



DATE: August 10, 2020

TO: Planning Department File No. 2018-007883ENV

FROM: Jeanie Poling, Environmental Planning

RE: Note to file to the Balboa Reservoir Project Subsequent Environmental Impact Report

Following certification of the final environmental impact report, the Planning Department determined it was necessary to make the following minor corrections to the final subsequent environmental impact report (SEIR). For each change, new language is double underlined, while deleted text is shown in ~~strikethrough~~.

These minor corrections do not trigger the need for further environmental analysis pursuant to CEQA Guidelines section 15162.

RTC Response TR-4, starting on p. 4.C-33, updates draft SEIR p. 3.B-95 to clarify transit travel times for existing plus project conditions. The RTC updates inadvertently didn't carry these updates to the following paragraph on draft SEIR p.3.B-95:

As shown in Table 3.B-18, under existing plus project conditions, vehicle and transit trips generated by the Developer's Proposed Option would increase transit delay by a maximum of ~~73 seconds along Frida Kahlo Way (southbound direction, weekday p.m. peak hour), a maximum of 100 seconds along Ocean Avenue (westbound direction, weekday p.m. peak hour), and a maximum of 81 seconds along Geneva Avenue (westbound direction, weekday p.m. peak hour)~~ 1 minute and 40 seconds along Ocean Avenue to the 29, 49, and K/T in the westbound direction during the weekday p.m. peak hour and a maximum of 1 minute and 6 seconds along Ocean Avenue to the 29, 49, and K/T in the eastbound direction during the weekday a.m. peak hour. Vehicle and transit generated by the Additional Housing Option would increase transit delay by a maximum of ~~83 seconds along Frida Kahlo Way, (southbound direction, weekday p.m. peak hour), a maximum of 128 seconds along Ocean Avenue (westbound direction, weekday p.m. peak hour), and a maximum of 91 seconds along Geneva Avenue (westbound direction, weekday p.m. peak hour)~~ 2 minutes and 8 seconds along Ocean Avenue to the 29, 49, and K/T in the westbound direction during the weekday p.m. peak hour and a maximum of 1 minute and 2 seconds along Ocean Avenue to the 29, 49, and K/T in the eastbound direction during the weekday a.m. peak hour. Based on a review of the project-related increase in delay under existing plus project conditions and the potential for exponential delay under cumulative conditions, the proposed project option's contribution to the K/T Third/Ingleside, 29 Sunset, and 43 Masonic, ~~and 49 Van Ness/Mission~~ lines could be cumulatively considerable at greater than two minutes of delay.

RTC Response TR-8: Vehicle Traffic Congestion and Associated Impacts on p. RTC-4.C-74 states:

The PEIR's conclusion regarding Lee Avenue is relevant to the proposed project in that CEQA allows subsequent project-level analyses to tier off of previous general-level analysis. The PEIR

analysis is at an area plan level, with different details than are available for the present project-level analysis. For example, the draft SEIR analysis uses more recent traffic counts to reflect existing baseline conditions than the PEIR, which was certified in 2008 ~~2009~~.