

APPEARANCES

SAN FRANCISCO PLANNING DEPARTMENT

Jeanie Poling, Senior Environmental Planner, Meeting Moderator

Wade Wietgreffe, AICP, Principal Planner

Jennifer McKellar, Planner

PUBLIC COMMENT

Jon Winston, CAC

Stephen Martin Pinto, Sunnyside Neighborhood Association

Theodore Randolph

Wynd Kaufmyn

Paul Anderson

Robert Hall

Rita Evans, Sunnyside Neighborhood Association

Zack Subin

Christine Hanson

Ken Crizer

Jennifer Heggie

Yonathan Randolph

David Tejada

Corey Smith, San Francisco Housing Action Coalition

Harry Bernstein

Laura Fry

1 As you came in, hopefully you signed in
2 and picked up meeting materials at the table near
3 the door back there, where Jen is.

4 Also, if you plan on speaking, you should
5 complete a speaker card with your name,
6 organization and address or email, which we'll be
7 collecting from you. During the public comment
8 portion of the meeting, we'll call your name when
9 it's time for you to come up and speak.

10 Another item that you may wish to pick up
11 is a comment form on which you can write
12 comments, regardless of whether you're speaking
13 tonight. You can also submit written comments
14 tonight in any format. Please give your written
15 comments to Jen or Susan at the information
16 table.

17 A couple of housekeeping items before we
18 begin. Restrooms are located down these stairs,
19 right under where I am, to the left when you get
20 down the stairs. And also, please silence your
21 phones and step outside if you need to talk on
22 your phone.

23 First, I'll give a short overview of the
24 CEQA review process. And then I'll give you some
25 specifics of the proposed project and how we will

1 be approaching the analysis. Then we'll open the
2 meeting up for public comment by those who have
3 submitted speaker cards. Speakers will be given
4 up to two minutes to speak.

5 We have a court reporter here to make a
6 verbatim transcript of tonight's proceedings.
7 The transcripts will be part of the public record
8 for this process.

9 After all speakers have commented, we'll
10 wrap up the meeting.

11 Now I'd like to take a moment to discuss
12 the purpose of tonight's meeting.

13 The EIR process is required by the
14 California Environmental Quality Act. And in San
15 Francisco, CEQA review is conducted by the
16 Environmental Planning Division of the Planning
17 Department. Under CEQA a proposed project and
18 its environmental effects must be disclosed to
19 the public and decision makers before the project
20 is approved.

21 The purpose of CEQA is to inform decision
22 makers and the public of a proposed project's
23 potential environmental effects, to engage the
24 public in the environmental review process,
25 disclose potential project impacts on the

1 environment, and to avoid or reduce impacts with
2 alternatives and mitigation measures. The EIR
3 will describe the project and its existing
4 environment and identify reasonably foreseeable
5 projects in the vicinity. The initial study and
6 EIR will consider each of these 17 environmental
7 topics and consider individual project effects,
8 as well as cumulative effects, which is the
9 project in combination with other projects in the
10 vicinity, such as City College's Performing Arts
11 and Education Center.

12 Now I'd like to talk about the Balboa
13 Park Station Area Plan.

14 Development in the Balboa -- development
15 of the Balboa Reservoir was analyzed in the
16 Balboa Park Station Area Plan EIR, which was
17 certified in 2008. The plan area extends from
18 Balboa Park and the BART Station, then west along
19 Ocean Avenue, all the way to Manor Drive. The
20 Area Plan EIR was a programmatic EIR that
21 evaluated cumulative impacts of the area plan and
22 not individual development at the reservoir site.
23 The area plan assumed that 1,780 dwelling units
24 would be constructed in the plan area over 20
25 years, including 500 dwelling units at the

1 reservoir site. As of September of this year,
2 not including the reservoir site, 482 dwelling
3 units have been constructed or proposed in the
4 plan area.

5 Because the currently proposed project is
6 a revision to the project analyzed in the Area
7 Plan EIR, the CEQA document we will be preparing
8 will be a subsequent EIR that tiers off the
9 analysis that was done for the Area Plan EIR.

