

Balboa Reservoir

Transit Mitigation Measure – DRAFT TEXT

Impact C-TR-4

The proposed project, in combination with cumulative projects, would contribute considerably to significant cumulative transit impacts related to public transit delay

Mitigation Measure C-TR-4, Implement Measures to Reduce Transit Delay

Implementation would require the project sponsor and City College to monitor transit travel times and coordinate with Planning and SFMTA to implement measures to keep weekday p.m. peak period (5 to 7 p.m.) transit travel times within four minutes of existing levels, as noted below:

Transit Travel Time Performance Standard

- K Ingleside
 - o Jules Avenue/Ocean Avenue to Balboa Park BART Station: 12 minutes 42 seconds or less
 - o San Jose Avenue/Geneva Avenue to Dorado Terrace/Ocean Avenue: 14 minutes 3 seconds or less
- 29 Sunset
 - o Mission Street/Persia Avenue to Plymouth Avenue/Ocean Avenue: 13 minutes 55 seconds or less
 - o Plymouth Avenue/Ocean Avenue to Mission Street/Persia Avenue: 16 minutes 9 seconds or less
- 43 Masonic
 - o Frida Kahlo Way/CCSF South Entrance to Foerster Street/Monterey Boulevard: 8 minutes 37 seconds or less
 - o Genessee Street/Monterey Boulevard to Frida Kahlo Way/CCSF South Entrance: 8 minutes 23 seconds or less
- 49 Van Ness/Mission
 - o Frida Kahlo Way/CCSF South Entrance to Mission Street/Persia Avenue: 14 minutes 4 seconds or less
 - o Mission Street/Ocean Avenue to Frida Kahlo Way/CCSF South Entrance: 15 minutes 25 seconds or less

Comment [AL1]: NTR (EP): This performance standard is based on transit delay threshold of significance of 4 minutes.

Existing transit travel times were collected on Tuesday, April 2, 2019 and are consistent with historical data provided by SFMTA.

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Monitoring and Reporting. Within one year of issuance of the project's first certificate of occupancy and completion of at least one major building within the City College San Francisco Ocean Avenue campus (City College) (e.g., Performing Arts Center), the project sponsor shall retain a qualified transportation consultant approved by the SFMTA to begin monitoring p.m. peak period (5 to 7 p.m.) transit travel times in accordance with an SFMTA and San Francisco Planning Department agreed upon monitoring and reporting plan.

The transit travel time data collection shall include at least two runs for each line (K, 29, 43, 49) in each direction (inbound and outbound) along the study segment identified in the transit travel time performance standard section. Data collected during three consecutive, non-holiday weekdays (Tuesday, Wednesday or Thursday) when CCSF is in session shall be averaged. Transit travel time surveys shall be conducted within the same month (preferably April) for each reporting period. A document with the results of the transit travel time runs shall be submitted to the Environmental Review Officer and the SFMTA for review within 30 days of the data collection, or with the project's annual TDM monitoring report as required by the TDM Plan (if the latter is preferable to Environmental Review Officer in consultation with the SFMTA).

The project sponsor shall begin submitting monitoring reports to the Planning Department 18 months following 75 percent occupancy of the first phase of the Balboa Reservoir development and completion of at least one City College building (e.g., Performing Arts Center). Thereafter, monitoring reports shall be submitted (referred to as "reporting periods") upon construction of subsequent buildings or projects identified in the City College Facilities Master Plan¹, or development of a "large project" within one mile of the Balboa Reservoir site. Monitoring reports shall be submitted until two consecutive reporting periods show that the fully built Balboa Reservoir project has met the performance standard, or until expiration of the project's development agreement, whichever is earlier.

If the City finds that the project exceeds the stated performance standard for any reporting period, the project sponsor shall coordinate with City College, and other applicable developments meeting the "large project" criteria identified above, to select and implement measures in order to reduce the transit travel times to meet the performance standard. These measures could include expansion of measures already included in the project's proposed TDM Plan (e.g., increases in tailored transportation marketing services, etc.), other measures identified in the City's TDM Program Standards Appendix A (as such appendix may be amended by the Planning Department from time to time) that have not yet been included in the project's approved TDM Plan, or, other measures not included in the City's TDM Program Standards Appendix A that the City, SFMTA, the project sponsor, and other responsible parties agree are likely to reduce transit travel times. These other measures may include on-site or off-site capital improvements including, but not limited to, peak period or all-day transit-only lanes (e.g., along Ocean Avenue), turn pockets, bus bulbs, queue jumps, turn restrictions, ~~pre-paid boarding pass machines~~, and/or boarding islands, or other measures that support reductions to transit travel times. The project sponsor will pay their fair share of the selected measures.

