

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 over 40 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 two cars meeting each other and unable or unwilling to move. Many times these confrontations have come close to resulting in road rage. That is the situation now.

If San Ramon is opened to traffic from up to 1500 new units there certainly will continue to be no open spaces to park. Moreover, there will be an increase in the problems on Plymouth and additional problems with potential road rage and simply driving on the street. I disagree with the DSEIR conclusion in the DSEIR, quoted above, 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 certain fights for any available parking spaces that would guaranty no open parking spaces.

They 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 over 40 years, and can testify that opening San Ramon to vehicle traffic from 1100 or 1550 units and traffic 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 18th day of September, 2019, at San Francisco, California.


Anne Chen