## ***2040 Cumulative Conditions*** (p. 3.B-91)

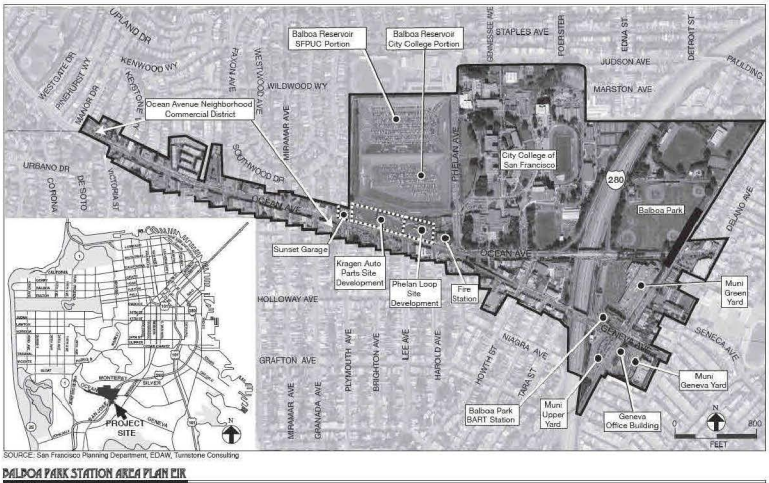
> *The geographic context for the analysis of cumulative impacts is the transportation study area shown on Figure 3.B-1, p. 3.B-7.*

The geographic context for the analysis shown in Fig. 3.B-1 is limited to an eastern boundary of Frida Kahlo Way. This eastern boundary is inappropriately restrictive.

The Reservoir Project SEIR is a project-level document that falls within the Balboa Park Station Area Plan. To cut off the boundary at Frida Kahlo strangles the possibility of a thorough assessment of the Reservoir Project effects on the entire BPS Area Plan area—an area of which the Reservoir Project is a **part**.

**The SEIR can only have the potential to be fair if the geographic context for analysis is the Balboa Park Station area. From the BPS FEIR (p. 72) the area is:**

> *The "Project Area" of the Balboa Park Station Area Plan is generally bounded by parcels along the northern edge of Ocean Avenue, the southern boundary of Riordan High School, Judson Avenue, and Havelock Street to the north; the northeastern edge of the City College campus, and San Jose and Delano Avenues to the east; Niagara and Mount Vernon Avenues, and parcels along the southern edges of Geneva and Ocean Avenues to the south; and Manor Drive to the west (see Figure 2: Project Area Plan).*




**The SEIR is deficient in its selection of the parameters of geographic context for analysis.**

**********

**Impact C-TR-4: The proposed project, in combination with reasonably foreseeable future projects, may result in a potentially significant cumulative impact related to public transit delay and the project could contribute considerably. (Significant and Unavoidable with Mitigation)** (p. 3.B-94)

> *In the PEIR, under the 2025 with Area Plan scenario, transit delay impacts were identified at Ocean Avenue/Geneva Avenue/Frida Kahlo Way and the new Geneva Avenue/I-280 NB Off-Ramp and Geneva Avenue/I-280 SB On-Ramp intersections. However, as discussed under Impact TR-4, p. 3.B-73, operation of the proposed project would not substantially delay public transit, and this impact would be less than significant.*

In my previous submission of 9/7/2019, I had presented a picture of the real-life impact, based on SEIR/Kittelson's figures of Reservoir-related delay on the 43 Masonic. Instead of just using the delay figures for the restrictive limits of geographic context in the Figure 3.B-2 map, the submission showed **27.4 to 33.6% increases in Reservoir-related travel time** within the BPS Area Plan "Project Area".

Relative to the MUNI on-time-performance's late criterion of 4 minutes, **Reservoir-related delay contributes 48 to 58.8% of the 4 minutes.**

The only way that the SEIR can conclude a less-than-significant transit delay impact is to change the standards.

It did this by creating a quantitative "threshold of significance" of an **additional 4 minutes over and above the SF Charter's 4 minutes**. Thus, with this this creatively invented threshold of significance that totals 8 minutes, objectively significant delay relative to MUNI schedules are magically transformed into "less-than-significant."

