

## **Balboa Reservoir**

CAC Meeting: Site Plan Update, EE Application Preview, and Public Process Schedule

April 9, 2018

Notes

### **Key to CAC Members**

LS = Lisa Spinali

RM = Robert Muehlbauer

BD = Brigitte Davilla (not present)

HC = Howard Chung (not present)

MA = Michael Ahrens

CG – Christine Godinez (not present)

MR = Maurice Rivers

JW = Jon Winston

MT = Mark Tang

### **Other Abbreviations:**

CC = City College

WWP = Westwood Park

SS = Sunnyside

MTA = SF Municipal Transportation Agency

PUC = SF Public Utilities Commission

TH = townhouse

BMR = below market-rate

SFHAC = San Francisco Housing Action Coalition

CAC = Citizen Advisory Committee

PAEC = City College Performing Arts and Education Center

### **Introductory Business**

- 6:04 meeting called to order
- Approval of minutes
  - **MA** made minor correction
  - **Terry Bernstein (Westwood Highlands [?])** made several corrections (typos, etc.), objected to the way a comment by Laura Frye was recorded
- **LS:** Introduction – this is not the only opportunity to give feedback. The priority tonight should be on questions to clarify. Didn't post materials in advance; important to hear the words with the images.

### **Presentation Part 1**

- **Brad** presented introduction
- **Kearstin** presented project schedule, community engagement schedule (past and future)

### **CAC and Public Comment**

- **LS:** need to engage MTA sooner than meeting #15. Need to include MTA in all meetings. Community Park Day in Sept. is fine, but we should also be on the site in the summer when it's cold to reflect the reality of what it's like there. CAC should be the formal process, the CAC is the oversight committee for the community—no decisions should be made at creative days, etc, rather they should be made at CAC meetings afterwards.

- **RM:** Yes engage MTA soon. Also BART. What is meant by precedents for meeting #12?
  - **Kearstin:** precedents mean examples of the architecture. Let us know if you have something specific you'd like to look at in that meeting.
- **Rita Evans (SS):** shocking that transportation wouldn't have been addressed sooner. Having to point it out is a problem.
  - **Joe:** we are engaging MTA, something we spend a lot of time on.
- **LS:** need to put up open house flyers in local businesses and public places.
  - **Scott:** Yes, with translations
- **LS:** need to be proactive in working with MTA. If transportation doesn't work, the project won't work.
  - **Joe:** agreed

### Presentation Part 2

- **Joe** presented community feedback from last CAC meeting; also mentioned parking counts that have been done and that will be done. Will share data at open house (first 2 counts)—will go on website. We have a new website.

### CAC and Public Comment

- **Terry Bernstein (Westwood Highlands [?]):** there's been a disconnect about what is being studied in parking counts. Could you speak in a preliminary way about data being collected?
  - **Joe:** hourly counts at different dates. Also hourly turning counts, which has a technical definition.
- **Marilyn Miller (CC faculty):** Previously, studies have been done about how students get to school. Projected what would happen if everyone had to get on public transportation—crashed the situation. How many more can BART and MUNI contain? Are there studies to that degree now?
  - **Joe:** not in the works now. But something we could look at. Anecdotally, talking to transportation folks in the city—a lot of capacity since not in the middle of city and commute to CC is reverse commute.
- **RM:** MTA aspect really concerns me. Can we get some peak hour data on public transit use. It seems like there's a log jam, would be good to have actual data.
  - **Joe:** yes, we'll work with city to get that.
  - **LS:** need to make information available to the public, be transparent about this.
  - **Jeremy:** often in contact with MTA. Quick update on Ocean Ave. design work: MTA in process of scoping a project—so the first step is happening, hard to say what will happen in project until it is scoped and coordinated
  - **Brad:** CC also has engaged a traffic consultant.
- **JW:** Agree with everything said about MTA. Design of the street (Ocean Ave.) is integral to the whole thing. Would be nice to have some higher ups from MTA at these meetings—a whole meeting devoted to this would be good.
- **MT:** would like to see updates on engagement with CC. A big player in this too. Would be good to get them included in these meetings.
- **LS:** Want to state for the record that 1100 units arrived at in a collaborative and compromising way. Can't build more than the site and community and streets can handle. We don't even know if 1100 is the final number. Know some people want more housing (especially people who came to last CAC meeting to comment). This site alone can't solve the SF housing crisis, it can help though. This project is about doing what's right for the site that's appropriate. There's a lot of grandstanding, given an election year.

