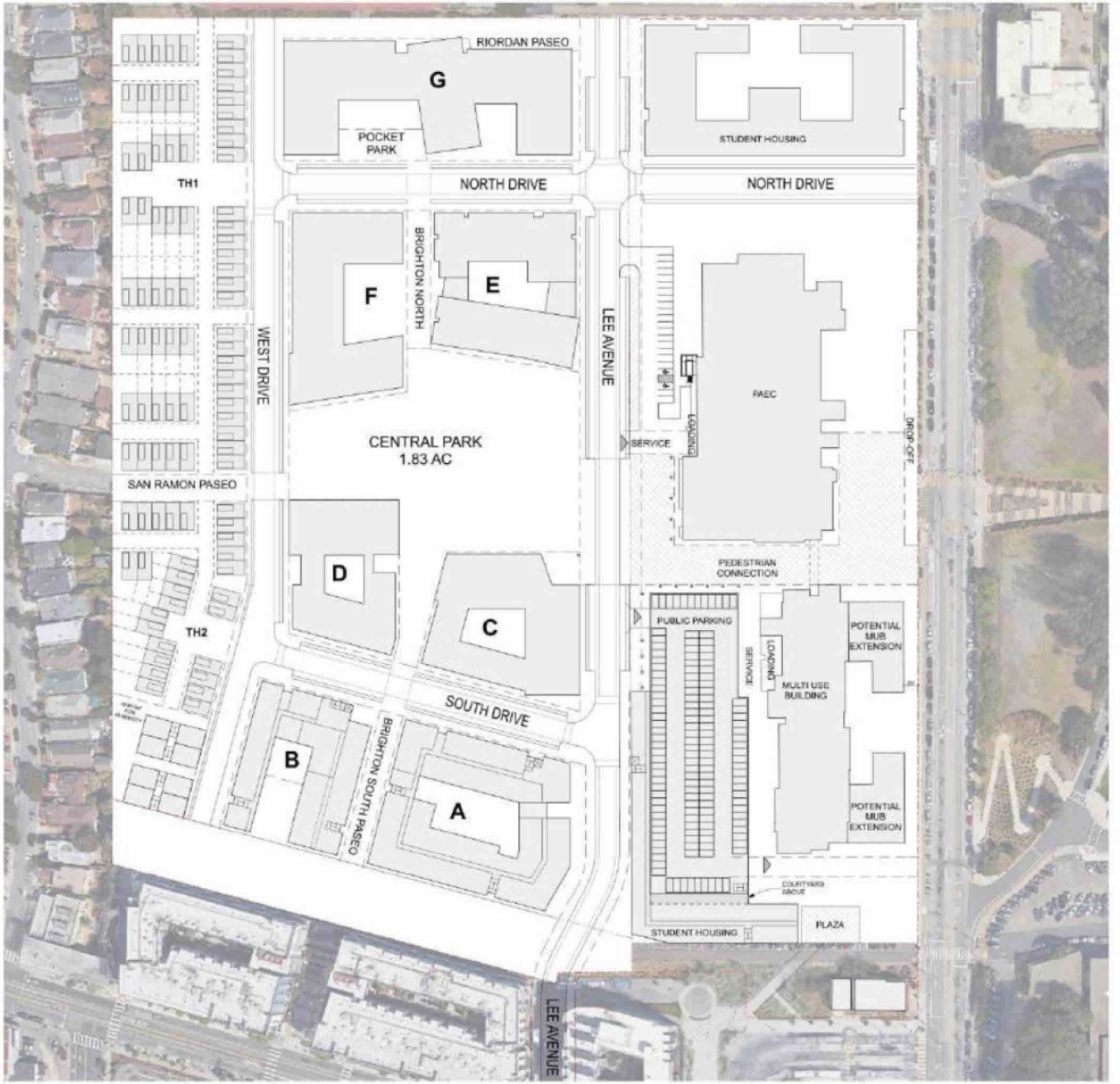
PUBLIC PARKING ON NORTH SIDE:

- 500 spaces in a 6-level public garage* (approx. 90 spaces per level)
- Rough cost estimate: $24.4M at $48,700 per parking space

TOTAL PARKING SPACES: 500

*Number of spaces must be determined based on an amount adequate to serve CCSF's desired needs, as supported by an appropriate parking demand and transportation study.

CCSF Studies



Option 2

- **Larger public garage behind MUB**
- **PAEC at original location**
- **Student housing to north**

STUDENT HOUSING BEHIND MUB

- 87,500 gsf of CCSF housing (5 stories)
- Equivalent to 225 student housing beds at 312 sf per bed

STUDENT HOUSING ON NORTH SIDE

- 175,000 gsf of CCSF housing (5 stories)
- Equivalent to 435 student housing beds at 312 sf per bed

TOTAL STUDENT HOUSING: 660

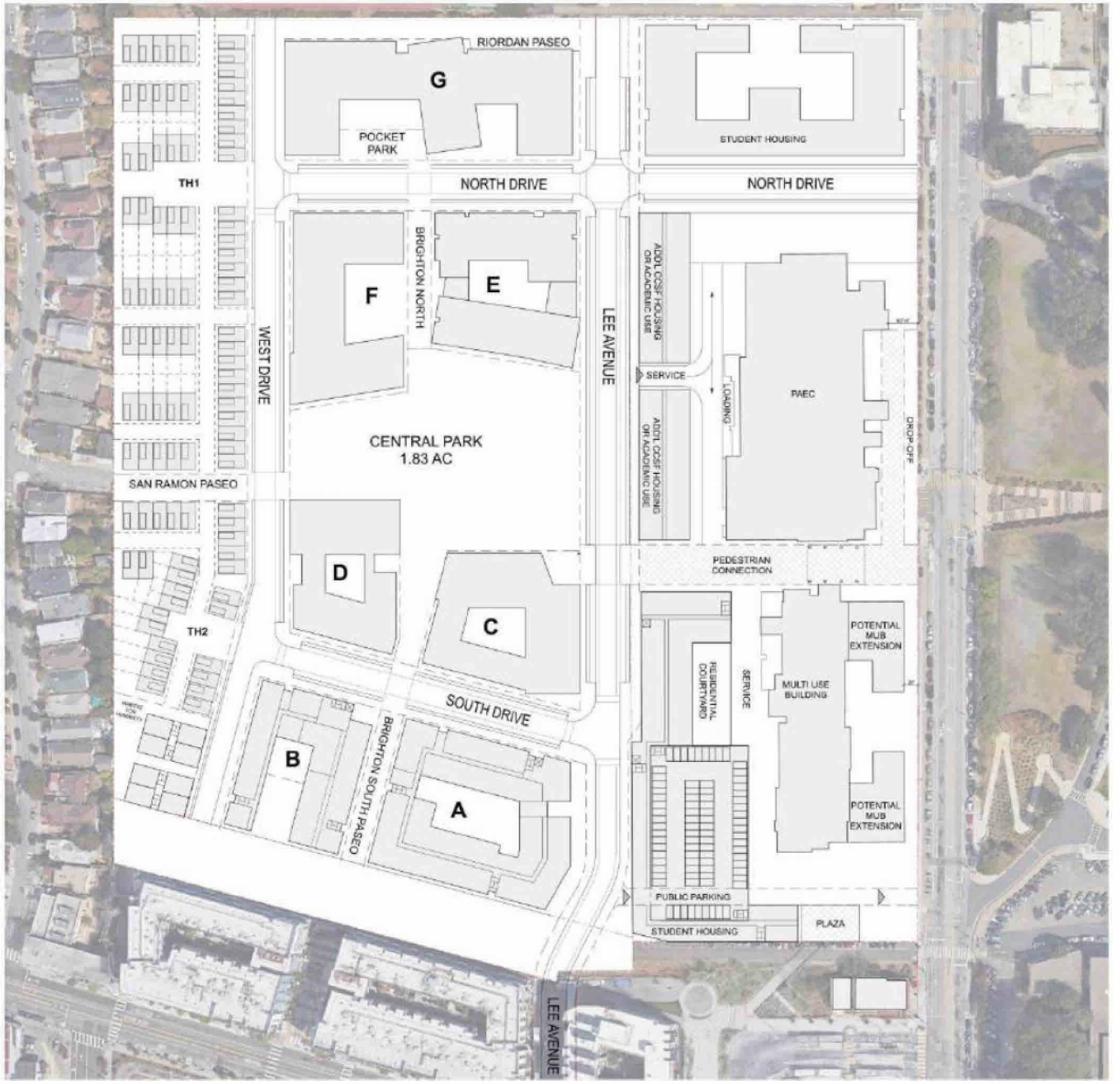
PUBLIC PARKING BEHIND MUB:

- 750 spaces in a 6-level public garage* (approx. 125 spaces per level)
- Rough cost estimate: $36.5M at $48,700 per parking space

TOTAL PARKING SPACES: 750

*Number of spaces must be determined based on an amount adequate to serve CCSF's desired needs, as supported by an appropriate parking demand and transportation study.

CCSF Studies



Option 3A

- **Public garage behind MUB**
- **PAEC closer to Phelan**
- **Student housing behind PAEC + North**

STUDENT HOUSING BEHIND MUB

- 129,000 gsf of CCSF housing (5 stories)
- Equivalent to 325 student housing beds at 312 sf per bed

STUDENT HOUSING ON NORTH SIDE

- 175,000 gsf of CCSF housing (5 stories)
- Equivalent to 435 student housing beds at 312 sf per bed