Here's copy & paste from my previous submission:

> **This concluding determination regarding TR-4 Transit Delay is invalid for the reasons already presented above:**
>
> **The SEIR is egregiously deficient in formulating its less-than-significant determination of the Project's contribution to transit delay:**
>
> - **It omits applicability of the PEIR's analysis of the Lee Extension causing significant impact;**
> - **It arrogation of a four-minute Project-related delay standard is based on misapplication of City Charter 8A.103 (c)1 whose 4-minute standard is relative to the MUNI schedule;**
> - **In the example of the 43 Masonic, the SEIR's fails to account for the route segment between CCSF Bookstore and Balboa Park Station, thus grossly lowballing the Project's contribution to transit delay.**
> - **The Kittelson Travel Demand Memo and Kittelson Transit Delay Memo fail to evaluate EB left turns at Brighton. It fails to assess the (high--aj) probability that BR residents will turn left at**

**Brighton, cut through Whole Foods ingress/egress, and then turn left again onto Lee.**

**Finally, the TR-4 determination fails the substantial evidence standard of the Significance Criteria:**

*The guidelines implementing CEQA direct that this determination be based on scientific and factual data, including the entire record for the project, and not on argument, speculation, or unsubstantiated evidence.*

**********

*As discussed in Table 3.B-18, p. 3.B-74, under Impact TR-4, under existing plus project conditions, the increase in transit delay associated with either the Developer's Proposed Option and the Additional Housing Option would not result in significant transit delay impacts. However, the transit delay contribution from City College's Ocean Campus, in combination with the proposed project options, is unknown. For the purposes of a more conservative analysis, the addition of vehicle and transit trips generated by the proposed project options in combination with the City College facilities master plan projects and other cumulative developments is expected to increase transit delay and could exceed the four-minute threshold of significance for individual Muni routes described in the Approach to Impact Analysis Methodology.*

As shown previously, that Reservoir-related delay "would not result in significant transit delay Impacts" has been shown to be objectively false.

After the false assertion that portrays the Reservoir Project as blameless for transit delay, C-TR-4 then throws the blame for cumulative Transit Delay on City College when its Facilities Master Plan gets up and running in the future. The phrasing of the passage essentially shifts the blame for cumulative transit delay impacts on City College, instead of admitting that the primary/proximate cause for transit delay is the Project itself.

The main error in C-TR-4 is that the Reservoir is presumed to be the baseline condition when in fact City College should be treated as the baseline condition.

Crucially, City College's Facilities Master Plan is essentially a **renovation and replacement program** for existing deteriorated, end-of-useful life buildings/facilities. Other than normal growth, build-out of the FMP will not generate new, appreciably substantial vehicle trips above what exists today as the existing condition. Furthermore any parking structures in FMP would be a direct result of the Reservoir Project's elimination of student parking. Although the Planning Dept would want to categorize FMP parking as new, objectively the FMP parking will be replacement parking, not "new."

In contrast, it is the Reservoir Project's new residents that will generate new vehicle trips that would cause transit delay.

**The SEIR reverses cause and effect in C-TR-4. It does this by treating the Reservoir Project as if it's the existing setting in its assessment of cumulative effects and treats CCSF as the new kid on the block. The fact of the matter is that CCSF must be treated as the baseline condition,**

**and the Reservoir Project as the new kid on the block. I offer as an example a critique of a 11/17/2016 Planning Dept letter that was sent to City College authorities:**

## HYPOCRISY OF BALBOA RESERVOIR PROJECT PLANNERS

In reviewing Sunshine Ordinance documents, I have come across a 11/17/2016 Planning Dept letter addressed to City College BOT signed by its Director, John Rahaim (attached for your convenience).

The 11/17/2016 letter provided the City's input on the City College draft FMP.

Under the heading of "Access, Parking, and Transportation Demand Management", the letter states:

> *"CCSF has stated that it anticipates maintaining or increasing the number of parking spaces associated with the campus as on-and off-campus surface parking is replaced with buildings. This level of parking provision would have negative consequences for neighborhood congestion…"*

Further down in the letter, under the heading "Balboa Reservoir Development Access & Interface", the letter states:

> *"While the design of the Reservoir site has not yet begun, roadway access to the Reservoir site* [cutting through City College property—aj] *is a critical element that needs to be considered now as part of CCSF's master planning process…"*

Back in November 2016 when you first read this letter, I assume that BOT and Administration were able to discern the brazen hypocrisy contained in this letter to SFCCD.

ONE STANDARD FOR CITY COLLEGE……
The City had the audacity in this letter to blame the FMP for negative consequences of proposed FMP parking. The City shows lack of self-awareness and dishonesty when the reason for needing replacement parking is ultimately the Balboa Reservoir's own elimination of student parking—parking which constitutes the existing condition.

……ANOTHER STANDARD FOR BALBOA RESERVOIR PROJECT
The Planning Dept letter raises the importance for SFCCD to provide roadway access for the Reservoir Project. The letter says "roadway access is a critical element that needs to be considered now…"

Since the City planners say that the parking needs of CCSF stakeholders can be resolved with TDM, the TDM solution should obviate the need for roadway access for the Reservoir Project , too, doncha think?

But, no. A double standard applies.

Did you notice that the City's concern for "negative consequences for neighborhood congestion" only applied to City College, but not to the Reservoir Project? FYI, throughout the "public engagement process", Reservoir Project has not shown serious concern for its own negative consequences.

If BOT and Administration allow the City to abuse the City College stakeholders whose interests you are supposed to represent, you are failing in your compliance with Accreditation Standard IV.C4.

