

MOBILITY

Strategy 1.2 (60% support)

Staff recommendation: This strategy better fits under Goal 2, as it's about parking and roadway, not about walkability. Staff recommends revising this strategy as shown below and replacing it with original Strategy 2.2, which has less than 67% support.

Strategy 1.2: Enforce double parking restrictions.

Survey results:

- Recommend: 12
- Do not Recommend: 2
- Recommend with Change: 6
 - allow pick ups and drop offs to happen
 - White strip areas for cars to park for 15min to avoid double parking. Create more areas for cars to park.
 - Often times double parking may happen to allow for passenger drop off and pick up so the city needs to plan for this.
 - control number of loading zones, and bike parking platforms so that they do not pirate existing spaces impacting retail.
 - Commercial vehicles should be allowed to double park so they can deliver goods.
 - Particularly on sidestreets such as Cotter, Theresa, Santa Rosa, etc.

Strategy 2.2: Develop a curbside management plan and a pilot program for the commercial corridor that aims to improve delivery efficiency, encourage parking turnover and reduce double parking.

- The curbside management plan should holistically assess the corridor's loading and parking needs and prioritize curb spaces to meet the multimodal demands in a safe and efficient manner.
- The curbside management plan should identify optimal locations for loading zones for each block, if necessary, to reduce double parking.
- Besides traditional yellow and white curbs, innovative solutions, such as flex zones and dynamic pricing zones, should be explored.
- Public education and enforcement should accompany the new curbside management plan and a pilot program.
- The City should enforce parking regulations, including double parking restrictions to reduce congestion, bus delays, and unsafe lane changes.

Goal 2 (50% support)

Staff recommends adding the underlined phrase to this strategy as shown below, and adding narratives about using the reconfiguration as an opportunity to create public spaces and ped/bike facilities.

Goal 2: Reconfigure roadways while considering the variety of transportation modes and services

Survey results:

- Recommend: 10
- Do not Recommend: 5
- Recommend with Change: 5
 - Create more public spaces
 - Especially if this means creating expanded public spaces and expanding options for walking and bicycling as opposed to driving.
 - While considering alternatives to single

Goal 2: Reconfigure roadways while considering the variety of transportation modes and services, including public transit, biking, and walking

- Take advantage of intersection reconfiguration to create public spaces and ped/bike facilities.

<p>riders in cars as a mode of transportation (encourage public transit, biking, walking.</p> <ul style="list-style-type: none"> ○ Consider the impact of these changes to the community before implementing ○ To improve pedestrian experience, with seating, planting, and material changes. 	
<p>Strategy 2.2 (65% support) <i>Staff recommendation: Replace this strategy with a strategy that calls for a comprehensive curbside management plan and pilot program. Include dynamic parking meters as one of the ideas considered in the curbside management plan and pilot program (see Staff recommendation for Strategy 1.2).</i></p>	
<p>Strategy 2.2: Install dynamic parking meters.</p> <p>Survey results:</p> <ul style="list-style-type: none"> ● Recommend: 13 ● Do not Recommend: 5 ● Recommend with Change: 2 <ul style="list-style-type: none"> ○ Install dynamic parking meters and enforce parking laws with penalties for violations ○ Not sure I recommend , don't have enough info. Is this worth the expense? 	<p>(see Staff recommendation for Strategy 1.2)</p>
<p>Strategy 4.3 (35% support) <i>Staff recommendation: Replace the term "bicycle boulevards" with "bike-friendly streets" to reduce confusion. Revise the strategy to explore key locations for bike-friendly streets.</i></p>	
<p>Strategy 4.3: Turn Cayuga Ave into a bicycle boulevard.</p> <p>Survey results:</p> <ul style="list-style-type: none"> ● Recommend: 7 ● Do not Recommend: 7 ● Recommend with Change: 6 <ul style="list-style-type: none"> ○ With support of Cayuga neighbors ○ Are the Cayuga Avenue neighbors supportive? ○ Has this been studied that this is a good idea? Does SFBC agree? I would agree if it has been studied to be a good idea. ○ Explore creating "bicycle boulevards" in key locations such as Cayuga Ave. ○ ...with a protected bike lane. ○ eliminate Alemany Blvd. bike lane for better vehicle flow. 	<p>Strategy 4.3: <u>Explore creating bike-friendly streets and placing traffic calming measures in key locations, including Cayuga Ave</u></p>

Strategy 1.1 (67% support)

Staff recommendation: Keep the strategy as it is, but incorporate the suggested changes into the narrative, such as new buildings should complement community character and should contribute to community facilities and infrastructure through its fair share or in-kind contribution.