Comment [AL2]: NTR (EP): Based on 6/7 discussion, monitoring/reporting trigger is when this project Phase 1 is built and at least one major City College building is built (eg. performing arts center)

Comment [PC3]: Why April? If there are criteria for the month specify these (like during school year, non-school vacation, during rainy season—or whatever).

Comment [AL4]: NTR (EP): Based on 6/7 discussion, monitoring/reporting should occur on an event basis. For example, 1) each development project that meets certain criteria, or 2) certain buildings from City College Facilities Master Plan

Comment [AL5]: NTR (EP): Looking for your recommendation on the "large project" criteria. Right now I've got one criterion: development of 50k+ gsf

I looked at large project authorization criteria and BSP criteria for large projects and didn't find the linear feet of street frontage or building height thresholds to be meaningful for this purpose so I plugged in a fairly arbitrary square footage.

Comment [PC6]: Please include explanation of how fair share should be calculated so that all parties are in agreement.

¹ City College of San Francisco, *Facilities Master Plan Final Draft*, March 18, 2019, p. 4-34, https://www.ccsf.edu/dam/Organizational_Assets/About_CCSF/Admin/facilities_planning/2017FMP/20190318/FMP_03182019_4Recommendations.pdf, accessed June 11, 2019.

² A "large project" is a development that involves a net addition or new construction of more than 50,000 gross square feet.

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For any development phase where additional measures to reduce transit delay are required, the project sponsor shall have 30 months to demonstrate a reduction in transit travel times to meet the performance standard. If the performance standard is not met within 30 months, the project sponsor shall submit to the Environmental Review Officer and the SFMTA a memorandum documenting proposed methods of enhancing the effectiveness of the transit delay reduction measures and/or additional feasible measures that would be implemented by the project sponsor, along with annual monitoring of the transit travel times to demonstrate their effectiveness in meeting the performance standard. The comprehensive monitoring and reporting program shall be terminated upon the earlier of (i) expiration of the project's development agreement, or (ii) two consecutive reporting periods showing that the fully built project has met the performance standard.

The monitoring and reporting plan described above may be modified by the Environmental Review Officer in coordination with the SFMTA to account for transit route or transportation network changes, or major changes to the development program. The modification of the monitoring and reporting plan, however, shall not change the performance standard set forth in this mitigation measure.

Given the uncertainty about future development at City College, even with implementation of Mitigation Measure C-TR-4, the cumulative impact would be *significant and unavoidable*.

EXAMPLE MITIGATION MEASURES

Potrero Power Station TR-5

http://sfmea.sfplanning.org/2017-011878ENV_DEIR_Volume_1.pdf (p S-28-30)

Impact TR-5:

The proposed project would result in a substantial increase in delays or operating costs such that significant adverse impacts to Muni would occur.

Mitigation Measure M-TR-5: Implement Measures to Reduce Transit Delay

Performance Standard. The project sponsor shall be responsible for implementing transportation demand management (TDM) measures to limit the number of project generated vehicle trips during the p.m. peak hour to a maximum of 89 percent of the EIR estimated values of each of the phases of project development (performance standard), as shown in the table below. The number of vehicle trips by phase to meet the above stated performance standard shall be included in the approved TDM Plan.

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Project Development Phase	Maximum P.M. Peak Hour Vehicle Trips	
	Phase Total	Running Total
Phase 1	380	380
Phase 2	400	780
Phase 3	270	1,050
Phase 4	640	1,690
Phase 5	300	1,990
Phase 6	270	2,260

Monitoring and Reporting. Within one year of issuance of the project's first certificate of occupancy, the project sponsor shall retain a qualified transportation consultant approved by the SFMTA to begin monitoring daily and p.m. peak period (4 p.m. to 7 p.m.) vehicle trips in accordance with an SFMTA and San Francisco Planning Department agreed upon monitoring and reporting plan, which shall be included as a part of the approved TDM Plan. The vehicle data collection shall include counts of the number of vehicles entering and exiting the project site on internal streets at the site boundaries on 22nd, Illinois, and 23rd streets for three weekdays. The data for the three weekdays (Tuesday, Wednesday or Thursday) shall be averaged, and surveys shall be conducted within the same month annually. A document with the results of the annual vehicle counts shall be submitted to the Environmental Review Officer and the SFMTA for review within 30 days of the data collection, or with the project's annual TDM monitoring report as required by the TDM Plan (if the latter is preferable to Environmental Review Officer in consultation with the SFMTA).

The project sponsor shall begin submitting monitoring reports to the Planning Department 18 months following 75 percent occupancy of the first phase. Thereafter, annual monitoring reports shall be submitted (referred to as "reporting periods") until eight consecutive reporting periods show that the fully built project has met the performance standard, or until expiration of the project's development agreement, whichever is earlier.