TOTAL STUDENT HOUSING: 760

ADD'L HOUSING / ACADEMIC USE

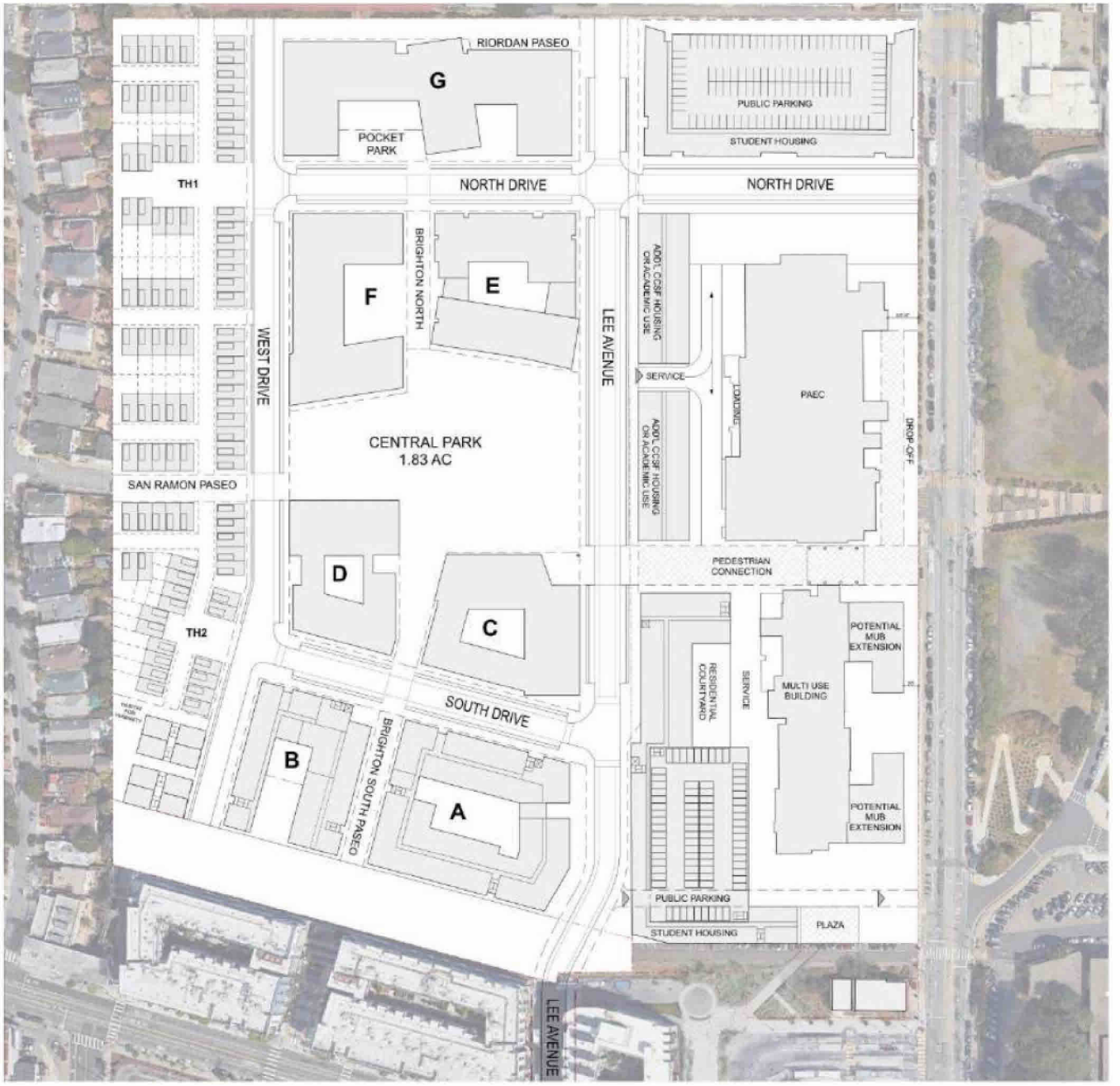
- 120,000 gsf available (5 stories)
- Equivalent to 275 student housing beds at 312 sf per bed

PUBLIC PARKING BEHIND MUB:

- 460 spaces in a 6-level public garage (approx. 80 spaces per level)
- Rough cost estimate: $22.4M at $48,700 per parking space

TOTAL PARKING SPACES: 460

CCSF Studies



Option 3B

- **Public garage behind MUB + add'l parking to north**
- **PAEC closer to Phelan**
- **Student housing behind PAEC**

STUDENT HOUSING BEHIND MUB

- 129,000 gsf of CCSF housing (5 stories)
- Equivalent to 325 student housing beds at 312 sf per bed

STUDENT HOUSING ON NORTH SIDE

- 87,500 gsf of CCSF housing (5 stories)
- Equivalent to 225 student housing beds at 312 sf per bed

TOTAL STUDENT HOUSING: 550

ADD'L HOUSING / ACADEMIC USE

- 120,000 gsf available (5 stories)
- Equivalent to 275 student housing beds at 312 sf per bed

PUBLIC PARKING BEHIND MUB:

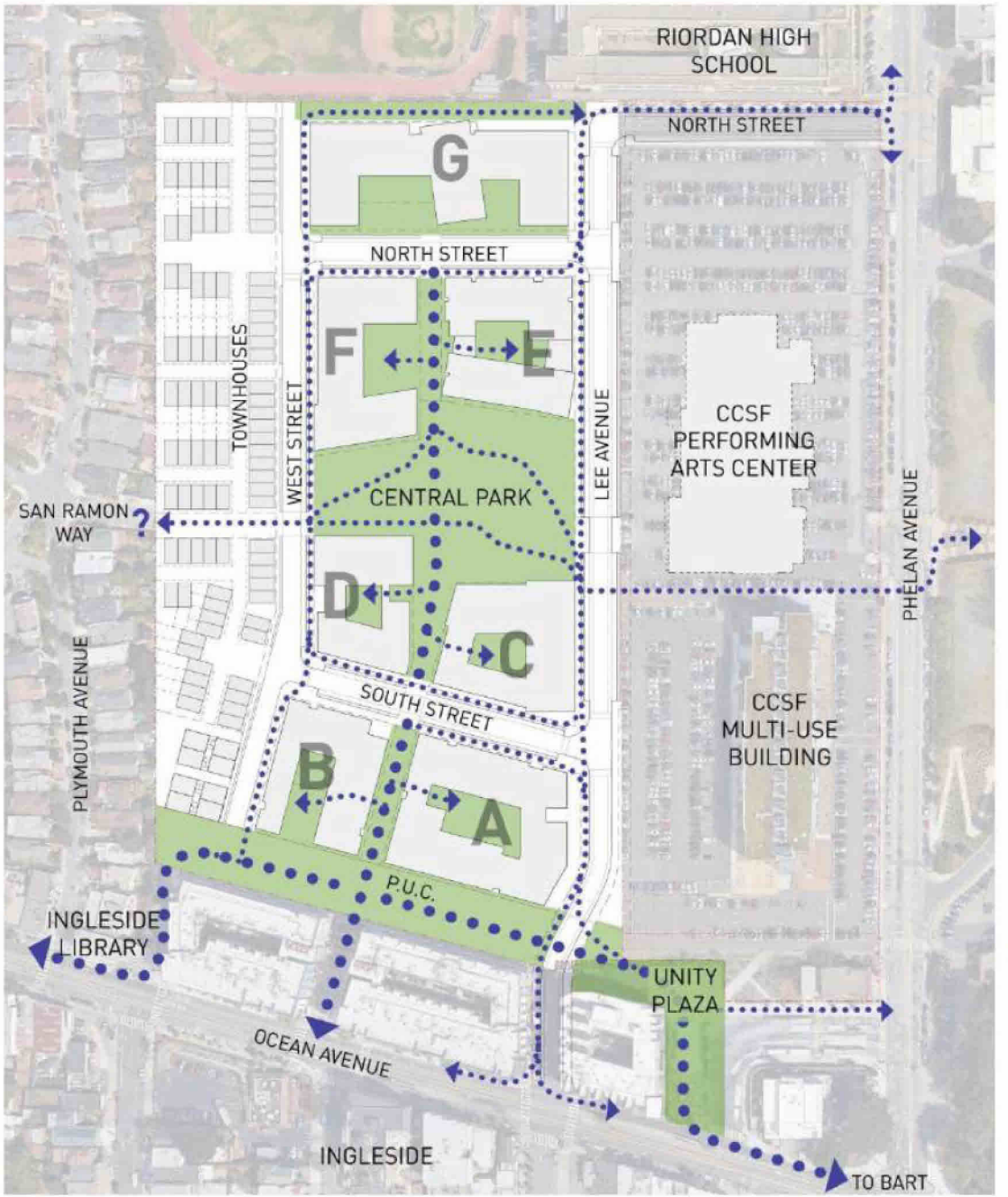
- 460 spaces in a 6-level public garage (approx. 80 spaces per level)
- Rough cost estimate: $22.4M at $48,700 per parking space

ADD'L PUBLIC PARKING, NORTH SIDE

- 500 spaces in a 6-level public garage (approx. 80 spaces per level)
- Rough cost estimate: $22.4M at $48,700 per parking space

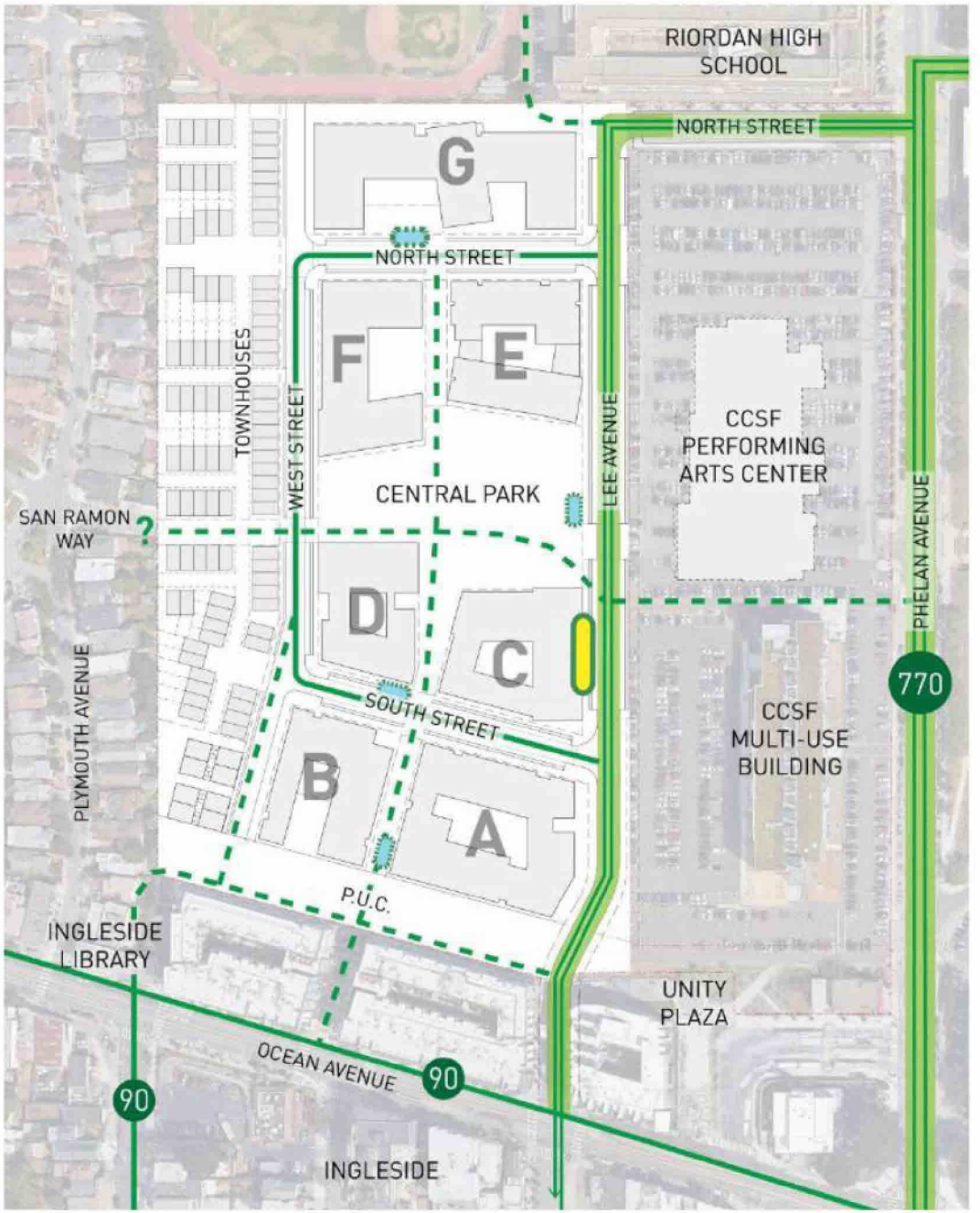
TOTAL PARKING SPACES: 960

Pedestrian Circulation



- Pedestrian Priority Zone
- Central open space with direct access for residents & neighbors
- Multiple pedestrian connections to Ocean Avenue and neighborhoods
- Vehicle circulation at the perimeter