10 We will be publishing the Balboa
11 Reservoir Draft EIR and initial study at the same
12 time. The initial study will identify project
13 effects that were adequately examined in the Area
14 Plan EIR and may include mitigation measures from
15 the Area Plan EIR. The subsequent EIR will
16 analyze new or substantially more severe impacts
17 than examined in the Area Plan EIR and may
18 include new mitigation measures.

19 Now I'd like to discuss the specifics of
20 the Balboa Reservoir Project.

21 The EIR will analyze two different sets
22 of options for the site's residential density to
23 capture a range of possible development on the
24 project site. The Developer's Proposed Option is
25 proposed by Reservoir Community Partners. The

1 Additional Housing Option has been developed by
2 the city to maximize affordable housing.
3 Development under each of the two options would
4 entail the same land uses and street
5 configurations and similar site plans.

6 Three project variants will also be
7 evaluated. There are two different garage and
8 roadway -- pedestrian -- roadway location
9 variants and one variant that explores closing
10 San Ramon Way to pedestrian and bike access.

11 I'd like to explain the difference
12 between options, variants and alternatives. The
13 options and variants are proposed by the project
14 sponsor at the beginning of the environmental
15 review process. And the alternatives are
16 developed during the course of the analysis and
17 they are designed to reduce or avoid
18 environmental impacts that are identified during
19 the analysis. We are at the start of the
20 environmental review process. And the
21 alternatives for this project have not yet been
22 developed.

23 It's not unusual for projects to evolve
24 during the environmental review process. Please
25 note that changes to the project don't change the

1 purpose of this meeting, which is to solicit
2 comments and suggestions concerning the scope and
3 focus of the EIR. This is your opportunity to
4 assist the Planning Department by sharing any
5 information you may have that will be useful in
6 the preparation of the EIR.

7 Now I'd like to present the project
8 review schedule.

9 The first step in the EIR process was the
10 issuance of the Notice of Preparation of the EIR
11 and notice of this scoping meeting. We sent this
12 notice out on October 10th and we are requesting
13 oral and written comments on the scope of the EIR
14 tonight or to be sent to me by November 12th.
15 Extra copies of this notice are available at the
16 table, the information table. And some of the
17 figures from the Notice of Preparation are on
18 display tonight in the corner there.

19 Our current schedule anticipates that we
20 publish the Draft EIR and initial study by next
21 summer. We will distribute a Notice of
22 Availability to interested parties and there will
23 be a public hearing before the Planning
24 Commission during the 45-day comment period on
25 the Draft EIR.

1 Following the close of the comment
2 period, we'll prepare a Responses to Comments
3 document which will contain written responses to
4 all substantive comments received during the EIR
5 comment period. It will also identify any
6 changes to the Draft EIR, as necessary, to fully
7 respond to comments received. We anticipate
8 publishing this document in early 2020.

9 Following publication of the Responses to
10 Comments document a hearing will be held before
11 the Planning Commission where they will be asked
12 to certify the Final EIR, which will consist of
13 the Draft EIR, together with the Responses to
14 Comments document. Certification of the EIR does
15 not mean the project is approved, rather it
16 indicates that the requirements for CEQA review
17 have been met. Project approval or disapproval
18 is a separate consideration from the adequacy of
19 the EIR and can only occur after the CEQA process
20 is complete.

21 Now we're ready to open the meeting up
22 for public comment. This is an evening in which
23 contrasting viewpoints and values may be shared.
24 Please be considerate to each speaker and refrain
25 from any interruptions.

1 The EIR team is here to listen to and
2 receive your comments and information and not to
3 discuss or debate your views with you. This is
4 not a question and answer session, although we
5 may ask you questions for points of
6 clarification.

7 Speakers will be limited to two minutes
8 each. If you have more information to share than
9 time will allow, please consider your verbal
10 comments as a summary of your principal points of
11 view and supplement your statement with written
12 comments. You may use the comment form we've
13 provided or submit any other written comments
14 tonight -- here tonight in our information table
15 or you may submit them to me by email or mail by
16 November 12th. My address is on the agenda.

