

**Planning Commission FEIR Certification Hearing – Balboa Reservoir Project  
May 28, 2020**

Good afternoon, President Koppel and members of the Commission. I'm Jeanie Poling, planning department staff and environmental coordinator for the project.

The first item for your consideration is the certification of the final subsequent environmental impact report, or SEIR. I'll present the environmental review process and the CEQA findings and then turn the presentation back over to Seung Yen.

**[NEXT SLIDE –PLAN AREA]**

The project site is within the Balboa Park Station Plan Area. The Planning Commission certified the area plan EIR in 2008. The area plan EIR assumed 500 dwelling units would be developed at the project site.

**[NEXT SLIDE – PROGRAMMATIC EIR AND SUBSEQUENT EIR]**

We based this SEIR on the analysis done for the area plan EIR and then focused on topics that resulted in new significant impacts or substantially more severe impacts than those identified in the area plan EIR given the change in the project.

**[NEXT SLIDE – OPTIONS ANALYZED IN THE SUBSEQUENT EIR]**

This SEIR analyzed two different options for the project: The Developer's Proposed Option with 1,100 dwelling units, and the Additional Housing Option with 1,550 dwelling units that was developed by the City. We also analyzed four variants, involving relocation of the public parking garage and offsite roadway access, and one variant that assumed no pedestrian or bike access from Westwood Park via San Ramon Way.

Please note that the project before you for approval today is identified mostly in this SEIR as the Developer's Proposed Option. I'll now summarize this SEIR's significant and unavoidable impact findings.

**[NEXT SLIDE – SU CONSTRUCTION IMPACTS]**

The SEIR identified three significant and unavoidable impacts during project construction. These involve noise, regional air quality, and localized air quality. The significant air quality impacts only occur during the three-year construction schedule, which the project sponsor determined as the shortest feasible schedule.

**[NEXT SLIDE – SU OPERATIONAL IMPACTS]**

The SEIR conservatively identified two transportation-related impacts during project operation. One involves potential conflicts related to loading along the Lee Avenue extension, which is currently a dead end but would become a through street when the project becomes operational.

The other impact involves transit delay under cumulative conditions due to growth at the project site combined with growth at City College. I'll discuss mitigation concerning this impact in a minute.

**[NEXT SLIDE – PROJECT ALTERNATIVES]**

The SEIR identified four project alternatives: a no project alternative, a reduced density alternative, an alternative that allows passenger vehicle access from Westwood Park via San Ramon Way, and a six-year construction alternative.

The only build alternative that would reduce significant and unavoidable impacts is the six-year construction schedule, which would reduce the two significant construction air quality impacts to less than significant with mitigation.

Significant transportation impacts during project operation would occur under both options and all variants. While the San Ramon Way vehicle access alternative and the reduced density alternative would reduce transportation impacts, they wouldn't reduce them to less than significant.

**[NEXT SLIDE -- MITIGATION MEASURES]**

The SEIR identified mitigation measures related to these topics. As part of today's approvals, you will be asked to adopt CEQA findings that include these mitigation measures as conditions of project approval.

**[NEXT SLIDE – CUMULATIVE TRANIST MITIGATION MEASURE]**

Subsequent to publication of the draft SEIR, we refined the cumulative transit mitigation measure to include modifications at two intersections: at Ocean Avenue and Brighton Avenue and at Ocean Avenue and Plymouth Avenue. These intersection modifications would prohibit eastbound left turns and provide a protected green arrow signal phase for westbound left turns. The mitigation measure also includes a bus boarding island on southbound Frida Kahlo Way that would reduce transit reentry time. Although the SFMTA determined the potential

feasibility of these measures from a technical standpoint, these measures are subject to formal SFMTA approval. The SFMTA would conduct additional outreach before adopting these or other measures to reduce transit delay in the area. In any case, the sponsor would be required to pay the full amount of the capital measures identified above, or approximately \$200,000.

Commented [PJ(1)]: Too much detail here?

#### [NEXT SLIDE – KEY DATES]

This slide identifies the key dates of the project’s CEQA review. Over the last two years, we’ve held public meetings on the scope of the analysis and the draft analysis, and we’ve responded fully to comments. The Planning Commission had ***no comments on the draft analysis*** during the public hearing on the draft SEIR in September 2019. The responses to comments document, in combination with the draft SEIR, constitutes the final SEIR, which is before you today for certification.

The final SEIR is adequate and provides decision-makers and the public with the information required, pursuant to CEQA, to understand the potential environmental impacts of the project.

On this basis, we request that the Commission adopt the EIR certification motion before you. This motion does not approve the project. Instead this motion certifies that the contents of the EIR are adequate and accurate, and that the procedures through which the final SEIR was prepared comply with the provisions of CEQA.

This concludes my presentation on the SEIR certification, and I’m available for questions. I’ll now turn the presentation back over to Seung Yen.