Bike Circulation

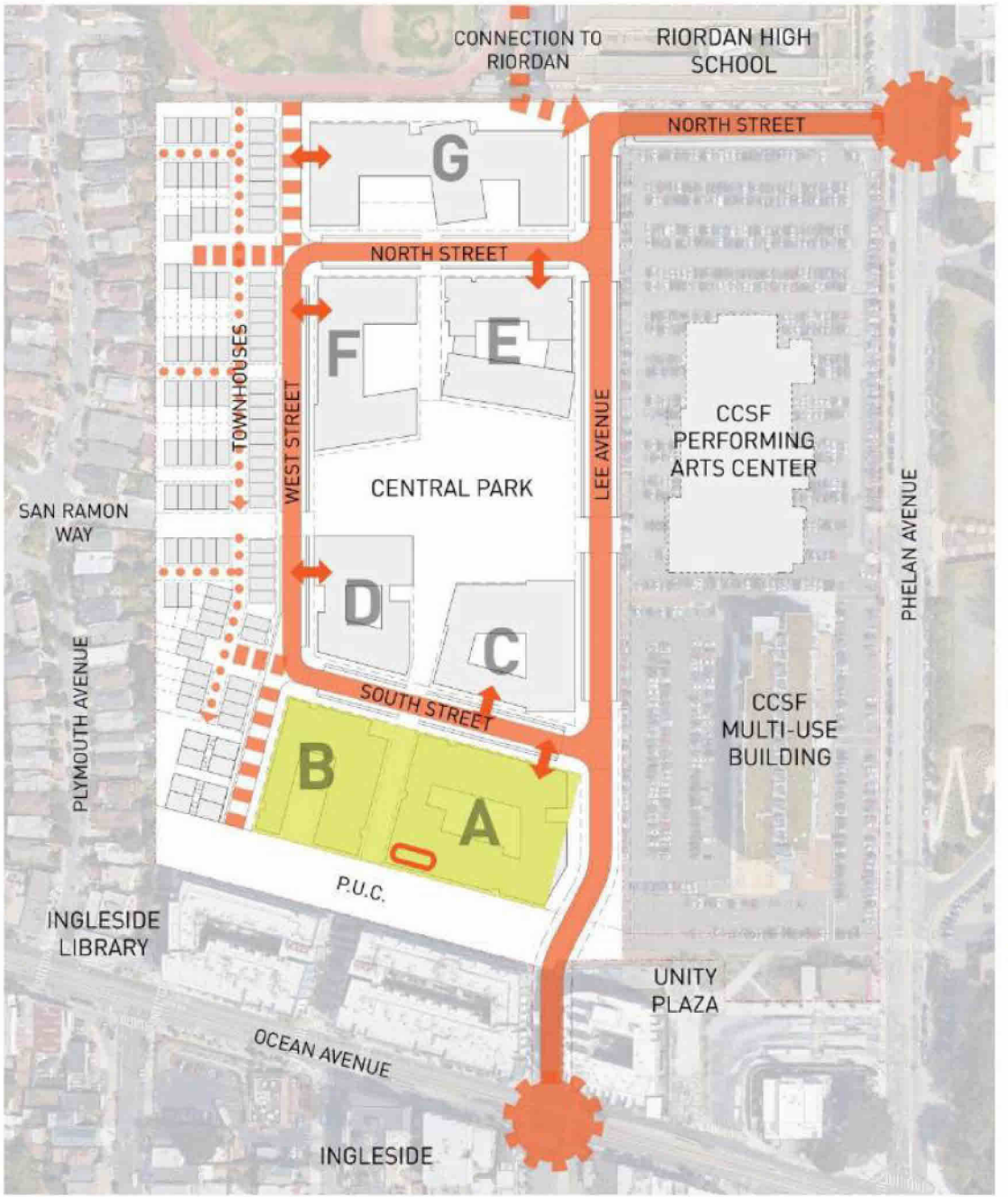


- Dedicated bike lanes on Lee Avenue
- Connections across Ocean Avenue to Bike Route at Holloway
- Class III Bike Lanes on loop road
- Direct access to bike storage at each building
- Potential bike access at San Ramon
- Improved bike parking at Brighton Avenue
- Bike share stations on bike routes

LEGEND

- 90 — NUMBERED BIKE ROUTE
- BIKE LANES - CLASS II / CLASS III
- BIKE ROUTE
- SHARED PED+ SLOW BIKE PATHS
- BIKE RACK
- BIKE SHARE STATION

Vehicle Circulation



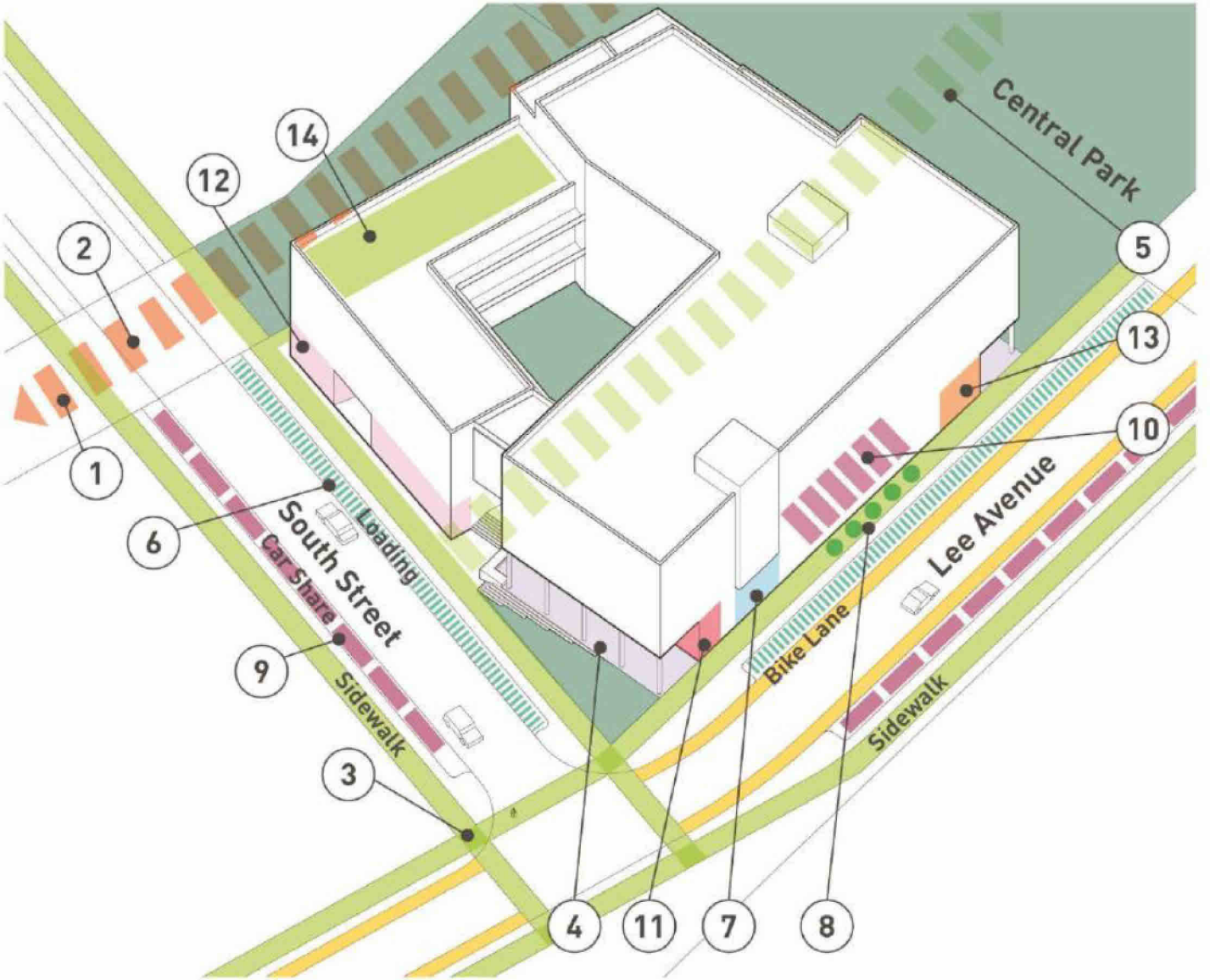
- Two main access points to site, at Lee Avenue and at Phelan
- Studying each of these intersections in detail
- Working with CCSF to develop Lee Avenue as shared neighborhood street
- Vehicle loop at interior of site to provide vehicle access to each building entry
- Each block has at least two sides that are pedestrian and bikes only

LEGEND

- STREETS & AUTO ACCESS
- PUBLIC PARKING
- CAR SHARE / EV STATION
- PARKING GARAGE ACCESS
- AUTO PEDESTRIAN STREETS
- PARKING COURTS AT TOWNHOUSES
- SIGNALIZED INTERSECTION