17 Okay. And we're ready. Oh, wait, no.
18 We have more.

19 To ensure that a complete and accurate
20 record of the meeting is made, please speak
21 clearly. And only one person speak at a time.
22 For your convenience, we'll keep track of time
23 and advise you when your two minutes are up.

24 When you come to the microphone, please
25 state your name and address. If you're

1 representing an organization, please indicate the
2 group and your official capacity. You may be
3 asked to spell your name for the benefit of our
4 court reporter.

5 Please refrain from making any comments
6 concerning the design and merits of the project,
7 but instead direct your remarks to the scope and
8 focus of the EIR. Your comments will help us
9 identify significant environmental issues,
10 determine the appropriate depth of analysis for
11 each issue, and identify reasonable project
12 alternatives.

13 Now it's time for our first speaker.

14 MR. WIETGREFE: All right. Our first
15 speaker is Jon Winston, followed by Stephen or
16 Stephen Martin Pinto, and then Theodore Randolph.

17 MR. WINSTON: Hi. I'm Jon Winston,
18 Sunnyside Neighborhood. I am the Chair of the
19 CAC. And at each meeting of the CAC, we hear
20 comments, sometimes contradictory comments, about
21 parking and congestion. Some people want to be
22 able -- people want to be able to move around in
23 the streets, whether they drive, bike or walk or
24 take transit. And they're worried about whether
25 students and faculty will park in the -- where

1 they'll park in the absence of the lower
2 reservoir parking lot.

3 To address this, the CAC's principles and
4 parameters call for an overall .5-to-1 parking
5 ratio in an unbundled parking structure to be
6 shared during the off-peak hours with CCSF
7 students and faculty. This is in keeping with
8 managing the number of vehicle trips from the
9 reservoir residents. The 750 spot -- public
10 parking spots are mentioned in the developers
11 preferred option, is in addition to the
12 residential parking and is based on current peak
13 demand for CCSF students and staff, at least
14 that's my perception of it.

15 Since the NOP includes a Transportation
16 Demand Management Program, that number, I
17 believe, should be elastic, depending on the
18 various physical and programmatic measures that
19 would reduce vehicle trips, and therefore the
20 demand for parking. In fact, reducing that
21 number would, itself, be a TDM measure.

22 So I'm asking that the TDM be put
23 together in such a way as to include City College
24 and the surrounding communities and not just the
25 reservoir by itself, and that it be integrated

1 into the parking demand estimate when preparing
2 the EIR.

3 And it's good to see that the project is
4 moving along and I'm looking forward to seeing
5 progress. Thank you.

6 MR. WIETGREFE: All right. Next up,
7 Stephen or Stephen Martin Pinto.

8 MR. PINTO: Steve Martin Pinto, Sunnyside
9 Neighborhood Association, President.

10 I'd like to ask that the EIR consider
11 ridesharing companies, such as Uber and Lyft, and
12 their impact on the traffic in the development
13 area.

14 The new residents, although they may not
15 own cars to the extent that people normally do,
16 does not mean that they won't use cars. In fact,
17 there's more car miles being driven now than ever
18 in SF. It's plain to see in the traffic, from
19 the increase in traffic that we've seen, how much
20 traffic has increased. In fact, a study was done
21 last year; up to six percent of all car miles
22 driven in SF are from rideshare companies.

23 Traffic is currently bad. Add to this
24 another couple another thousand residents that
25 are brought on by this project and traffic will

1 almost certainly get worse. So I ask that the EIR
2 consider these ridesharing companies and their
3 impact on the environment.

4 As another point, I'd like to actually
5 add considerations on the fire safety aspect of
6 this development project. I'm also a firefighter
7 for the city. I'm not speaking here on behalf of
8 them but I'm just saying that the impact to
9 response times by fire engines and ambulances
10 must be considered with this project and how that
11 will affect response times.

12 Thank you.

13 MR. WIETGREFE: Thank you.

14 The next three, and forgive me if I'm
15 pronouncing people's names wrong, Theodore
16 Randolph, Wynd Kaufmyn and Paul Anderson.