If the City finds that the project exceeds the stated performance standard for any development phase, the project sponsor shall select and implement additional TDM measures in order to reduce the number of project-generated vehicle trips to meet the performance standard for that development phase. These measures could include expansion of measures already included in the project's proposed TDM Plan (e.g., providing additional project shuttle routes to alternative destinations, increases in tailored transportation marketing services, etc.), other measures identified in the City's TDM Program Standards Appendix A (as such appendix may be amended by the Planning Department from time to time) that have not yet been included in the project's approved TDM Plan, or, at the project sponsor's discretion, other measures not included in the City's TDM Program Standards Appendix A that the City and the project sponsor agree are likely to reduce peak period driving trips.

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For any development phase where additional TDM measures are required, the project sponsor shall have 30 months to demonstrate a reduction in vehicle trips to meet the performance standard. If the performance standard is not met within 30 months, the project sponsor shall submit to the Environmental Review Officer and the SFMTA a memorandum documenting proposed methods of enhancing the effectiveness of the TDM measures and/or additional feasible TDM measures that would be implemented by the project sponsor, along with annual monitoring of the project-generated vehicle trips to demonstrate their effectiveness in meeting the performance standard. The comprehensive monitoring and reporting program shall be terminated upon the earlier of (i) expiration of the project's development agreement, or (ii) eight consecutive reporting periods showing that the fully built project has met the performance standard. However, compliance reporting for the City's TDM Program shall continue to be required.

If the additional TDM measures do not achieve the performance standard, then the City shall impose additional measures to reduce vehicle trips as prescribed under the development agreement, which may include on-site or off-site capital improvements intended to reduce vehicle trips from the project. Capital measures may include, but are not limited to, peak period or all-day transit-only lanes (e.g., along 22nd Street), turn pockets, bus bulbs, queue jumps, turn restrictions, pre-paid boarding pass machines, and/or boarding islands, or other measures that support sustainable trip making.

The monitoring and reporting plan described above may be modified by the Environmental Review Officer in coordination with the SFMTA to account for transit route or transportation network changes, or major changes to the development program. The modification of the monitoring and reporting plan, however, shall not change the performance standard set forth in this mitigation measure.

Potrero Power Station C-TR-5

http://sfnea.sfplanning.org/2017-011878ENV_DEIR_Volume_1.pdf

Impact C-TR-5:

The proposed project, in combination with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative transit impacts related to travel delay or operating costs on Muni

Mitigation: Mitigation Measure M-TR-5:

Implement Measures to Reduce Transit Delay (see Impact TR-5, above)

India Basin C-TR-2

http://sfnea.sfplanning.org/India%20Basin%20Draft%20EIR_1of2.pdf

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Transit Mitigation Measure – DRAFT TEXT

Impact C-TR-2:

The proposed project or variant, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, would substantially contribute to significant cumulative impacts related to transportation and circulation for transit delay.

Mitigation Measure M-C-TR-2: Implement Transit-Only Lanes

SFMTA shall convert one of the two travel lanes in each direction of the Evans Avenue–Hunters Point Boulevard–Innes Avenue–Donohue Avenue corridor from a mixed-flow lane to a transit-only lane between the Jennings Street/Evans Avenue/Middle Point Road and Donahue Street/Robinson Street intersections. The transit-only lanes would be located in the curbside lanes, similar to those identified for Evans Avenue between Third Street and Jennings Street as part of the CPHPS EIR, and would improve bus travel speed and travel time reliability along the corridor.

The project sponsors shall fund, and the SFMTA shall implement, this measure prior to the time the proposed project or variant would result in an increase in transit travel time to 18 minutes, 14 seconds during the weekday a.m. peak hour or 18 minutes, 39 seconds during the weekday p.m. peak hour, whichever comes first. The SFMTA shall monitor transit service and travel time along the corridor to assess when this threshold is met and the project sponsors shall pay their respective fair share amounts after invoicing by SFMTA.

The project sponsors' fair-share portion of this cumulative mitigation measure under either the proposed project or the variant shall be based on the relative proportion of vehicle-trips contributed by the proposed project or the variant to cumulative traffic conditions such that mitigation would be needed. In this case, the fair share was determined by calculating the ratio of the total trips added by the project at the three study intersections adjacent to the 700 Innes property to the sum of eastbound and westbound through traffic without the project. Since the impact would occur during both the weekday a.m. and p.m. peak periods, the higher of the ratios for each individual peak period was conservatively selected to determine the fair-share contribution. This fair-share contribution would be 38 percent for the proposed project and 50 percent for the variant.

Responsibility among the project sponsors for the four properties would then be further subdivided based on the relative proportion of vehicle-trips generated by each of the four properties. In this case, 1 percent of the vehicle-trips would be generated by the India Basin Shoreline Park property, 0 percent would be generated by the 900 Innes property, 1 percent would be generated by the India Basin Open Space property, and 98 percent would be generated by the 700 Innes property.