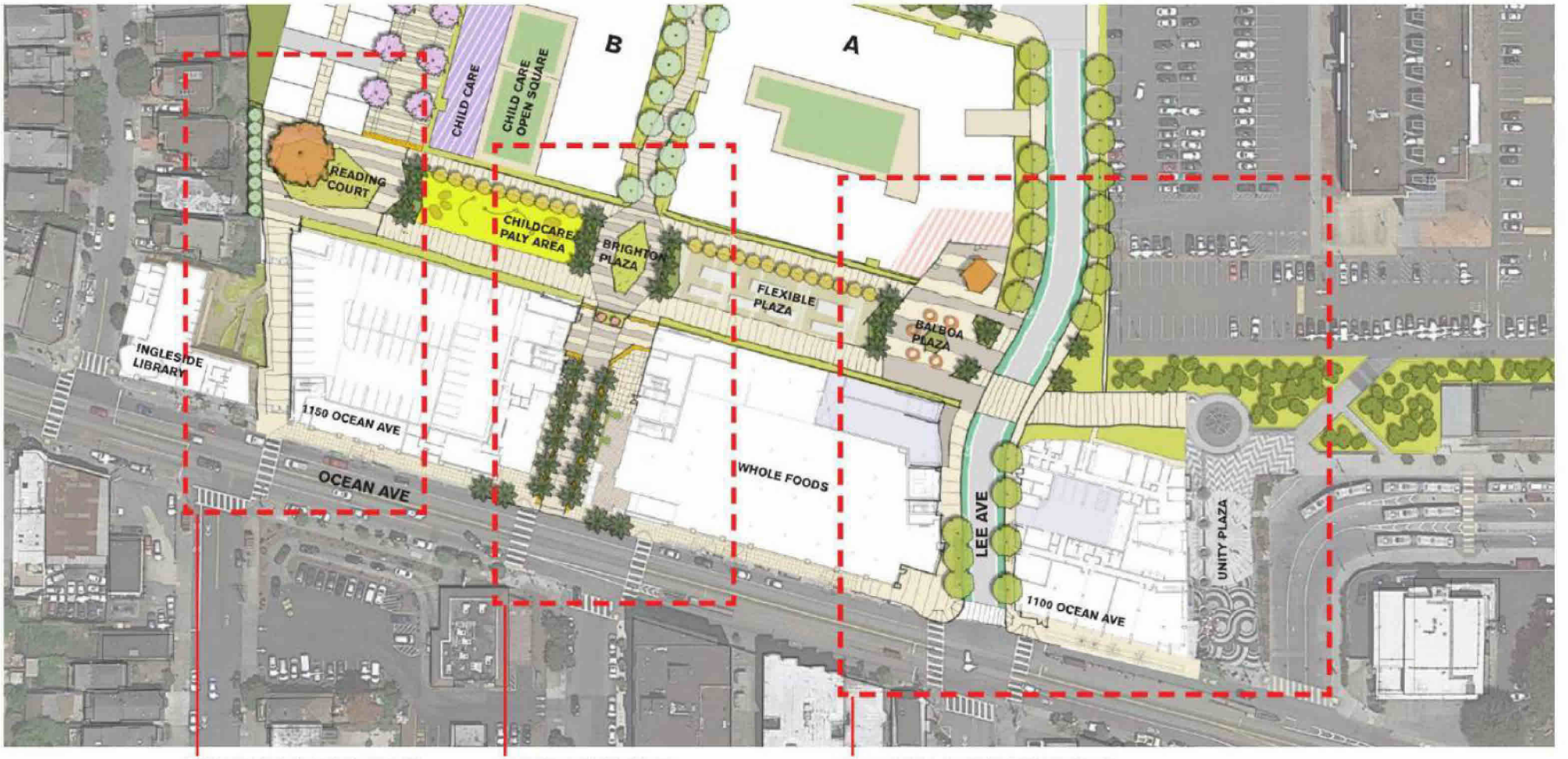
Transit-Oriented Design

Making Walking, Biking + Public Transit the Easy Choices



1. Improved paths to transit + Ocean Ave.
2. One block walk to groceries + on-site childcare
3. Generous sidewalks, raised pedestrian crossings + street trees
4. Prominent lobby with sheltered waiting area
5. Multiple building entries + direct access to public open space
6. Convenient loading zone for passengers + deliveries
7. Bike parking + workshop at street level with easy access to bike routes

Pedestrian Connections - Ocean Avenue



Connection to Library Walk

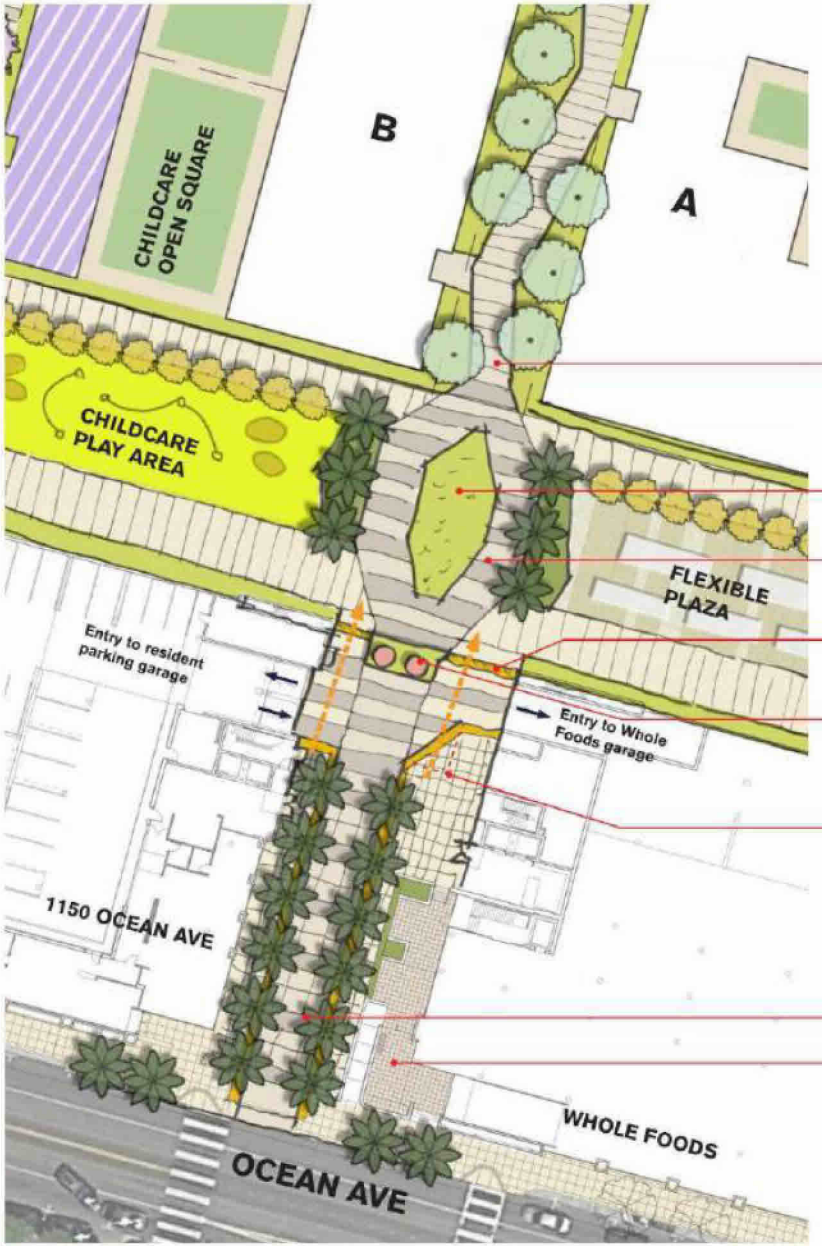
NEW PLANTING BUFFER ADJACENT TO REAR YARDS OF PLYMOUTH NEIGHBORS

STUDY POSSIBILITY OF RETAINING EXISTING TREE

OPEN SPACE ACCESS TO BALBOA RESERVOIR

LIBRARY OPEN SPACE TO REMAIN

Connection to Brighton Avenue



PEDESTRIAN WAY LEADING TO CENTRAL PARK

NEW ENTRY PLAZA AT RESERVOIR SITE

NEW PAVING AND LIGHTING TO EMPHASIZE PEDESTRIAN ACCESS TO THE SITE

WARNING PAVING AND BOLLARD FOR PEDESTRIAN SAFETY

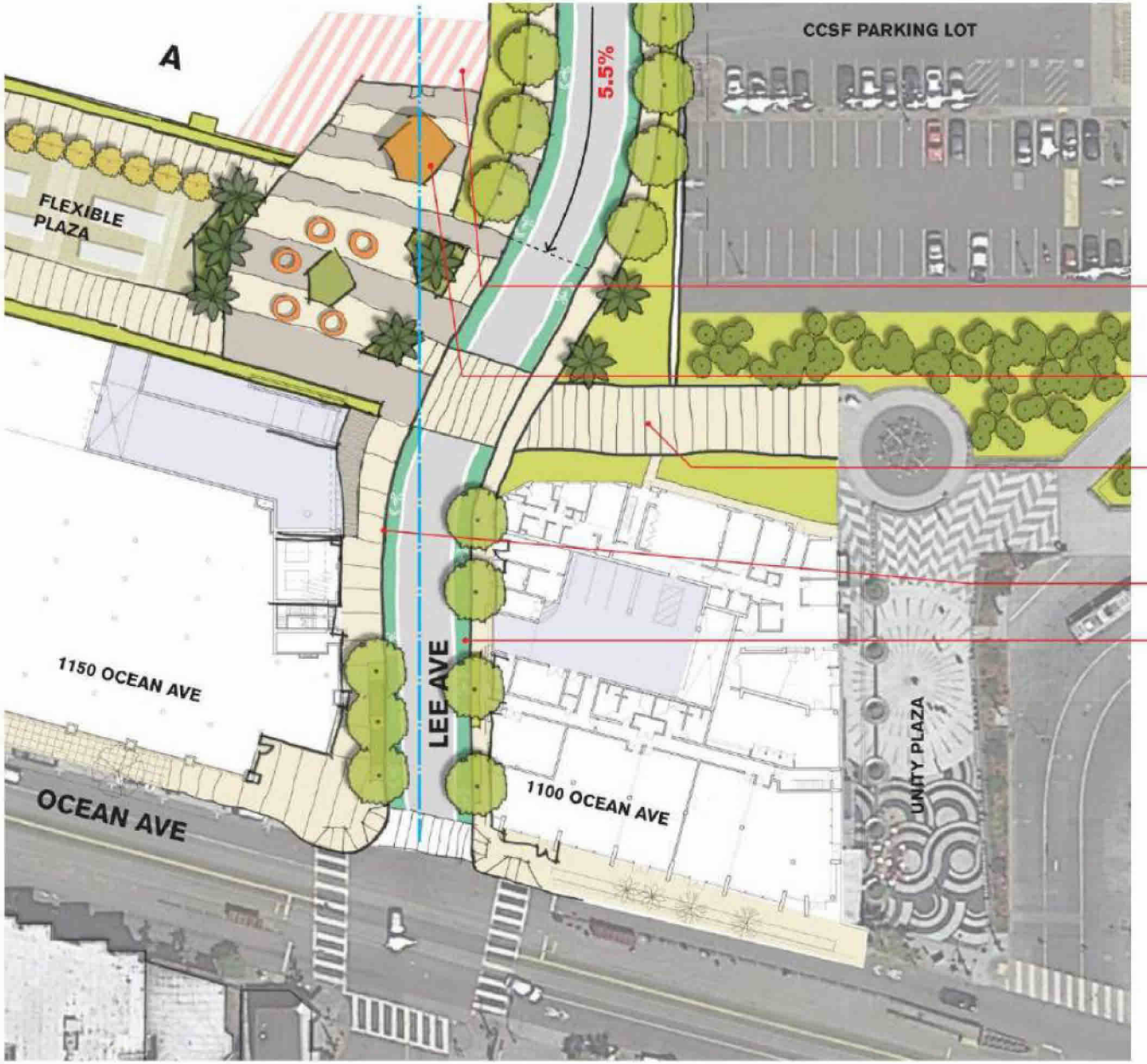
MODIFIED COOLING TOWER TO OPEN VIEW TO RESERVOIR SITE