17 MR. T. RANDOLPH: Hello. Hello, I'm
18 Theodore Randolph and a resident of Excelsior.
19 And we are in a severe housing supply shortage in
20 this region, so I think the numbers that you're
21 considering -- are proposing to consider are way
22 too few. The 1,500 units should be the
23 developers option, and more housing option should
24 be more like 5,000.

25 And there should be -- the .5 parking is

1 supposed to be a maximum. It shouldn't be a
2 minimum. When we have more parking, then that
3 means we need more traffic for all the cars to
4 come in and out.

5 So as we -- as our environmental
6 regulations gradually become better and we move
7 towards electric cars, when congestion doesn't
8 impact the air quality quite as much as it has
9 historically impacted, but we should still
10 have -- try to have fewer cars for the sake of --
11 for the sake of traffic, people being able to
12 move around smoothly.

13 And even with a proposal with 5,000 units
14 here, that is not -- that is not really trying
15 solving the housing crisis in the city. So if we
16 have -- if we build like -- we would have to
17 build like 10,000 units in the southern
18 neighborhoods, maybe 20,000 in the -- closer to
19 downtown and Telegraph Hill, 30,000 in Richmond
20 district, 40,000 in Sunset, and several million
21 in the rest of the Bay Area, then -- and take
22 less than ten years to do it, then we might
23 actually solve the -- or substantially treat the
24 housing supply shortage.

25 So I strongly encourage you, more housing

1 and less parking.

2 MR. WIETGREFE: Thank you.

3 Wynd Kaufmyn. And that's what you're
4 going to hear if your two minutes is up.

5 MS. KAUFMYN: Thank you. You did
6 pronounce my name correctly.

7 MR. WIETGREFE: Oh, all right.

8 MS. KAUFMYN: Wynd Kaufmyn here.

9 MR. WIETGREFE: Great.

10 MS. KAUFMYN: I am a City College
11 instructor. I've been there for 32 years. I'm
12 also the vice -- currently the Vice President of
13 AFT 2121, but my comments are my own.

14 The surrounding environment is -- the
15 most dominant feature is City College of San
16 Francisco. It is one of the most important
17 institutions in San Francisco. And I am very
18 concerned that this project is going to have very
19 adverse impacts on City College.

20 You know, of course, we all want to go to
21 a car-free future. We will need to do that, but
22 we're not there yet. The parking, if we take it
23 away from students, it will limit their access to
24 education. Before we do that, we have to ensure
25 that there are viable transportation

1 alternatives. Right now, there aren't. It is a
2 transportation hub, we've got Muni, we've got
3 BART, but the services of these -- of this
4 transportation is not optimal at all.

5 With increased density and, you know,
6 people living in the area, as the previous
7 speaker said, we will have increased Uber and
8 Lyft cars around. The congestion is going to be
9 a lot worse. It's going to severely impact the
10 whole quality of life in the area.

11 I also want to mention that the
12 Performing Arts Center, which is slated to be
13 started pretty soon, hopefully, that cannot be
14 adversely affected. You know, that needs to be
15 considered in the planning for this Balboa
16 Reservoir. To take away the staging, the
17 potential staging area for it is going to be --
18 adversely affect that construction, and that
19 needs to be built now.

20 I also just want to mention that, yes, we
21 need housing in San Francisco, but to build -- to
22 have a private developer build on public land is
23 outrageous.

24 Thank you.

25 MR. WIETGREFE: Thank you.

1 Next up we have Paul Anderson, followed
2 by Robert Hall and Rita Evans.

3 MR. ANDERSON: So good evening. My name
4 is Paul Anderson. I live with my wife and son in
5 Monterey Heights, so we're about one mile from
6 this project.

7 And I just want to echo the comments of
8 Mr. Randolph earlier, that we are in the midst of
9 a major housing crisis, that our need for housing
10 has increased substantially in the decade since
11 the EIR was done. And so I strongly endorse the
12 idea of making -- taking as much advantage of
13 this site and location as possible to maximize
14 the amount of housing.

