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**From:** Poling, Jeanie (CPC)  
**Sent:** Tuesday, September 24, 2019 12:00 AM  
**To:** Balboa Reservoir Compliance (ECN)  
**Subject:** FW: Balboa Reservoir public comment Hanson

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**From:** Christine Hanson <chrissibhanson@gmail.com>  
**Sent:** Monday, September 23, 2019 4:57 PM  
**To:** CPC.BalboaReservoir <CPC.BalboaReservoir@sfgov.org>  
**Subject:** Balboa Reservoir public comment Hanson

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Here is my comment on 3.B.5 in regards to the DSEIR:  
3.B.5 Regulatory Framework

This section of the SEIR provides a summary of the plans and policies of the City and County of San Francisco, and regional, state, and federal agencies that have policy and regulatory control over the project site.

3.B.5 as it is written in the SEIR, critically omits the Land Use Framework that was adopted by the San Francisco Public Utilities Commission in 2012. The lease and sale of PUC property is governed by this SFPUC document, "FRAMEWORK FOR LAND MANAGEMENT AND USE." The document lays down conditions for sale of SFPUC land to include Economic, Environmental, and Community criteria.

Here is the excerpt from the SFPUC Land Use Framework:

4. Use of the land sold will not to result in activities creating a nuisance.

The Balboa Reservoir Project fails enormously to uphold Condition 4 of "Community Criteria."

The SEIR also fails to account for the existing conditions.

The current plan for the proposed development will access Lee Avenue, which serves as a route to Ocean Avenue. Within 100 feet of Ocean Avenue, traffic on Lee Avenue will pass the outlet of the parking lot for Whole Foods. Data from Kittleson's queue analysis and intersection total delay analysis on pages 10-13 in Appendix C of the SEIR shows

The SEIR states:

During the weekday p.m. peak hour, the greatest increase in total delay would occur for southbound movements on Lee Avenue, increasing by 91.3 seconds. This increase in delay would not directly impact transit, as the southbound approach on Lee Avenue is not a transit route.

The data collected by Kittelson however took place on January 31, 2018 which is at least 6 months before Whole Foods began offering 2 hour free delivery to Amazon Prime customers and the traffic passing through the Whole Foods parking lot increased, especially during the evening rush hour which showed 100 cars traveling South on Lee Avenue—presumably cars leaving Whole Foods parking lot since there are no residences or through ways currently connected to

Lee Avenue. Now however, periodically throughout the day and week, traffic is so bad in the Whole Food lot that employees must direct traffic using walkie-talkies. Even with this extra help at times there is not enough parking to accommodate the cars trying to park, and so the cars back up at the entrance all the way out to Ocean Avenue. Because there is a Muni stop near the entrance to Whole Foods in the left lane, the cars in the right lane cannot pass and so all traffic stops in the right lane until the traffic inside the parking lot begins to move.

The entrance to Whole Foods is one half block from Lee Avenue. Because no traffic comes from residences on Lee Avenue now the cars leaving the Whole Foods parking lot are only delayed by their own burgeoning numbers, but if traffic is added from the proposed Reservoir development this parking lot traffic will have to wait for the reservoir traffic to pass in order to leave the parking lot and create space for more cars waiting out on Ocean avenue (headed south) to turn right into the parking lot. The que on Lee Avenue as shown in the DSEIR completely blocks the driveway from the parking lot.

This will back up the cars further attempting to enter the Whole Foods lot a half block away and so this combination will create its own gridlock and subsequent nuisance.

**In fact it will be beyond a nuisance because when the anticipated 91.3 second delay happens on Lee Avenue South, the cars heading into and out of Whole Foods parking lot will be stuck and create a blockage which will indeed affect the transit system behind it.**