EXISTING CURB LINE

EXISTING DRIVEWAY

OUTDOOR SEATING AT WHOLE FOODS

Connection to Lee Avenue + Unity Plaza



ACTIVE GROUND FLOOR USE OPENING ONTO PLAZA

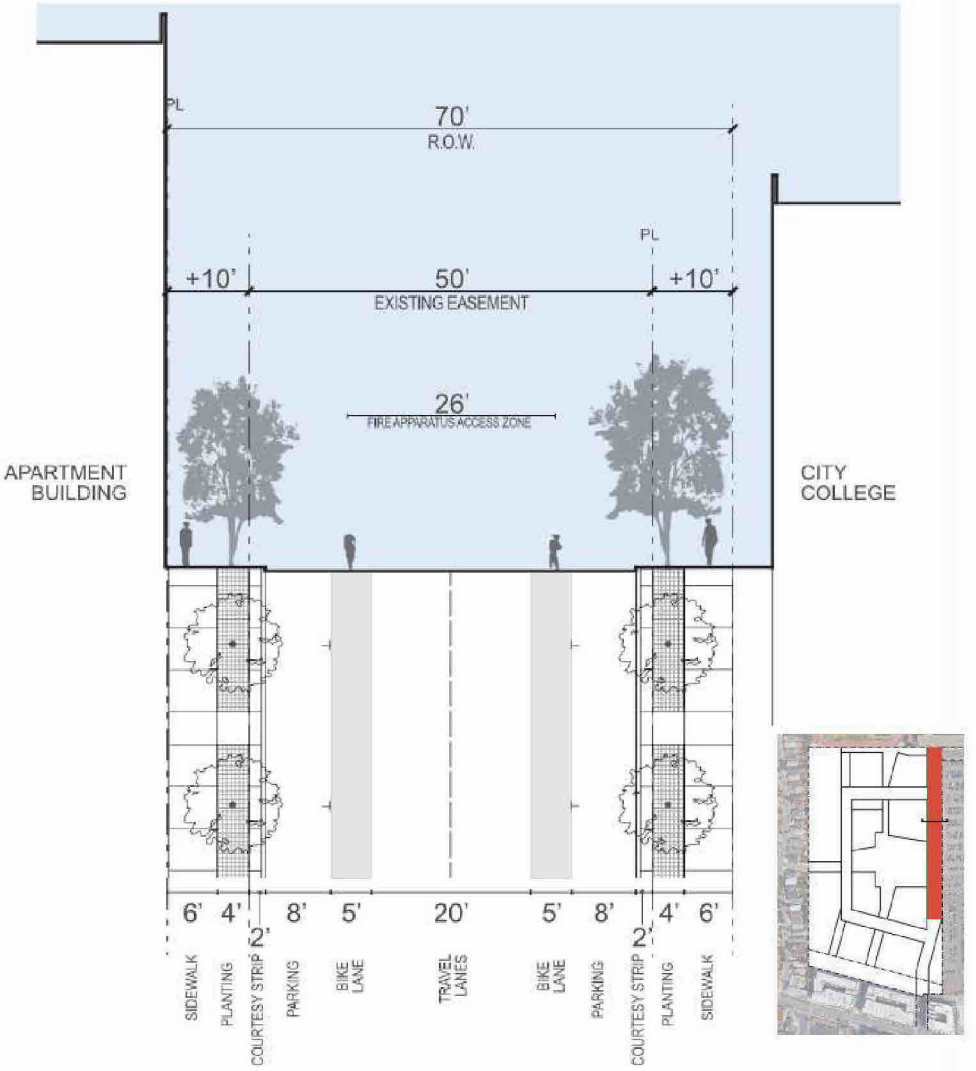
FOCAL POINT: PAVILION/ SCULPTURE/BUILDING

NEW PAVING AND LIGHTING TO EMPHASIZE PEDESTRIAN CONNECTION TO UNITY PLAZA

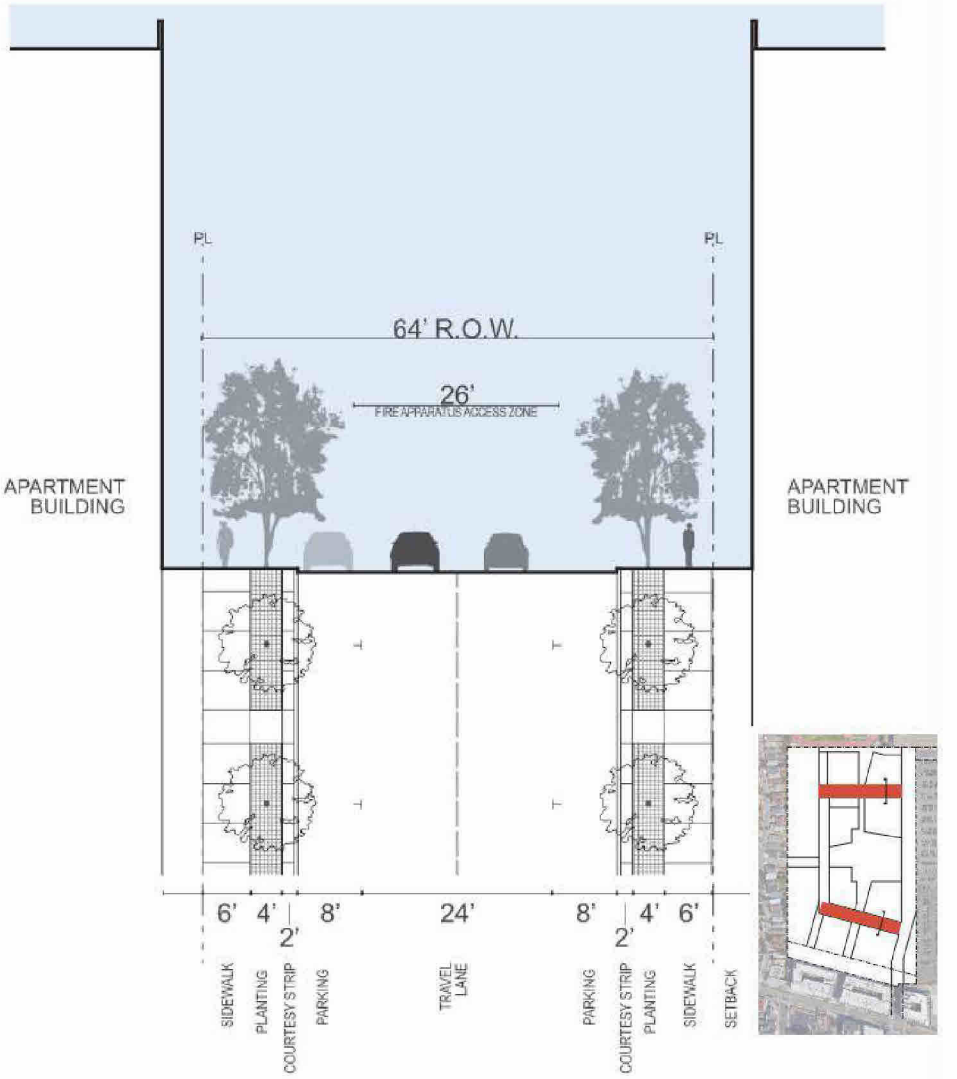
WIDEN SIDEWALK FROM 10' TO 14'