--aj 10/9/2017

**********

*To reduce the project's considerable contribution, implementation of* ***Mitigation Measure M-C-TR-4, Monitor Cumulative Transit Travel Times and Implement Measures to Reduce Transit Delay*** *was identified. This mitigation measure would require the project sponsor to monitor transit travel times and coordinate with the planning department and SFMTA to implement measures to keep transit travel times within four minutes of existing levels.*

> ***Mitigation Measure M-C-TR-4: Monitor Cumulative Transit Travel Times and Implement Measures to Reduce Transit Delay.*** *The project sponsor, under either project option, shall monitor cumulative transit travel times for the identified route segments of the K/T Third/Ingleside, 29 Sunset, 43 Masonic, and 49 Van Ness/Mission lines to determine if a route does not meet its performance standard. If applicable, the project sponsor shall implement feasible measures (as developed in consultation with SFMTA) to reduce transit delay and meet the transit travel time performance standard.*
>
> ***Transit Travel Time Performance Standard.*** *Existing transit travel times and performance standards for the routes subject to this measure, including study segment and time periods,are shown in Table M-C-TR-4. The routes and study segments shown in Table M-C-TR-4 represent routes and study segments most likely to have a cumulative impact to which the project would have a considerable cumulative contribution.*

What is the "transit travel time performance standard" that is to be met?

The SEIR presents Table M-C-TR-4 Transit Travel Time Performance Standard that, by appearance looks oh, so impressive and credible, and "quantitative"! The Table presents "Existing Transit Travel Time" and "Performance Standard." And it looks SOOO legitimate and objective!

But the key is literally in the fine print of Performance Standards' Footnote "b".

Footnote "b" states: b The performance standard is calculated as the existing transit travel time plus four minutes, or half the headway of a route with headways of less than eight minutes.

As presented in earlier submissions this Performance Standard of "existing travel time plus four minutes" is based on the misappropriation and misuse of the Charter Section 8A.103 (c)1.

Here I present some examples of the increase in travel time that results from the generous "plus four minutes" Performance Standard based on figures from Table M-C-TR-4:

| Transit Line | Study Segment | Existing Transit Travel Time--PM | Performance Standard--PM | Percent Increase in Travel Time |
|---|---|---|---|---|
| K/T | Jules Ave/Ocean Ave to Balboa Park BART | 8:42 | 12:42 | **46.0%** |
| 29 | Mission St/Persia Ave to Plymouth Ave/ Ocean Ave | 9:55 | 15:10 | **52.9%** |
| 43 | Gennessee St/Monterey Blvd to Frida Kahlo Way/CCSF South Entrance | 4:23 | 8:23 | **91.3%** |
| 49 | Frida Kahlo Way/CCSF South Entrance to Mission St/Persia Ave | 10:04 | 14:04 | **39.7%** |
| | | | | |

The Planning Dept-created threshold of significance of an additional 4 minutes results in **increases in Reservoir-related travel times of 46%, 52.9%, 91.3%, and 39.7% respectively for the K-T, 29, 43, and 49 line segments in the Table. By any objective measure, these would be extremely substantial contributions to transit delay.**

The only legitimate standard to be used to comply with the Transit First Policy is: four minutes late as measured against a MUNI time point…….Not a "plus 4" creatively designed qualitative threshold of significance.

Regarding Mitigation Measure M-C-TR-4's "*The project sponsor, under either project option, shall monitor cumulative transit travel times for the identified route segments…. the project sponsor shall implement feasible measures (as developed in consultation with SFMTA) to reduce transit delay and meet the transit travel time performance standard.*

ARE YOU KIDDING ME?!! Monitor and implement "**feasible**" measures?!!

Once the Project has been approved and built, monitoring will only confirm what people who have actual ground-level, real-life based experience in the area have been saying all along about traffic issues that would ultimately cause severe MUNI delay.

And at that point, there will be no **feasible** measures to implement because the damage will have already been done.

There will be no feasible measures because the Reservoir Project the project area is characterized by streets that cannot be widened. There will be no feasible way to effectively

reduce transit delay. A 2012 Haas School of Business study about a possible Reservoir Project recognized the difficulties of "*… limited access points and large influx of new residents*" for such a project.

To think that monitoring transit delay and implementing "feasible" measures such as TDM will be able to satisfactorily mitigate the impact of the Reservoir would be ludicrous.

**Thankfully, the SEIR arrives at a realistic determination (except for the undue blame given to a City College contribution to future transit delay) for C-TR-4:**

> *In consideration of the uncertainty surrounding the development at City College's Ocean Campus, the uncertainty of the Balboa Reservoir Project's TDM measure effectiveness, and the uncertainty of SFMTA approval of other measures under their jurisdiction, the impact of the proposed project options would remain* ***significant and unavoidable with mitigation,*** *even with implementation of Mitigation Measure M-C-TR-4.*
>
> ***Significance after Mitigation:*** *Significant and Unavoidable.*

Submitted by:
Alvin Ja