

Balboa Reservoir Cumulative Transit Delay Discussion

Background

Given the uncertainty with CCSF development, Balboa Reservoir Draft EIR find a POTENTIALLY significant cumulative transit impact and identifies the attached mitigation measure. This mitigation measure is two part: the first part involves a monitoring component to see IF there is a cumulative transit impact, and IF monitoring indicates that there is a cumulative transit impact, the second part indicates measures/action items that the project sponsor needs to implement to address the significant impact. One of these components of the mitigation measure identifies potential off-capital improvements and goes on to list various improvements and indicates that the project sponsor shall pay their fair share of these improvements.

Problem

The project sponsor argues that it is not feasible for the project sponsor to agree years in advance to fund off-site capital improvements to be solely determined by SFMTA or city agencies at that are of unknown scope and cost. The sponsor's fair share could reach millions of dollars. In addition, the project buildings will be under a variety of ownerships by that point (including townhouse condominium buyers) rather than owned by the current project sponsor.

Idea

The project sponsor agrees to fund an assortment of off-site capital improvements as part of the Balboa Reservoir Development Agreement and will construct these off-site capital improvements at the same time that Balboa Reservoir is being constructed. The idea being that the project sponsor is pro-actively improving transit times ahead of the cumulative impact that they will contributing to with the operation of the Balboa Reservoir.

This translates into the following:

- 1) Kittelson has determined that the Balboa Reservoir Project will result in the following additional transit delay (see table below from the DEIR):

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TRANSIT DELAY ANALYSIS

Corridor	Weekday a.m. Peak Hour (seconds of delay)		Weekday p.m. Peak Hour (seconds of delay)	
	Northbound/ Eastbound	Southbound/ Westbound	Northbound/ Eastbound	Southbound/ Westbound
Transit Delay				
Existing Conditions				
Frida Kahlo Way	5	15	5	28
Ocean Avenue	121	143	124	144
Geneva Avenue	79	53	75	46
Existing plus Developer's Proposed Option				
Frida Kahlo Way	18	74	29	101
Ocean Avenue	187	182	182	244
Geneva Avenue	99	127	117	127
Existing plus Additional Housing Option				
Frida Kahlo Way	21	87	46	111
Ocean Avenue	183	207	208	272
Geneva Avenue	109	137	133	137
Project-Related Increase in Delay				
Developer's Proposed Option				
Frida Kahlo Way	13	59	24	73
Ocean Avenue	66	39	58	100
Geneva Avenue	20	74	42	81
Additional Housing Option				
Frida Kahlo Way	16	72	41	83
Ocean Avenue	62	64	84	128
Geneva Avenue	30	84	58	91

SOURCE: Kittelson & Associates, Inc. 2018.

NOTES:

Transit delay includes corridor delay, transit reentry delay, and passenger boarding delay.

- 2) SFMTA and project sponsor team come to an understanding of how much improvement in transit times each capital measure yields. For instance, construction of a bus bulb (at a specific location determined by SFMTA) gets you 10 second improvement in transit times, construction of transit-only lanes (at a specific location determined by SFMTA) gets you a 20 second improvement in transit times, etc.
- 3) The project sponsor team and SFMTA determine which of these capital improvements will be constructed as part of the Balboa Reservoir Project and then shaves off time from Balboa Reservoir's cumulative contribution. In other words, since the project sponsor has already done proactive things, we reduce their cumulative contribution.

Comment [WW(1)]: Liz – see pdf page 33 of the TIA guidelines transit memo for estimates we would likely use for these things

4) Then, we can remove the bullet about other measures may include capital improvements from the Mitigation Measure M-C-TR-4 as the project sponsor team has already figured out which capital improvements they would like to frontload as part of the project and then they have already reduced their contribution up front!

~~4) Alternatively, we can list the agreed upon measures as bullets in the mitigation measure and require the sponsor to construct them right away~~

5) The timing may be that steps 2 and 3 occur between Draft EIR and RTC-2. In this scenario, Draft EIR would remain as written and RTC-2 would make text changes to the EIR to reflect steps 2 and 3.

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