LEE AVENUE EXTENSION WITH BIKE LANE

Street Sections

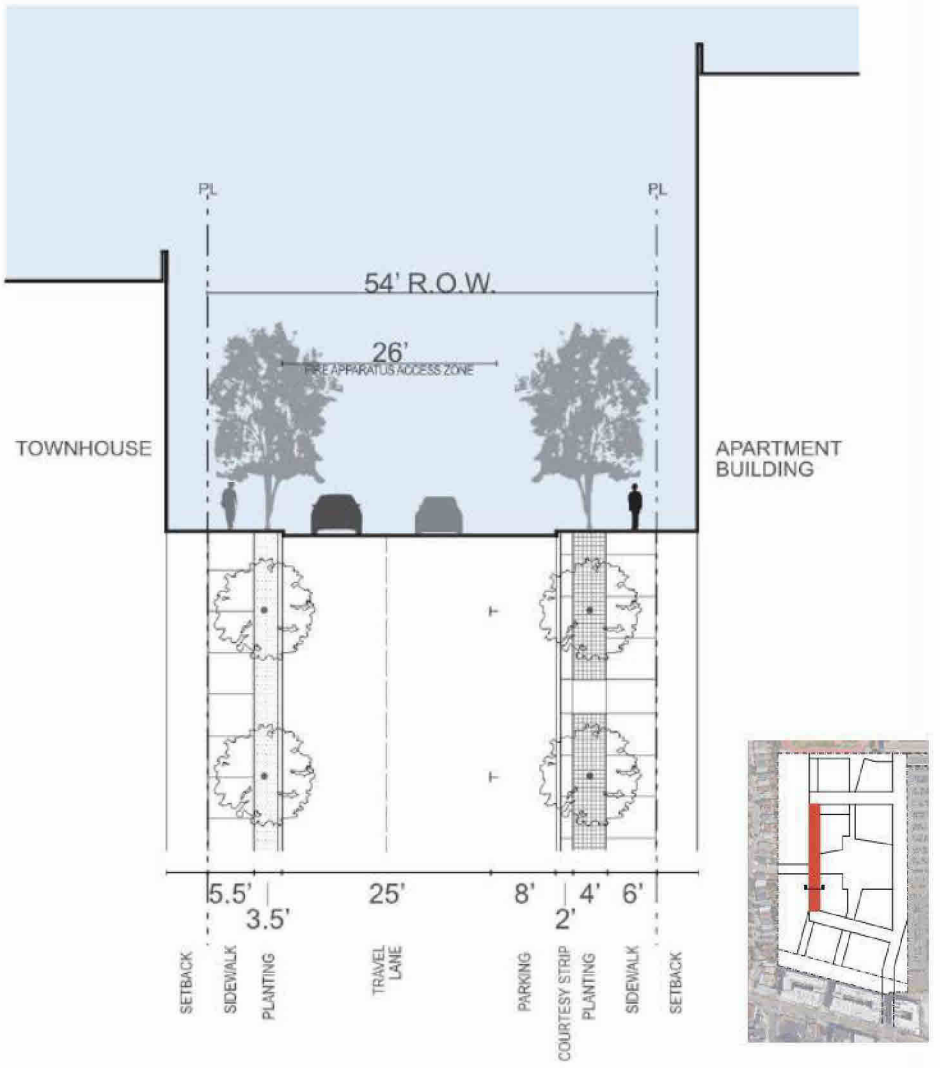


Lee Avenue

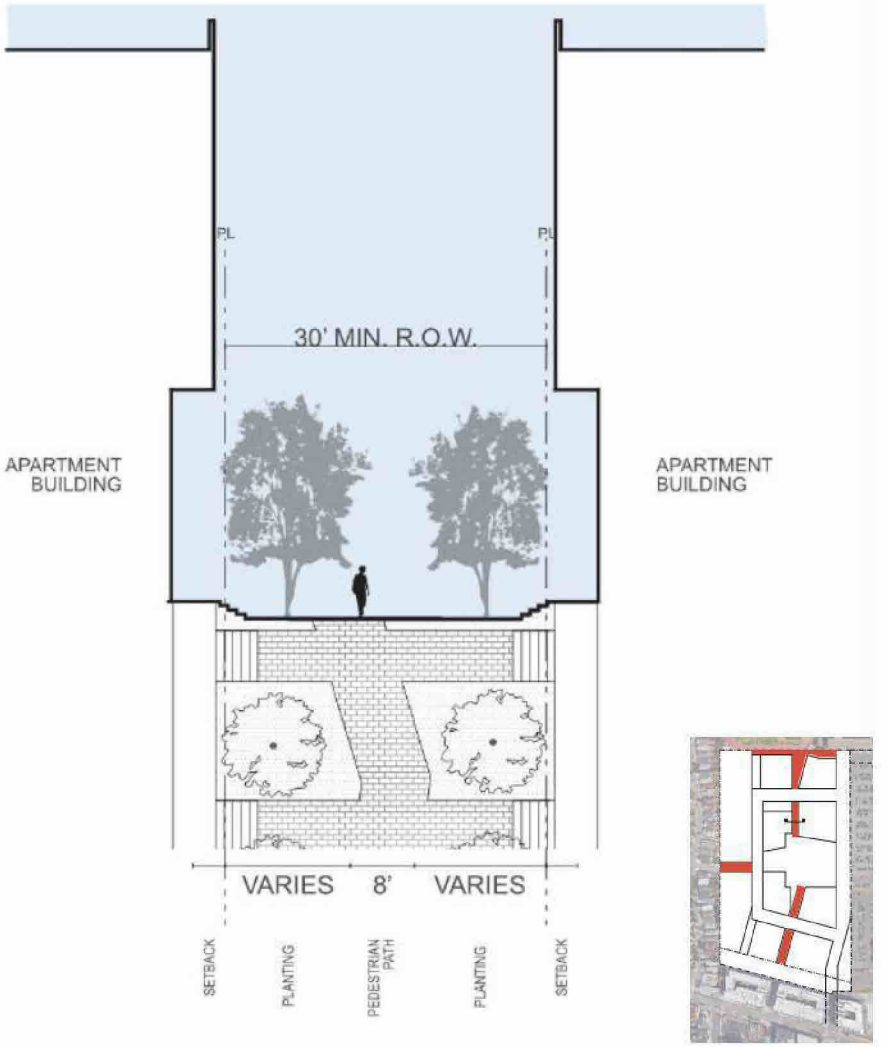


North / South Streets

Street Sections



West Street



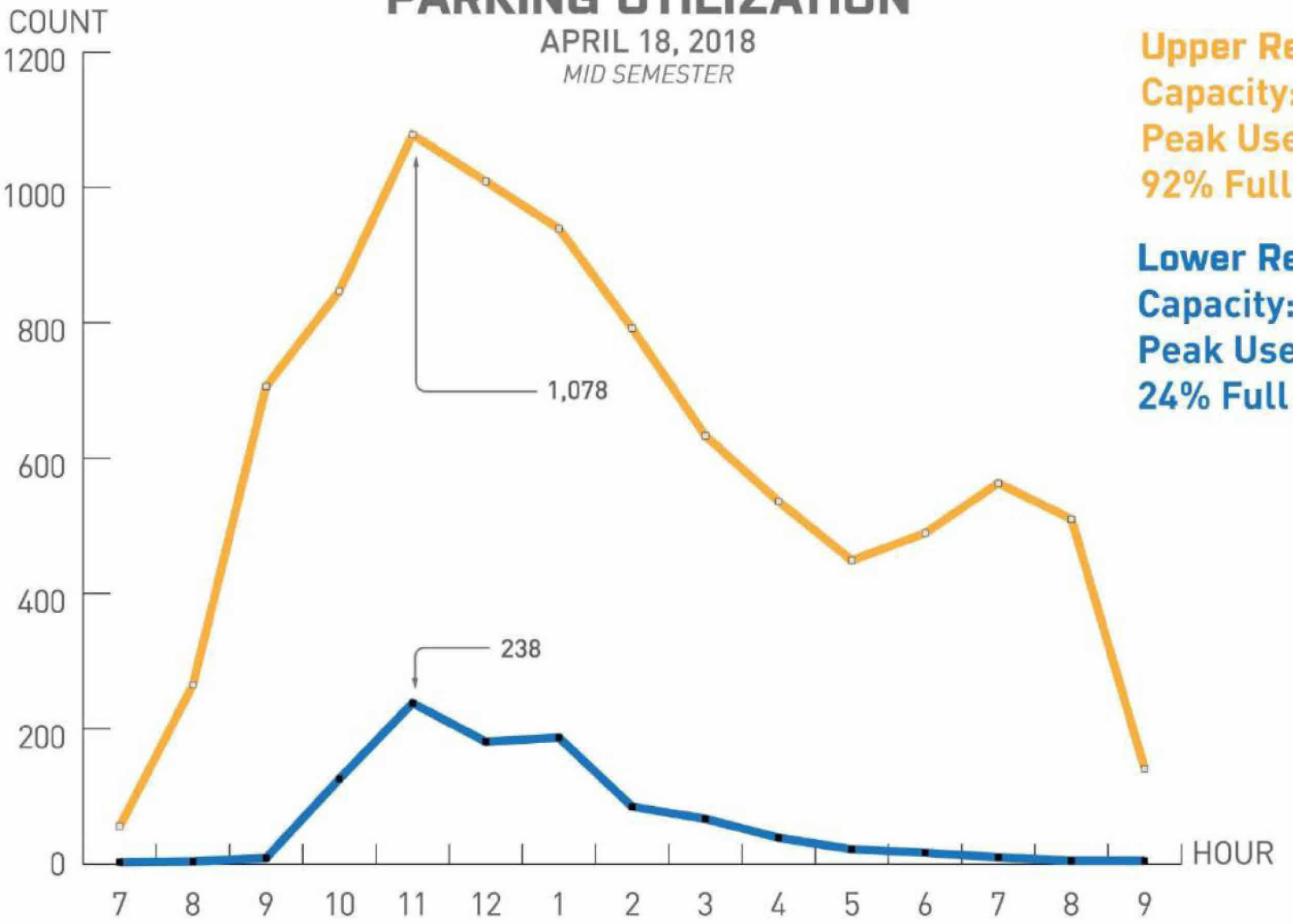
Greenway

Current Parking Capacity

PARKING UTILIZATION

APRIL 18, 2018

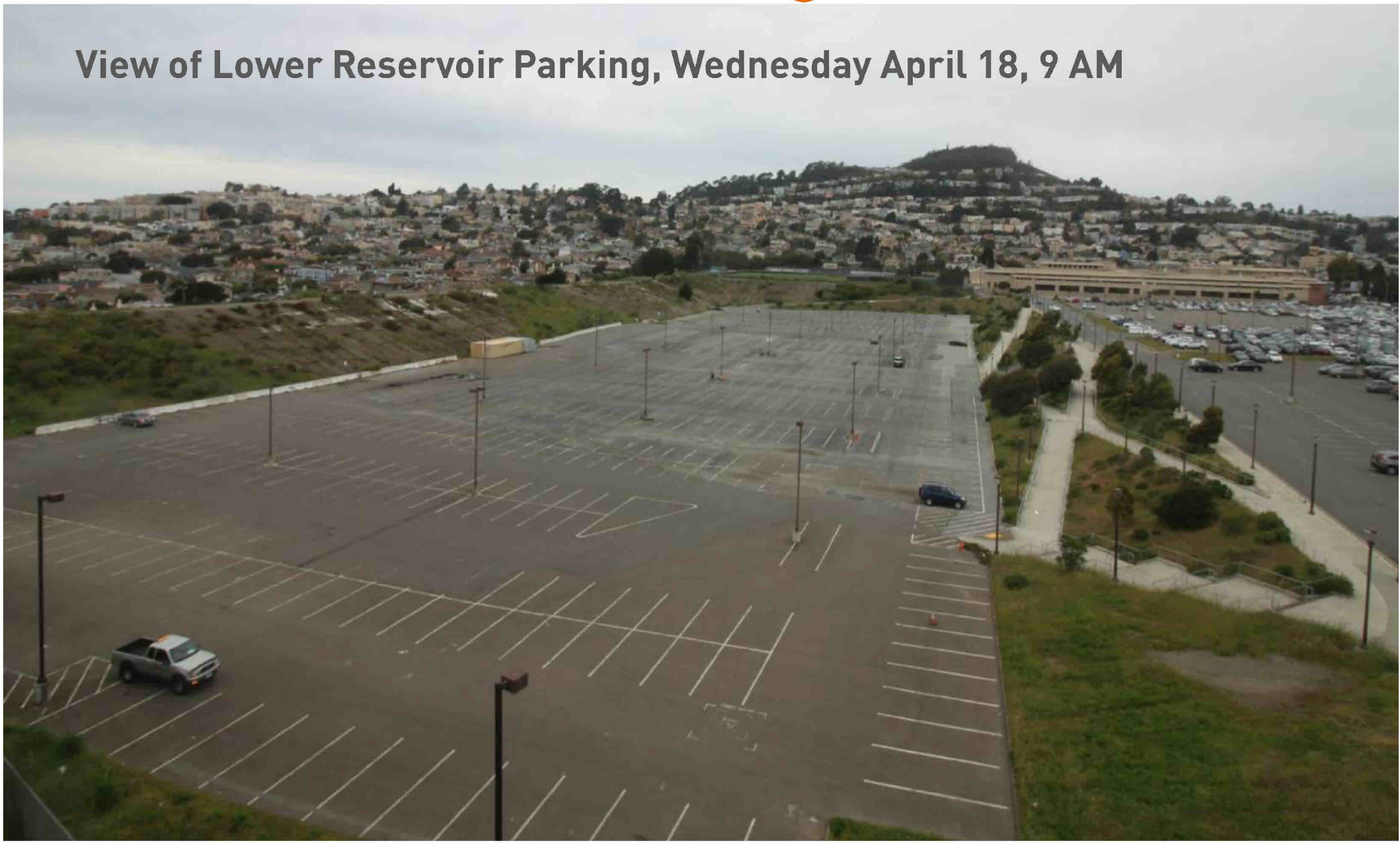
MID SEMESTER



Upper Reservoir
Capacity: 1,167
Peak Use: 1,078
92% Full at Peak

Lower Reservoir
Capacity: 1,007
Peak Use: 238
24% Full at Peak

Parking



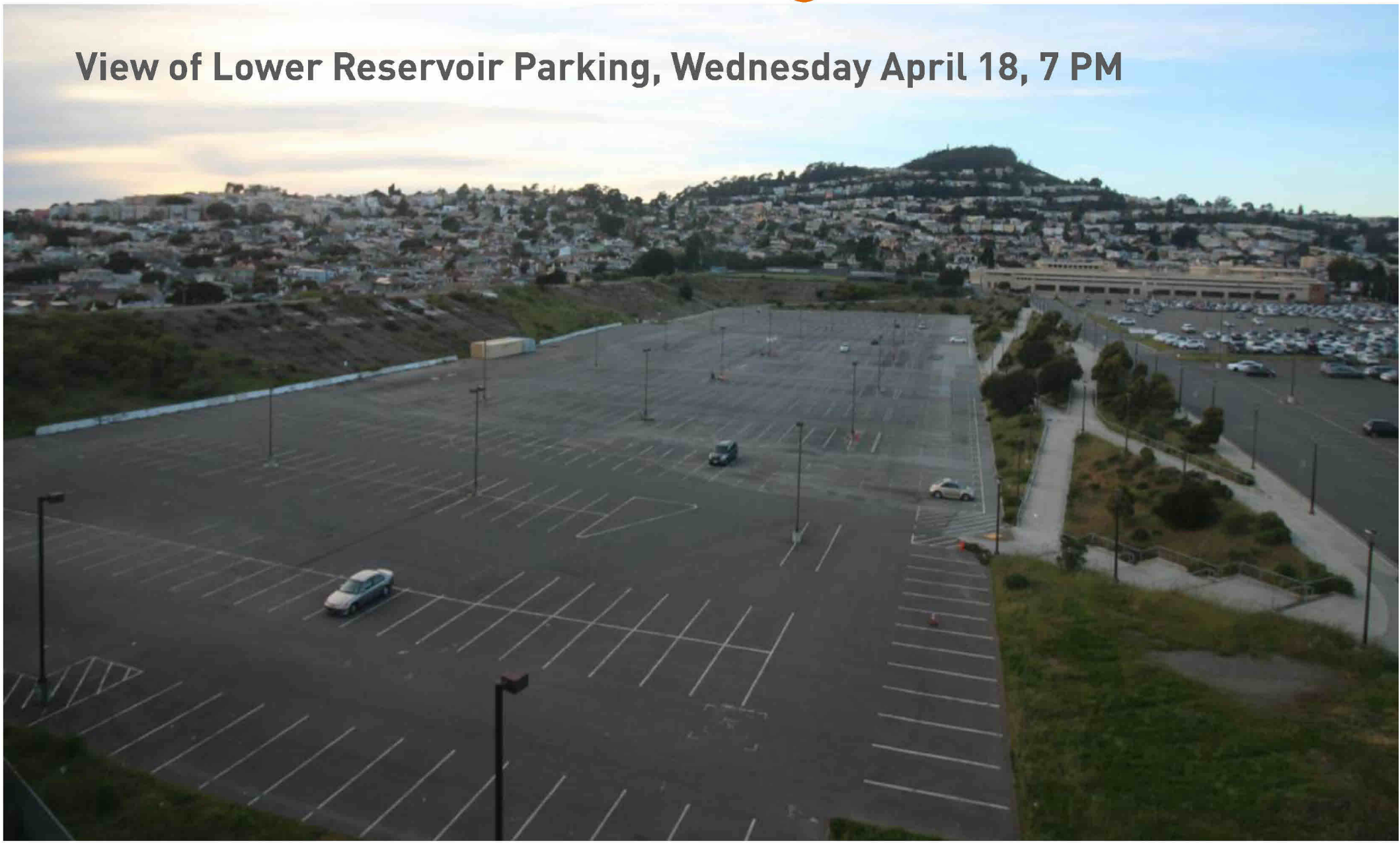
Parking

View of Lower Reservoir Parking, Wednesday April 18, 11 AM

Parking

View of Lower Reservoir Parking, Wednesday April 18, 4 PM