15 So thank you.

16 MR. WIETGREFE: Thank you.

17 Robert Hall, and then Rita Evans.

18 MR. HALL: Hi. I'd like to ask the -- in
19 the EIR, that you actually consider the actual
20 environment. I noticed on my walk around the
21 reservoir that there's lots of habitat there
22 that's been there for years. And there's a
23 breeding community of White-crowned Sparrows that
24 use the scrub habitat, the coyote brush,
25 baccharis. And every spring these birds breed

1 here. And I hope you hire a naturalist to count
2 what's there before you start impacting the
3 environment.

4 The city passed a Biodiversity Resolution
5 last year. The Board of Supervisors signed off
6 on it. And you have to enhance habitat, that's
7 just part of the rules now.

8 And on September 7th, Jerry Brown also
9 passed a Biodiversity Resolution in the state.
10 The climate has -- climate impacts has put
11 wildlife under tremendous impacts. And I ask that
12 you, before you start destroying stuff, that you
13 consider some mitigation for the animals.

14 Thanks.

15 MR. WIETGREFE: Thank you.

16 Rita Evans, and then Zach, and I'm not
17 seeing the last name, it starts with an S, and
18 then Christine Hanson.

19 MS. EVANS: My name is Rita Evans and I
20 live on Judson Avenue.

21 I had taken a look at the developer's
22 proposed base option and variants. And I'd like
23 to request an additional variant be considered,
24 one that would indeed allow vehicular, bike and
25 pedestrian access via San Ramon Way.

1 We understand that increased traffic is
2 inevitable with a project of this size. But in
3 the interest of fairness the burden of dealing
4 with the project's impact must be shared by the
5 surrounding neighborhoods. No neighborhood
6 deserves special treatment in being shielded from
7 those impacts. By not considering vehicular
8 access via the San Ramon Way paseo, the EIR will
9 fail to weigh the benefits and drawbacks of this
10 access point to the west of the project.
11 Residents of Sunnyside and those living south of
12 Ocean Avenue will be forced to assume an
13 additional traffic burden, while Westwood Park is
14 protected.

15 Variant three assumes no pedestrian or
16 bike access from San Ramon Way. In the interest
17 of fairness, again, how can this scenario even be
18 considered? What current best practice in
19 planning promotes the idea of walling off one
20 neighborhood from the one next to it? How does
21 this benefit anyone, other than a small number of
22 Westwood Park residents? How does this promote
23 the idea of complete streets and better
24 neighborhoods? What sort of paseo allows for no
25 passage?

1 MR. WIETGREFE: Thank you.

2 Next up, Zach, followed by Christine
3 Hanson and Ken with a C.

4 MR. SUBIN: Hi. My name is Zach Subin.
5 I'm a homeowner, like a 15-minute walk up the
6 hill from here. And I only can afford to live
7 here because I have a generous mother-in-law.
8 And most of my friends are not in that category.

9 We are, as has been mentioned, in the
10 midst of a housing crisis and an environment
11 crisis with car dependence being the chief cause
12 of global warming emissions by Californians. And
13 I think we should study the possibility of
14 including as many units of housing as possible at
15 this site. I'm not sure what the exact number
16 would be, but Malia Cohen suggested 5,000 units,
17 so maybe that could be an upper bound.

18 I also want to emphasize that this is
19 very close to a transit hub, as mentioned, and
20 that there's measures that can reduce car
21 dependence by better linking the site with the
22 existing transit. And that adding parking to the
23 site or, I guess, keeping parking high at the
24 site will not lead to more use of transit, it
25 will lead to less.

1 And I also just want to kind of underline
2 that, fundamentally, the fact that the California
3 Environmental Quality Act is being used as a way
4 to oppose dense urban housing and push
5 development out into the suburbs is contrary to
6 the spirit of the original legislation. And I
7 understand we can't amend that tonight but I just
8 want to introduce that into the record.

9 Thanks.

10 MR. WIETGREFE: Thank you.

11 Christine Hanson, Ken with a C, and then
12 Jennifer Heggie.

13 MS. HANSON: On October 7th, 2013, three
14 months after the accreditor threatened to close
15 City College, the elected Board of Trustees at
16 City College were removed by State Chancellor
17 Brice Harris and replaced by a trustee. The
18 first outreach meeting for the public site's
19 portfolio project was held here. Two meetings
20 were held; one was in another district.