- **MA:** CAC has never approved 1100 units. Proposal said *UP TO* 1100 units. Needs to be reevaluated to fit in with the community better. Feel 1100 is way too many units, and we'll continue to say that.
  - **Joe:** 1100 units goal before last meeting, and still is.

### Presentation Part 3

- **Karen, Peter, and Wendy** presented revised Base Plan, variables that could change, variant street layouts/plans
- **Heather [?]** (**WWP**): with 1100 units, do you have enough exits to Phelan? And fire hydrants.
  - **Karen:** studies will show us whether we have enough access for the number of units we have [...]
  - **LS:** so final design is going to be data-informed, based on transportation studies, environmental evaluations.
  - **Karen:** yes. Looking at variations to see if that helps or makes worse any issues.

### CAC and Public Comment

- **LS:** Clarifying questions first. This is not the only time to provide feedback.
- **Rita Evans (SS):** base plan we're looking at is heartening to see 2 acres in central park. Idea of using PUC as green space connecting Unity Plaza and library is very creative, want to commend team for that. The open space within the Central Park, what is the size of the large lawn area?
  - **Wendy:** flat lawn area is 15,000 SF, about 1/3 acre
- **Bob Burns (SS):** been coming to these meetings since 2015. Want to know how this is going to effect on-street parking and traffic on Phelan. What's it going to do to my parking, how is my commute going to be affected?
- **Mariline [sp?]** (**SS**): what if report shows the two street entrances aren't enough to serve 1100 units? Can't see them being enough. Do you have an alternative, a third opening? San Ramon?
  - **PW:** San Ramon not a good option, because streets in WWP are so narrow. Only alternative would be another path across City College.
  - **Mariline:** Putting more entrances on Phelan wouldn't really help, if Phelan is the bottleneck. Need to be open to the idea of an exit onto street other than Ocean and Phelan. Yes, it disturbs WWP, but might need to be done. Need to be open to that possibility.
  - **Jeremy:** city will study alternatives [...]
  - **LS:** use website to keep running list of alternatives that will be looked at.
  - **Emily:** environmental review includes its own transparent public process.
- **[?]** (**SS**): Want to clarify acreages of parks. Wonderful idea to use PUC for open space. Some concerns about what PUC allows. Great idea to connect to library and seamless transition to Ocean and Unity Plaza. Want to make sure there is an alternative place for kids if PUC doesn't work.
  - **Peter:** important comment. Important to work with PUC. They can tear up what is built. Need to negotiate them.
- **[?]** (**SS**): first time at meetings. Surprised at density. Won't 1100 units mean 1100 parking spaces? Seems like a traffic problem. Park doesn't seem like it would be easy to access. Maybe move it closer to Ocean Ave.
  - **Karen [?]:** EE will study traffic, shadows, wind. Parking: proposing 550 spaces for units (.5:1) ratio, plus 500 spots in a shared garage; a public garage that serves CCSF and neighborhood—anyone. Will be correctly-sized.
  - **MA:** so there are in fact not only 550 spots, but more in the public garage?