Strategy 1.1: Appropriately and responsibly develop a corridor-wide housing plan for a range of income levels for renters and homeowners.

Survey results:

- Recommend: 12
- Do not Recommend: 4
- Recommend with Change: 2
 - Limit the height of buildings. Build sensibly, but not so as to overwhelm the existing neighbors and the neighborhood. Our neighborhood is not downtown San Francisco and cannot solve any perceived housing crisis. We can never build enough housing and we must maintain the quality of life within our neighborhood, and not create boxes of oversized buildings as has been done downtown, south of Market and Mission Bay. Our neighborhood is not the same as those other areas. If it's too tall for Forest Hill, or the Sunset it should be too tall for us too. We should not become the "green zone" for building, as we became the "green zone" for medical marijuana.
 - Ensure housing built includes taxes and money for infrastructural changes, transit increased services, new lines and planning, increased new schools, pools, playgrounds, and public facilities ex: libraries, new or enlarged!

Strategy 1.1: Appropriately and responsibly develop a corridor-wide housing plan for a range of income levels for renters and homeowners.

[...]

The following strategies discussed during the Neighborhood Strategy Development Process can maximize the impact of the Housing Plan.

- Study the impacts of density changes to allow more market rate and affordable housing units.
- Explore the impacts of height changes to allow more market-rate and affordable housing units. [Ensure new buildings complement community character.](#)
- Leverage market-rate development in order to create more affordable housing through both (1) inclusionary units and (2) "in-lieu" housing fees to support 100% affordable housing. [Ensure new development projects contribute to community facilities and infrastructure through its fair share or in-kind contribution.](#)
- Identify underused and surplus land that could become affordable housing sites; work in coordination with landowners to realize housing on these sites.
- Encourage the use of existing density bonus programs, like HOME-SF, State Density Bonus, etc, in order to construct more housing units.

Strategy 2.5 (61% support)

Staff recommendation: Make minor revisions to clarify the strategy. Include the language about no-fault evictions, homeowner awareness, and tenant law in the narrative.

Strategy 2.5: Fund and provide culturally relevant and linguistically responsive tenant and income-qualifying property owner counseling and legal assistance.

Survey results:

- Recommend: 11

Strategy 2.5: Fund and provide [counseling and legal assistance services that are culturally relevant and linguistically responsive for tenants and income-qualifying property owners](#)

- *Include the language about no-fault evictions, homeowner awareness, and*

<ul style="list-style-type: none"> • Do not Recommend: 3 • Recommend with Change: 4 <ul style="list-style-type: none"> ○ Fund and provide culturally competent and linguistically responsive tenant and income-qualifying property owner counseling and legal assistance that would not contribute or empower them to commit no-fault evictions. ○ legal assistance to homeowners should not include counseling on how to conduct a no-fault eviction ○ Identify \$ source ○ Create homeowner awareness and education of tenant laws/ "Too many homeowners too scared of renting units because of strict tenant laws" This is a HUGE issue! Even as a homeowner i had this issue 	<p><i>tenant law in the narrative.</i></p>
<p>Strategy 2.5 (67% support) <i>Staff recommendation: Revise the strategy to clarify its intention.</i></p>	
<p>Strategy 2.9: Encourage and support policy efforts to amend the Ellis Act to exempt San Francisco from certain provisions.</p> <p>Survey results:</p> <ul style="list-style-type: none"> • Recommend: 12 • Do not Recommend: 5 • Recommend with Change: 1 <ul style="list-style-type: none"> ○ Encourage and support policy efforts to maintain affordable housing stock by amending the Ellis Act to exempt San Francisco from certain provisions. 	<p>Strategy 2.9: Encourage and support policy efforts to <u>maintain affordable housing stock by amending the Ellis Act to exempt San Francisco from certain provisions</u></p>