21 This is being described as the robust
22 public input into the selection of this property
23 at this particular time and finally answers
24 questions asked numerous times at the Reservoir
25 CAC as to how this property was chosen now.

1 This project will cause secondary impacts
2 upon City College. Even though there is
3 potential for building public parking, this lot
4 will create more secondary impacts as struggling
5 working-class City College students try to get
6 from work to school on time and have to either
7 rely on the school to pay increased parking
8 costs, come up with the cash themselves, take a
9 rideshare or Uber so they're not late when
10 they're trying to get across town, and have that
11 circle them around in the neighborhood and drop
12 them off, that last choice of students, or they
13 quit school. That choice will also impact the
14 school in that teachers and staff will lose their
15 jobs.

16 The land is presently zoned P for public
17 but in November 1991 a zoning change was
18 attempted and beaten at the ballot box. That
19 seems as though it should not be a simple
20 district change and, instead, this zoning change
21 should be evaluated under CEQA. That way you can
22 ensure that feedback from important agencies,
23 such as SFMTA, is included. Because in the
24 special use district that is being proposed to
25 change the zoning, SFMTA is not included.

1 Thank you.

2 MR. WIETGREFE: Thank you.

3 Ken? Is there a Ken here? Oh. Thank
4 you, Ken.

5 And then Jennifer, Peggy and Yonathan
6 Randolph.

7 MR. CRIZER: This looks like a wonderful
8 project. The units are ten times the density of
9 the adjacent residential housing that is there.
10 A half a parking place per unit? Across the
11 street is City College with its 40,000 students.

12 This piece of property has been on the
13 ballot four times; three times it has been a
14 similar shortsighted housing proposal. This
15 looks like a wonderful proposal.

16 Oh, now I see it's nothing but a large
17 pile of manure. Holy cow, this stinks.

18 MR. WIETGREFE: All right. Thank you.

19 (Applause.)

20 MR. WIETGREFE: If you wish to voice
21 support, please just snap your fingers.

22 Next up is Jennifer Heggie. And then the
23 last speaker card I have is Yonathan Randolph.
24 If there's any more speaker cards, please let us
25 know.

1 MS. HEGGIE: Hello. I'm Jennifer Heggie.
2 I'm asking you to study the impact to already
3 significant congestion along Frida Kahlo Way,
4 which is also Phelan Avenue, and Ocean Avenue,
5 that a new residence with vehicles and the
6 expected additional delivery vehicles and
7 transportation network company rides that will be
8 entering and exiting the Balboa Reservoir.

9 Also asking that you explore and study
10 the following alternative areas for ingress to
11 and egress from the Balboa Reservoir. Sorry, I
12 have a cough drop. First, explore the adequacy
13 of Lee Avenue between the Mercy and Avalon
14 buildings as an exit from Balboa Reservoir to
15 Ocean Avenue at high-use times of the day when
16 Ocean Avenue is also likely to be backed up. Lee
17 is currently used for loading and unloading for
18 Whole Foods, Amazon supplies, and is the only
19 exit for vehicles from the Whole Foods parking
20 lot.

21 Two, explore the adequacy of Lee Avenue
22 as an entrance from Ocean Avenue into the Balboa
23 Reservoir during traffic hours and when there's
24 an emergency that requires a response from the
25 fire station at the corner of Ocean and Frida

1 Kahlo Way.

2 Three, study using San Ramon Avenue [sic]
3 for vehicles, bicycles and pedestrians. Study
4 using the PUC road between the Ingleside Library
5 and Avalon building for vehicles, bicycles and
6 pedestrians.

7 And last, study increasing the number of
8 lanes for vehicular traffic on Frida Kahlo Way,
9 excuse me, from Judson to Ocean Avenue.

10 Also, I'll ask -- like to ask you to
11 determine how to reduce the impact of adding
12 vehicles to Frida Kahlo Way from the Balboa
13 Reservoir. The Sunnyside Neighborhood is home to
14 many commuters who use (indiscernible) to reach
15 businesses difficult to reach by public transit.
16 A number of blue-collar service businesses are
17 run from Sunnyside home businesses that involve
18 driving trucks and vans along Frida Kahlo Way to
19 customer sites.