- **Peter:** some people want more parking, some less. A balance, looking at options.
- **Monica Collins (SS):** Phelan is a mess now, down to 2 lanes. These are major ways to get around. In park, lots of shrubs take up a lot of space, not as much space for kids to play. Shrubs displace people that want to be there. Trees are better, as you can walk under them.
- **Amy O’Hare [?] (SS):** section shows you step down to west to WWP. What about to north at SS? 6 stories right next to athletic field and 2-story school—would create a cliff that would block the sun on the field. The school has been there for 60-some years. Need to step down to north as well. Need to see a section in that direction.
  - **Peter:** that’s a good comment. We owe you that section.
- **Terry Bernstein (Westwood Highlands [?]):** Need to coordinate with Riordan
  - **LS:** important.
  - **Joe:** we’ve had some meetings
- **Terry Bernstein (Westwood Highlands [?]):** Avalon is considering offsetting some of its affordable units on the reservoir site with housing elsewhere, so there would be fewer affordable units on this site. The NW corner of the site is pretty inaccessible. Will those people have to do a lot more car trips? Kind of buried, worried about access for emergency services to that corner of the site.
  - **Joe:** Concept of converting apartments off-site to affordable housing. We own building next door. Could we convert some of those units to bring affordable units to community faster? That was a possibility the proposal document mentioned. We don’t know if this will work. In SF, nothing likely to happen that would be a windfall for the developer—so this wouldn’t be that. It was considered as a benefit to the public. NW corner units: those units will probably have garages. But people often walk that far from transit.
- **MT:** EE will give us an opportunity to really develop the concrete facts about what we’re able to do. How much parking available on site now? Will upper reservoir lot be able to exit onto Lee?
  - **Peter:** 971 on lower reservoir now. Not determined whether upper reservoir parking will exit onto Lee.
  - **Jeremy:** EE will study this. City wants connectivity, so would prefer parking access to Lee.
- **RM:** important to coordinate with PUC sooner rather than later. What is width of these streets? Will there be parking on both sides of the street. Meters?
  - **Karen:** wider than Plymouth. Parking on both sides of Lee, North, and South. West Street will have parking on one side. [Described street sections and widths]. Will bring street sections in future.
  - **Jeremy:** there will be parking management of some kind, whether meters or otherwise.
- **JW:** transportation studies need to consider all modes. Can come up with a plan based on that. Ocean Ave. used to be dead, nobody out on it. Great things about newer development there—street life now exists there. People at table, people linger, people in plaza. Lots of activity that happens in Unity Plaza—both moving through and people lingering and interacting. Would like to see PUC area work like this. Sidewalk on Ocean Avenue is very narrow given amount of people, esp. with space taken for plantings; PUC could take some pressure off of this. Building heights: tall buildings are OK if surrounded by lower buildings. Could lower buildings on north side and add height elsewhere. Also, about [notion of offsetting affordability requirements on-site with units in Avalon Ocean Ave. buildings]: would this lower number of affordable units on-site? We don’t want that.

- **Joe:** Using existing Avalon buildings for affordable units would mean those are part of the total number of affordable units for reservoir. So the same number of affordable units overall including in existing Avalon buildings.
- **JW:** so more market rate units on site, to keep total at 1100?
- **Joe:** Yes, probably. Emily?
- **Emily:** if this is really pursued, there would be a negotiation between city and developers.
- **MA:** base plan and variations. In those, to what extent do you exceed approved parameters in terms of height?
  - **Karen:** parameters say up to 6 stories. So where we show 7, it's above parameters.
  - **Peter:** could do 1100 units in 65 feet, but 7 stories is what allows more TH, and more variation in building height/lower buildings elsewhere.
  - **Joe:** also 35' TH also exceeds parameters (by 5 feet)
  - **MA:** Had been under impression site would have only 500 spaces. But now understand that there will be more with TH and public garage. Do you have alternatives to accommodate all CCSF parking if studies show it's needed?
  - **Karen:** CC arts facility will include its own parking to replace upper reservoir parking.
  - **Joe:** studying different sizes of public garage.
  - **MA:** alternative parking sites for CC students if two reservoir sites don't provide adequate parking. What about on east side of CC campus?
  - **Joe:** looking at different spots on our site. Also talked to CC about collaborating on garage off site. East side garage is in CC's own masterplan; not something we've looked at collaborating with them on.
- **LS:** if park on PUC, talk to library about what they could do in their PUC space. Like idea of pop-up to permanent [for retail?]. Test and see what sticks. Concerned about notion of hiring TH developer. How does that work; how does that developer interface with CAC? Quality of this housing matters. Childcare near PUC on ground floor works well. Coordinate with CC childcare degree program. Really didn't want buildings higher than 6 stories. Really didn't want special dispensation to go beyond. Get Peter's point, but need to look at more. Not ready to give thumbs up to 7 stories. **Need to figure out Phelan Ave. One lane in each direction doesn't work, especially during construction of site. Need to figure something out there before project goes forward. We've got to figure this out. Important to figure what traffic flows will be in and out. Need to publish plan for traffic/transportation study in advance of actual study so people know how being done.** Transparency is critical. Developers' responsibility to be super clear, fill in the space, lay things out for people—number of parking spaces, units etc.
  - **Brad:** TH developer: BRIDGE and Avalon are not for-sale developers. We're in negotiations with brokers. They will reach out to 6-10 builders. Will be brought into project. TH developer will need to abide by design guidelines created in masterplan. TH developer will take part in developing those guidelines. Want to select highest quality company we can.

