

# **BALBOA RESERVOIR**

## **Meeting with SFMTA 11/05/18 Minutes**

### *Attending:*

*Carli Paine, SFMTA*

*James Shahamiri, SFMTA*

*Mike Sallaberry, SFMTA*

*Tony Henderson, SFMTA*

*Mari E, SFMTA*

*Kearstin Dischinger, BRIDGE*

*Karen Murray and Ruchira Gaur- VMWP*

*Peter Waller, Pyatok Architects*

*Wendy Mok, GLS*

### **Recap of Last Meeting**

- Karen review highlights of previous discussion

### **Garage Access Points**

- Single level of private parking provided under blocks A, C, D, F & G, A single point of ingress/egress for each of these below grade garages.
- No private parking anticipated at blocks B and E, these blocks are parked in other garages
- If a public garage occurs on site, it will be at Block G
- Private garage access points all look reasonable, MTA appreciates that garage access points have been moved away from Lee Ave.
- Access to public garage at Block G will be at same location as shown for private garage
- For 500 public space garage an additional garage access point likely required. One option is to provide a second ingress/egress from the northern section of Lee Avenue, adjacent to Riordan HS
- MTA would like a diagram showing garage locations, entrances and number of cars in each.

### **Lee Avenue**

- Review two potential configurations for protected bike lanes
- Option 1 -SFMTA proposed bike lane with adjacent courtesy strip
  - MTA recommends that courtesy strip be increased to five feet
  - Concern that fire lane would be more than 30 feet from face of building assuming a five foot set back.
- Option 2- Tree Median protecting Bike Lane
  - Median with Trees between bike lane and parking
  - Narrows street which design team believes helps to slow traffic, and allows wider throughway for bikes.
  - Also allows wider dedicated sidewalk area
  - Northern section of Lee adjacent to Block G handles limited traffic, proposed as sharrow, no proposed bike lane.
  - At South Street the street section transitions to match the existing ROW at Lee Avenue extension
  - Lee Avenue adjacent to Ocean Avenue, no parking, unprotected bike lanes, wider sidewalks

- Have to maintain loading at Whole Foods. The goal is to modify this area to improve pedestrian connection to Unity Plaza.
- MTA supports alternate arrangement with tree median but need to assess in more detail
- Need to be aware of accessibility concerns. City would prefer that every curb space be accessible. SFMTA to arrange a separate meeting with Kevin Jensen to review options.
- Can we raise bike lane to same height as SW? Would need to add detectable warning, which would require either 3 wide truncated zones or possibly a substitute that is currently under study on Market Street.
- Planning Department prefers Option 1 because the combination of pedestrian and tree zone is overall wider.
- Mike/SFMTA can set up meetings to run options by Fire Department and coordinate with Kevin Jensen
- Karen: In Option 1 Is it possible to reduce courtesy strip and make sidewalk wider?

### **Lee Avenue/Ocean Avenue Intersection**

- At the previous infrastructure meeting John Kwan and Kevin Jensen both expressed concerns that Lee Avenue intersection would present challenges. Design team is seeking more guidance on what challenges the City anticipates, and what options we have for addressing those issues.
- Consider re-aligning eastern crosswalk at Ocean and Lee to create more direct alignment?
- Will there be queuing problem at Lee traffic southbound turning left onto Ocean Avenue?
- Some drivers may turn right on Brighton and loop through neighborhood to approach site on Lee north bound at light. This may take longer but drivers will have sense of constant motion.

### **Shared Paths and Bikeways**

- No shared bike/pedestrian paths proposed in center of the site
- 12 foot wide shared paths provided connecting to San Ramon and to Library. These are private paths with public access easement. Fire department access not required at these locations.
- MTA confirmed there is no requirement to provide separate bike and pedestrian ways at private areas.
- The north and south ends of West Street are proposed as private streets.
- Planning Department noted that it is not certain that the path adjacent to the Library will actually be open to the public. Currently PUC property is only open when Library is open.
- Brighton Avenue is proposed as a pedestrian connection only. It is difficult to accommodate bike lanes around existing cooling towers.
- Important to provide bike access to childcare.

### **NEXT STEPS:**

- Reservoir Team's goal is to submit draft infrastructure plan & DSG by end of year. Need to finalize transportation issues. We are trying to make the draft document as comprehensive as possible, but we anticipate additional comments once draft is submitted.

- James has some concern that basic street design has not settled down enough to proceed with infrastructure design. Design team believes that street design is essentially final. It is critical to continue development of infrastructure design in parallel with circulation plan. James would like to see the civil utility sections to understand that utilities fit within the curbs.
- Carli would like to see the projected traffic model at intersections to be able to provide feedback at the next meeting.
- Proposed alignment of North Drive is dependent on CCSF agreement.
- SFMTA requests meeting materials further in advance to allow more thorough feedback, and consultation with colleagues beforehand.
- MTA to provide clear direction on what needs to be in a DRAFT document to allow review to be most productive. City needs to provide that information. Specific requests are:
  - Traffic modeling and assumptions at garage access and at intersections
  - More detail on garage entries and number spaces they serve.
  - Civil utility sections with curbs.
  - Look at Potrero Power plant as a current example.

#### **Off Site Improvements – Ocean Avenue Planning Process**

Ocean Avenue improvements –need to understand how development fees be spent in the neighborhood.

- MTA staff has been recently assigned to Ocean Avenue improvements.
- Phelan intersection: There are two options in the 2014 plan. Will be re-studied in the current planning effort.
- MTA will have conversation with Planning about Ocean Avenue before Thanksgiving
- Preparing for February meeting with CAC
- Preliminary costing for Ocean Avenue improvements in late 2019
- MTA and team can together list of potential off-site improvements, but do not need to finalize which improvements will be funded.