20 Thank you.

21 MR. WIETGREFE: Thank you. Jennifer, can
22 I just ask a clarifying question quickly? Are
23 you going to submit those comments too?

24 MS. HEGGIE: (Off mike.)

25 (Indiscernible.)

1 MR. WIETGREFE: Okay. All right. Thank
2 you.

3 Yonathan Randolph, and then David Tejada
4 and Corey Smith.

5 MR. Y. RANDOLPH: Good evening. I'm
6 Yonathan Randolph.

7 I would like to request that the EIR
8 study a wider range of housing units on the
9 project. I think the range of 1,000 to 1,550 is
10 too small. And there's -- the city has lived to
11 regret studying too small of a range in prior
12 EIRs around the city in the very recent history,
13 so please study a wider range. And also, in
14 particular, I think we should study thousands of
15 units to see where the actual impacts come in
16 from.

17 And please also study the impact of
18 adding housing units but not parking or parking
19 but not housing units, you know? So they should
20 be sort of disaggregated so that we can figure
21 out, what is the actual impact of the housing
22 versus the actual impact of adding traffic.

23 Thank you.

24 MR. WIETGREFE: Thank you.

25 Next is David Tejada, and then -- Tejada.

1 MR. TEJEDA: Hi. My name is David
2 Tejada. I'm a long-time resident. I've actually
3 lived in the neighborhood since the last century.

4 I firmly believe that we can do this with
5 existing public transportation. However, we need
6 more housing, we need more bike lanes, we need
7 more pedestrian access.

8 Last year, I spent three months, I was
9 in -- I had some leg surgery, and for three
10 months I was not able to ride in a car. I live
11 at 124 Marston, which is actually about seven
12 houses on the east side of City College. And in
13 those three months, I was able to get all over
14 town. I was able to get to job sites all over
15 the Bay Area using the existing public
16 transportation. Yes, we need to improve more
17 Muni lines. We need the 43 to run a lot more
18 often. We need the K Ingleside to be more well
19 organized and run better.

20 So I think we need to go forward. We
21 need to think that when we build more parking
22 spaces, it's just like putting more freeways in
23 Los Angeles, it just fills up. We eliminate
24 parking or we deal with what's going to happen,
25 because one person in this meeting I've talked

1 about is that what happens ten years from now
2 when we won't need the parking, the parking will
3 be used better for housing.

4 So more housing, less parking, and I hope
5 that that's what's going to happen when we get
6 this all done.

7 Thank you.

8 MS. POLING: Thank you.

9 MR. WIETGREFE: Thank you.

10 Corey Smith, followed by Harry Bernstein
11 and Laura Fry.

12 MR. SMITH: Thank you. Corey Smith on
13 behalf of the San Francisco Housing Action
14 Coalition.

15 I'm certainly encouraging the EIR to
16 cover as many possible homes as we can. We're
17 seeing a situation right now, it was kind of
18 referenced earlier, in the Central SOMA Plan
19 where we wish we had studied the environmental
20 impact of what more housing would have looked
21 like. And so now we have that moment in time
22 right now and I just hope we don't have to sit
23 there, you know, a year from now, three years
24 from now, five years from now, if this
25 affordability and displacement crisis gets worse.

1 And we don't want to sit there and go, goodness,
2 I wish we could have provided more homes for
3 people.

4 And the way that EIRs work, we're just
5 studying the entire range. I know Board
6 President Cohen actually literally did say in a
7 hearing, 5,000 units. Well, that just means we
8 study it. It doesn't have any actual impact on
9 what finally gets built here. It's just the
10 range and gives us as much flexibility as
11 possible. And as mentioned by a number of folks,
12 people are needing places to live. So I
13 wholeheartedly encourage the city to analyze as
14 many homes as it possibly can.

15 Thank you.

16 MR. WIETGREFE: Thank you.

17 Harry Bernstein. And then the last
18 speaker card I have is Laura Fry or Frey [sic], I
19 think.

20 MR. BERNSTEIN: Hello. Harry Bernstein.
21 I live in Merced Heights. Just a couple topics,
22 partly relating to other people's comments.

