



SAN FRANCISCO PLANNING DEPARTMENT

Transportation Scoping Meeting NOTES

Balboa Reservoir Project | Case No. 2018-007883ENV

Thursday, August 16, 2018
11:00 a.m. to 12:00 p.m.

In Person 1650 Mission Street, Suite 400, Room 528
Conference Call 1-888-278-0296

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San Francisco,
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Reception:
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Invited Participants

Name	Affiliation	In attendance?
Jeanie Poling	SF Environmental Planning	X
Elizabeth White	SF Environmental Planning	X
Wade Wietgreffe	SF Environmental Planning	X
Jennifer McKellar	SF Environmental Planning	X
Jeremy Shaw	SF Citywide Planning	X
Carli Paine	SF Municipal Transportation Agency	X
James Shahamiri	SF Municipal Transportation Agency	X
Tony Henderson	SF Municipal Transportation Agency	X
Scott Jefferis	SF Municipal Transportation Agency	X
Shivam Vohra	SF Municipal Transportation Agency	X
Mike Sallaberry	SF Municipal Transportation Agency	X
Dustin White	SF Municipal Transportation Agency	-
Paul Kniha	SF Municipal Transportation Agency	-
Joel Roos	Pacific Union Development Company	X
Joe Kirchofer	Avalon Bay Communities	-
Kearstin Dischinger	BRIDGE Housing	X
Steve Vettel	Farella Braun + Martel LLP	X
Tim Erney	Kittelson & Associates, Inc.	-
Amanda Leahy	Kittelson & Associates, Inc.	X
Mike Alston	Kittelson & Associates, Inc.	X
Susan Yogi	ESA	X (by phone)
Karl Heisler	ESA	X

Notes

1. Points of Contact

- Liz White (SF Environmental Planning)
- Carli Paine (SFMTA)
- Joel Roos (Project Sponsor)

2. Project Description

- EP and SFMTA need to know if this is an AB900 project as soon as possible. AB900 will be added as agenda item to future project check-in.
- Variants are not expected to affect the substance of the transportation analysis. Residential parking is almost entirely underground, except for parking associated with ~100 townhomes
- Public parking proposed to be located in buildings A/B or I/H. Transportation analysis will consider both garage locations/vehicle access options:
 - A/B Garage access from Ocean Avenue / Lee Avenue
 - I/H Garage access from Frida Kahlo Way / CCSF Lot (N)

3. High Density Assumption

- Notable differences between the base and high density projects:
 - 4 stories along West Street
 - Height changes at townhouses along the southwest corner of South and West streets.
 - One floor increase throughout
 - No public parking
 - 650 total residential parking spaces (not 775 as shown on table provided). This does not include street parking counts.
 - Decreased average unit size throughout.

4. Transportation Scope of Work

a) Structuring evaluation of Base and Higher Density scenarios and project variants

- Transportation study approach:
 1. Analyze High Density scenario (both garage options)
 2. If there are impacts identified, analyze Base Density scenario
 - If there are differences in impacts, the impact category(ies) that differ will be analyzed under the 1,300 unit alternative (incl. 200 faculty housing).
 - If no differences in impacts, the 1,300 unit alternative will not be analyzed.

- There would be time and cost implications associated with the additional layers of analysis.
- Tony/SFMTA noted that because the Base Density scenario includes 750 public parking spaces, the impacts of this alternative may be greater. Wade/EP mentioned pending discussion on re-distribution of existing trips. Kittelson and EP to follow up separately on this item.

b) Content of EIR // Appendix // Administrative Record

- Kittelson and EP to follow up separately on this item

c) Study intersection map

- Additional counts will be collected at the following locations:
 - Holloway/Harold
 - Ocean/Harold
 - Brighton/Ocean
 - Plymouth/San Ramon Way
- Counts will be collected during the weekday a.m. (7-9 a.m.) and p.m. (4-6 p.m.) periods. The earlier evening peak (i.e., 4-6 p.m. instead of 5-7 p.m.) should be used to capture activity associated with CCSF
- As part of the travel demand analysis, Kittelson will prepare trip distribution/assignment graphics that illustrate project-generated traffic volumes at study intersections and on the surrounding street network.

d) Data collection dates in relation to CCSF schedule

- Data collected December 7, 2017 and January 31, 2018 when school was in regular session.
- Per SFMTA request, new counts at the added study locations will be collected within the first two weeks of the Fall 2018 semester (i.e., before August 31 2018). This time period represents peak school-related traffic volumes as students are more likely to attend classes at the beginning of the semester and during the add/drop period.

e) Extent of SFFD involvement on project

- OEWD has been coordinating meetings with SFFD and project sponsor. SFFD central office concerns have been addressed. MTA advises direct outreach to Fire Station 15.

f) Transit analysis scope & methodology

- Transit analysis will be conducted for the weekday a.m. and p.m. peak hours.

- Phelan Loop operations and potential for conflicts
- Ridership and capacity analysis of the KJ Ingleside/Church
- Transit delay analysis*
 - Ocean Avenue from Plymouth to I-280 Ramps (K, 29, 49)
 - Geneva Avenue from Ocean to I-280 Ramps (Lines 8, 8BX, 43, 54)
 - Frida Kahlo Way from Judson Avenue to Ocean Avenue (Line 43)
- *Transit delay analysis may be conducted if results of travel demand and trip distribution indicate project would add a substantial amount of vehicle traffic and have the potential to significantly increase delay to transit vehicles. This topic will be discussed at the Travel Demand Memo meeting (currently targeting early October meeting date).

g) Cumulative (Year 2040) Conditions & CCSF Facilities Master Plan scenarios

- Cumulative Conditions evaluation should consider the “worst case” scenario. Based on site plans presented, the “worst case scenario” would be the High Density Garage I/H scenario with the CCSF FMP option with the parking garage along the north end of the site. Under this alternative both parking garages would be accessed from Frida Kahlo Way / CCSF Lot (N).
- Cumulative Conditions evaluation will need to consider one of the public-facing options.

h) Non-CEQA: Automobile delay analysis // Neighborhood parking analysis

- Both of these items would be for informational purposes only and EP would not review.
- Carli/SFMTA has proposed approach for parking study and will discuss with Project Sponsor.
- SFMTA/Project Sponsor to provide Kittelson with potential parking analysis study areas and time periods of data collection and Kittelson will provide an estimate for the work.

5. Wrap Up & Next Steps

- Kittelson to incorporate discussion on items into Draft 2 scope of work and circulate for review and comment (on Monday August 20 2018).
- Planning to provide advance approval of data collection (by August 24 2018).
- Kittelson to conduct data collection (by August 31 2018).
- Kittelson/EP to coordinate on approach for redistribution of existing trips.

- Project sponsor/SFMTA/Kittelson to coordinate on neighborhood parking analysis.
- Project sponsor to decide on addition of analysis of automobile delay and/or neighborhood parking.
- Project sponsor/OEWD to reach out to Fire Station 15.
- ESA to add AB900 discussion item to upcoming agenda.