

DECLARATION

I am a resident of Westwood Park. I live in Westwood Park on the lower segment of Plymouth Avenue, very close to San Ramon. I have lived there for 37 years.

The Draft Subsequent Environmental Impact Report for the Balboa Reservoir Project ("DSEIR") correctly notes the effective roadway width with on street parking at the lower segment of Plymouth is approximately 10 feet wide or less and two way vehicle travel is not feasible on Plymouth. (See DSEIR, page 6-34). However, the DSEIR is totally incorrect when it says as follows: "These instances are rare and this is not an issue under existing conditions due to the low traffic volumes on the segment."

The DSEIR also says as follows: "[T]he proposed project is not expected to pose potentially hazardous conditions due to the low traffic volumes" (DSEIR, page 6-35). The DSEIR is totally wrong in their conclusions.

At another place the DSEIR says that the addition of vehicle traffic over San Ramon would increase instances of oncoming traffic on Plymouth, but "drivers would have sufficient opportunities to pull over into available on street parking spaces or driveway curb cuts." [DSEIR, page 6-37]

All of these comments in the DSEIR are without any basis in fact and are incorrect. At the current time there are seldom any parking spaces

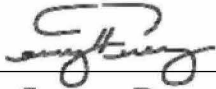
on the lower segment of Plymouth near San Ramon. I have witnessed many times a day, two to seven behind the main car driving up or down the hill, are meeting each other and unable or unwilling to move. Many times, everyday these confrontations turn in road rage. They have hit each other's car, yell profanities, because of the tight squeeze of the road, will hit parked cars. The neighbors have woken up to the anger of the drivers in the morning or at night. It's all day everyday. That is the situation now.

If San Ramon is opened to traffic, 1100 from up to 1500 new units with approximately 1500-4000 people living in the complex(s), there certainly will continue to be no open spaces to park. Moreover, there will be an increase in the violent problems on Plymouth and additional problems with potential road rage, car damages for driving on the street. I disagree with the DSEIR conclusion, that if San Ramon is opened there would be sufficient opportunities to pull over into available on street parking. There are generally no parking spaces available now, and if San Ramon is opened to traffic, there would be allocations for any available parking space that would guaranty no open parking spaces.

The DSEIR concludes that the use of San Ramon as a vehicle street would not create potentially hazardous conditions for people walking, biking, driving or public transit, and this alternative is "less than significant." [DSEIR 6-36]. This is a conclusion that is not based on any factual analysis. I have lived on Plymouth for 37

years, and can testify that opening San Ramon to vehicle traffic from 1100 or 1550 units and from City College would create something close to a war zone on this narrow street.

I declare under penalty of perjury that the foregoing is true and correct. Executed on this 14 day of September, 2019, at San Francisco, California.

A handwritten signature in black ink, appearing to read "Jenny Perez", is written above a horizontal line.

Jenny Perez