#### Presentation Part 4

- **Karen** presented about the environmental review process and upcoming open house.

#### CAC and Public Comment

- **LS:** feedback for this item will be combined with final comment at the end. Would encourage environmental evaluation to study as low as 800 units, out of respect for the community. We don't really know what the site can hold. It might not even hold 900. At open house, need to

give people different colored dots or nametags—involved with advocate organization, neighbors, etc. Need to know who you are hearing from. Want to avoid what happened at Lick.

- **Karen and others:** city decides what options are evaluated in environmental process.
- **Rita Evans (SS):** Don't want to hear that we're studying 1300 units. Why isn't 1100 the top number?
  - **Joe:** that's how these studies are done, evaluating the option with the most impact. Also want flexibility to work with CCSF and provide housing for them (such as student housing, which is counted differently than other housing). All of our current plans and negotiations are based on 1100. But we're studying a wider range for flexibility.
- **Chris Hansen (Excelsior):** Chancellor has been talking about 200-500 student/teacher housing units. Not seeing on diagram. Not seeing footprint or any mention of the PAEC. How will CCSF share parking if there is no access across CCSF lot?
  - **Brad:** we are in conversations with CCSF. There likely will be faculty housing on lower reservoir. Student housing possibly. Number's up in air. Not talking about PAEC because it's part of CCSF property with it's own development project and masterplan. Our conversations with CCSF about this have to do with timing and parking coordination. EE will consider cumulative impacts of this and any other known project.
  - **LS:** need to have a formal CCSF update. So many things going on with that.
- **Heather [?] (WWP):** tunnel underneath Phelan to cross it? Since reservoir is currently so low, can't you use that space for parking?
  - **Karen:** yes, parking will be under the buildings. Tunnel is a possibility we've looked at, but there are many utility lines under the street.
- **Yonathan Randolph (Ingleside):** how will TDM be looked at in EIR? What is the methodology for this? Why don't we go up to a much larger number of units to actually establish where the environmental impact begins to happen? Does it cost more to actually study that number, is there a reason for these specific bounds? Disagree with Lisa that we need to stick with 6 stories. 65 foot building on the other side of reservoir is not really an impact to neighbors. I think that would be fine if it allows you to have lower heights and less impact closer by, where it will affect the neighbors.
  - **Jeremy:** TDM is a requirement of any development in the city. Designed to minimize car trips and GHG impacts. Also transit, ped. Safety, etc. [...]
- **Laura Frye (WWP):** this project is going so fast. Compare to Mission Rock development; that took a very long time, and didn't even have the same complications as this project. Hope to talk about shared parking thing in the future. How exactly is it going to work? I believe parameters said *GRADUAL* increase from 25' at west to 65'. 6-story buildings 200' from WWP is not gradual. 1100 units has always been the maximum. Study should include a lower number than 900.
- **Jennifer Hegge [Sp?] (SS):** consider parking impacts and PAEC.
- **James (CC student):** EIR, possibility of including student housing in this? Hard for many students to afford rent. Please think about future and build student housing.
- **Marilyn Miller (CC faculty):** CC masterplan is a DRAFT. Not been through any kind of review. Not approved. Not been through faculty committees. Riordan has a large auditorium 1200 seats, they use CC parking as well. PAEC theater will be very positive for neighborhood. Bicycle track [...]
- **Lizzy (Sunset District):** would like drawing that shows when housing will be built and when affordable units specifically will be built. Timeline. **LS** suggested pinpointing where people live in the city at public meetings—I'm actually averse to that. Anyone could be a potential customer of this site, so wouldn't like to think that some voices would be considered less than others.

- **Greg (?):** will EIR cover possibility of reducing residential parking to reduce environmental impact? Would reduce traffic on Phelan.
- **Terry Bernstein (Westwood Highlands [?]):** BART shuttle that developer contributes to? Emily said Fiscal Impact Report didn't need to deal with parking loss for CC, because Environmental Study will, so it needs to. Bay Area Renters Federation has shown proposal for 6000 units on site, but **LS** confiscated those images at meeting—didn't want to alarm people. Shouldn't do that.
  - **LS:** have never confiscated anything