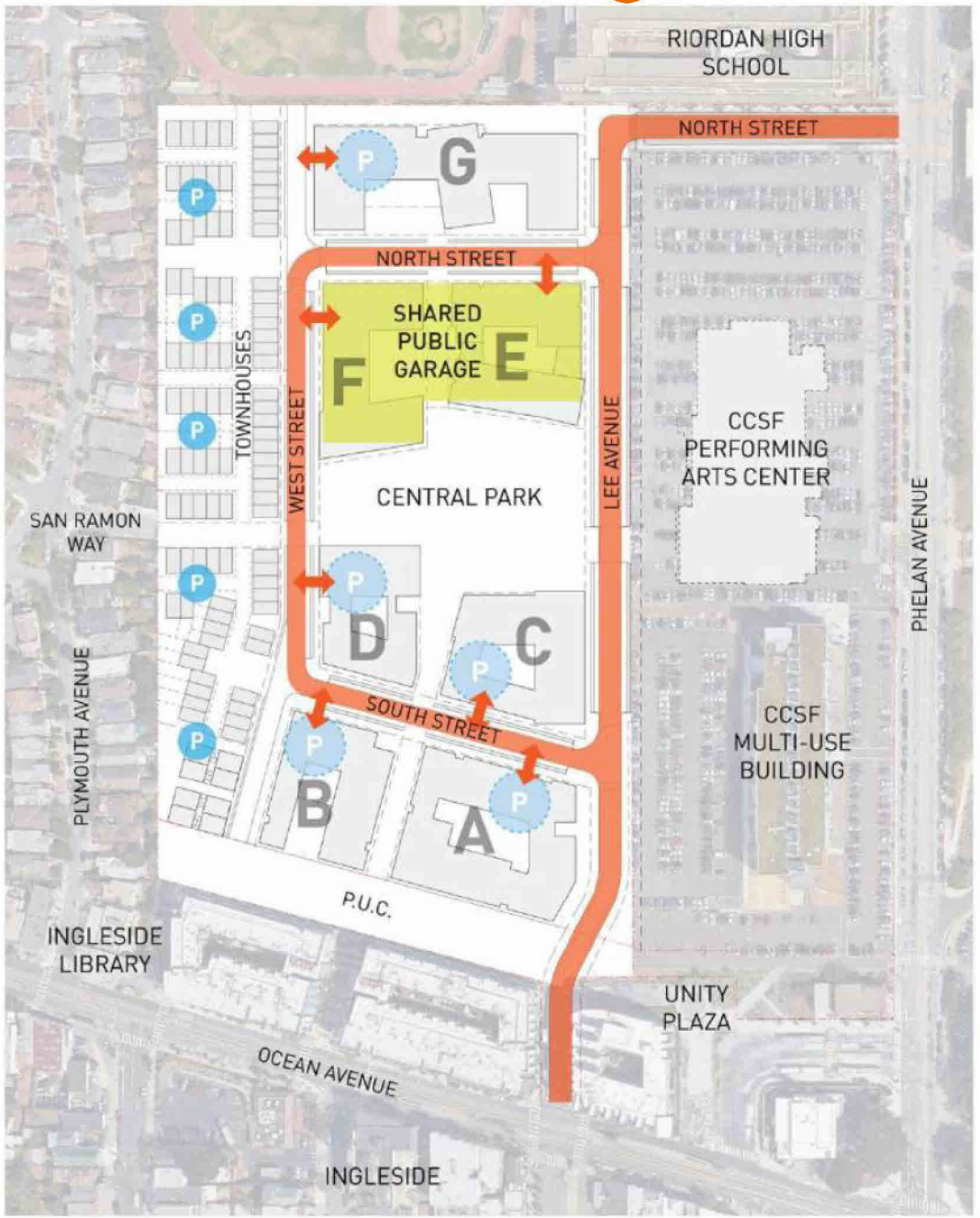
Parking



Current Site Plan

- Current site plan consists of seven separate blocks plus townhomes
- Phase I will include all of the townhomes and approximately 50% of the apartment units
- Phase II will include the public garage and the remaining apartment units
- Each phase will include 50% of the affordable rental units

Public Garage – Potential Locations



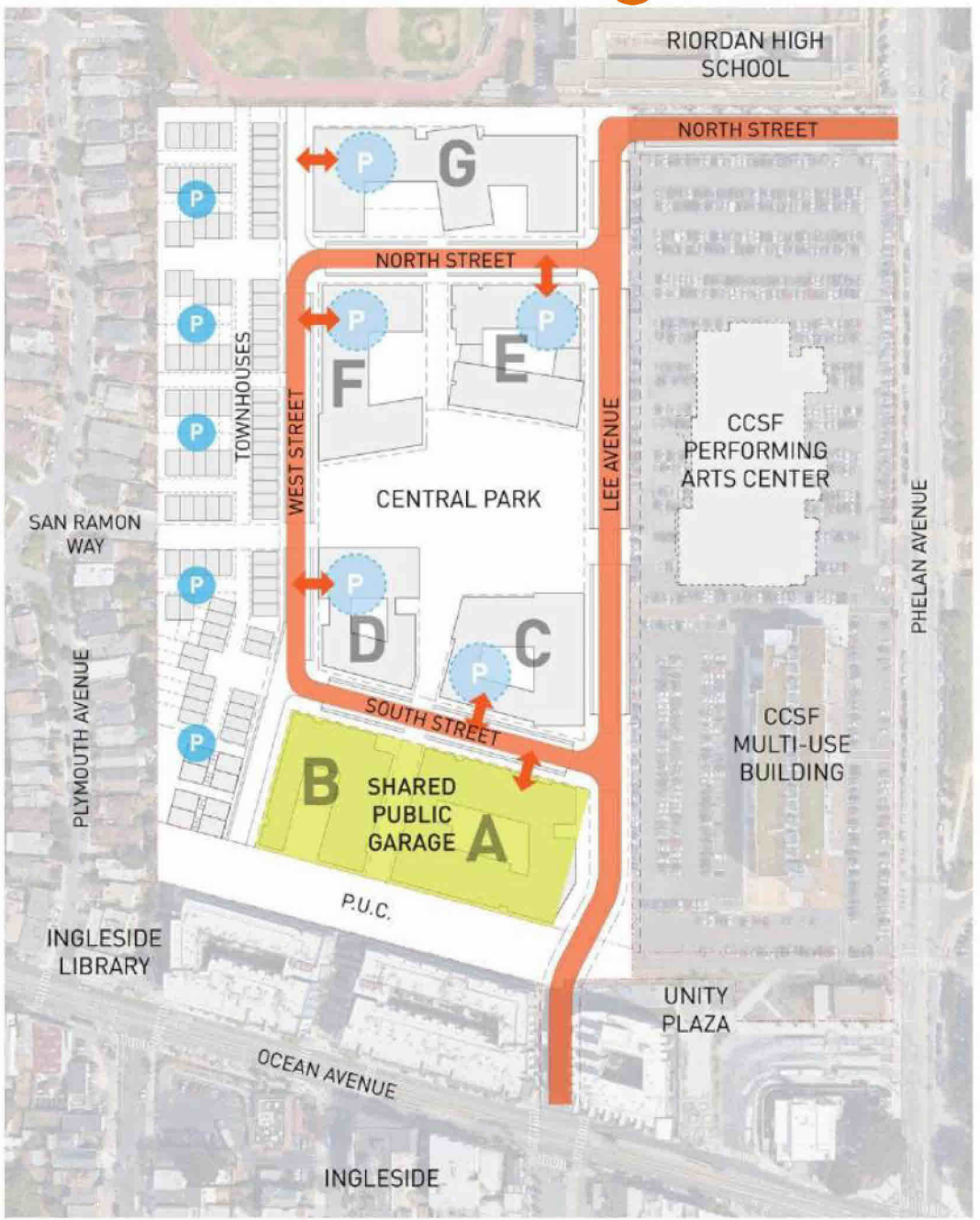
Garage Below Blocks F + E

- Previous location shown in earlier site plan options.
- Based on the current phasing plan a public garage at this location would need to be built in Phase I, which is not ideal