23 I want to insist on the importance of
24 retaining public land as public space. We have a
25 history of this misguided housing proposal for

1 203 units in 1985. The city asked for \$36,900
2 for the approximately dozen acres, I think. And
3 that was shot down eventually by community
4 opposition.

5 Two, there are assumptions made in
6 starting this project back in, I guess, 2014. It
7 said that the best use of the land as housing.
8 And this was asserted, rather than being a
9 decision that was arrived at by a collaborative
10 or inclusive and public process, and I think that
11 needs to go back to the drawing board.

12 Three, someone mentioned about the
13 ridesharing. I also want to make sure that
14 people look at the impact of all the delivery
15 services that, whether it's 3,000 or 5,000 people
16 or proposals tonight has been for 5,000 units, so
17 how many people would that be?

18 I also want to ask you to look in the
19 question of water use. Back in the '80s there
20 were political considerations and members of the
21 fire department leadership could not say that it
22 was impractical and unsafe to have housing
23 developed there.

24 Now on the west side there, to this day,
25 there are attempts to go back and shore up water

1 for fire safety and water -- backup water supply.
2 The Balboa Reservoir was a dry reservoir. It
3 never had even connections for water. But at a
4 potential of 150 million gallons, we may need
5 that someday.

6 MR. WIETGREFE: Thank you.

7 And then the last card I have is Laura.

8 MS. FRY: Laura Fry, Westwood Park.

9 Just like people are asking for you to
10 look at bigger numbers, I would ask that you
11 would look at smaller numbers. The assumption is
12 that 1,100, of course, is going to be okay. And
13 maybe the EIR is going to show, of course, 1,100
14 is not okay. So smaller numbers should be looked
15 at, too, to see exactly where the impact is going
16 to happen because this a total residential area.
17 And you are putting tremendously dense amounts of
18 housing plopped in the middle of it. So a
19 smaller number than 1,100, like maybe the 500
20 that was looked at ten years ago, that should be
21 looked at, a smaller number.

22 Thank you.

23 MR. WIETGREFE: Thank you. Are there any
24 other people here tonight wishing to speak?

25 Okay.

1 Jeanie, do you want to just conclude?

2 MS. POLING: Thank you so much.

3 Everybody has been so respectful in this
4 contentious time. It's good to see that people
5 know how to behave in San Francisco. Thank you
6 so much.

7 My final remarks. This is the end of the
8 public scoping meeting and I would like to remind
9 you of a few points.

10 Your comments tonight and the ones we
11 receive in writing will be carefully reviewed and
12 reflected in the initial study and Draft EIR, as
13 applicable. We will not be preparing written
14 responses to comments received during the scoping
15 period. You will also have an opportunity to
16 provide additional input after we publish the
17 Draft EIR and at the Planning Commission hearings
18 on the Draft and Final EIR.

19 If you wish to further supplement
20 tonight's comments, please submit written
21 comments to be -- to me by November 12th. You
22 should submit your comments to me at the address
23 on the agenda.

24 If you have any questions or comments
25 concerning the project, you can contact me by

1 email or by phone, 575-9072. I'm sure I'm easy
2 to look up, too.

3 That wraps it up. Thank you for coming.
4 And I really want to thank Lick-Wilmerding High
5 School staff for allowing us to use their
6 facilities.

7 Thank you. Good night.

8 (The meeting concluded at 6:56 p.m.)

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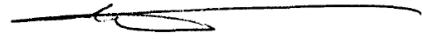
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REPORTER'S CERTIFICATE

I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were reported by me, a certified electronic court reporter and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

IN WITNESS WHEREOF, I have hereunto set my hand this 9th day of November, 2018.



PETER PETTY
CER**D-493
Notary Public

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I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were transcribed by me, a certified transcriber and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

I certify that the foregoing is a correct transcript, to the best of my ability, from the electronic sound recording of the proceedings in the above-entitled matter.



MARTHA L. NELSON, CERT**367

November 9, 2018