LEGEND

- STREETS + AUTO ACCESS
- SHARED PUBLIC GARAGE
- P — INDIVIDUAL GARAGES AT TOWNHOMES ~ 100 SPACES
- P — UNDERGROUND RESIDENTIAL PARKING ~ 450 SPACES TOTAL
- PARKING GARAGE ACCESS

Public Garage – Potential Locations



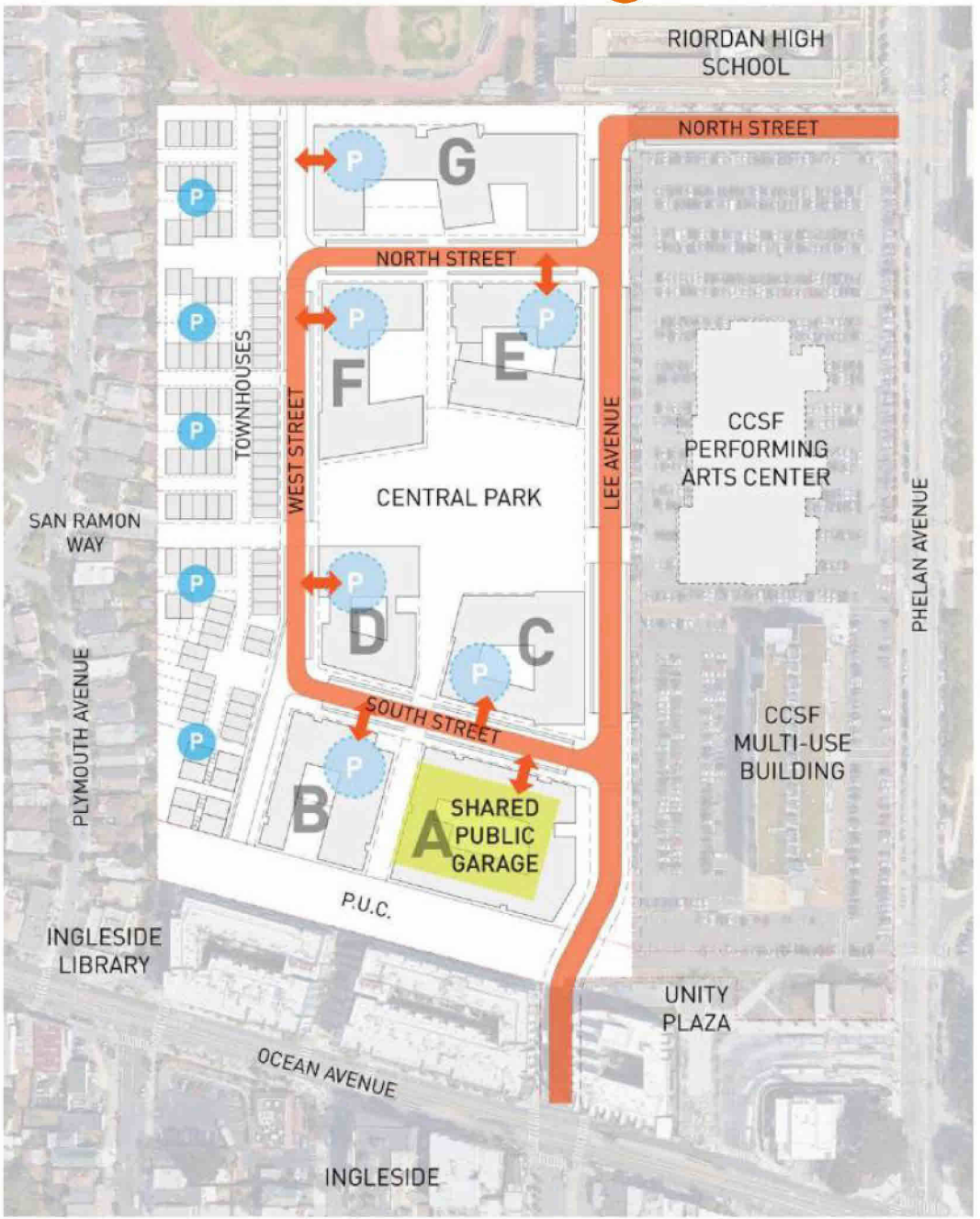
Opt. 1: Below Blocks A + B

- Parking close to Ocean Avenue & CCSF Campus, convenient for students and residents
- Location as shown in the Environmental Evaluation (EE) Application

LEGEND

- STREETS + AUTO ACCESS
- SHARED PUBLIC GARAGE
- INDIVIDUAL GARAGES AT TOWNHOMES ~ 100 SPACES
- UNDERGROUND RESIDENTIAL PARKING ~ 450 SPACES TOTAL
- PARKING GARAGE ACCESS

Public Garage – Potential Locations



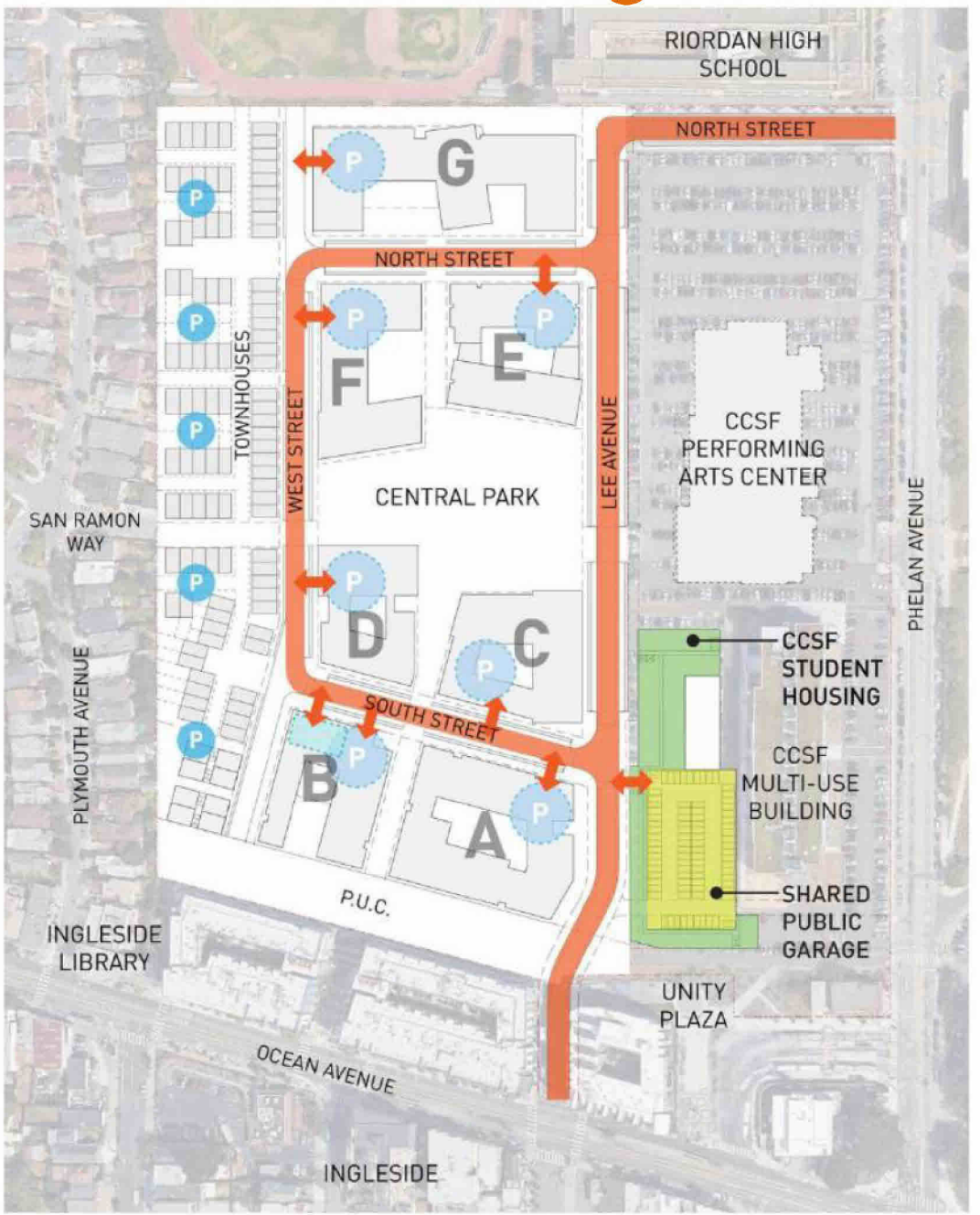
Opt. 2: Multi-Level Garage at Block A with Housing "Wrap"

- Garage is mostly above ground which allows for less excavation
- Housing wraps garage on three sides to screen view of parking structure

LEGEND

- STREETS + AUTO ACCESS
- SHARED PUBLIC GARAGE
- INDIVIDUAL GARAGES AT TOWNHOMES ~ 100 SPACES
- UNDERGROUND RESIDENTIAL PARKING ~ 450 SPACES TOTAL
- PARKING GARAGE ACCESS

Public Garage – Potential Locations



Opt. 3: Multi-Level Garage on CCSF Plus New Student Housing

- Garage located on Upper Reservoir, adjacent to Multi-Use Building (MUB)
- Public garage can be built in conjunction with new student housing
- Parking in this location is convenient for PAEC, as well as students and faculty

LEGEND

- STREETS + AUTO ACCESS
- SHARED PUBLIC GARAGE
- INDIVIDUAL GARAGES AT TOWNHOMES ~ 100 SPACES
- UNDERGROUND RESIDENTIAL PARKING ~ 450 SPACES TOTAL
- PARKING GARAGE ACCESS

Transportation – Next Steps

1. Continue working closely with CCSF to detail our collaboration on faculty/staff/student housing, and parking coordination.
2. On-going coordination and planning with SFMTA about off-site improvements and transit options.
3. Continue parking data analysis and projections to right-size the public garage.
4. Develop site design, working with transit experts to maximize non-auto options.
5. Make progress on the Environmental Review process (including technical studies on transportation topics).