

**From:** [Virginia Schultz](#)  
**To:** [Poling, Jeanie \(CPC\)](#)  
**Subject:** Balboa Reservoir Project  
**Date:** Saturday, November 10, 2018 1:57:47 PM

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Hi Ms. Poling,

Thank you for taking the time to review my comments on the Balboa Reservoir Project.

The Project will have a significant impact to the environment and surrounding neighborhoods. Additionally, I believe that retaining public land for public use should be the highest priority.

Since it appears the Balboa Reservoir Project will proceed, I request the EIR study the following:

- The impact of the inevitable increase of cars. Whether or not we'd like people to use public transportation or bike more is beside the point. The fact is that there are 1.1 vehicles per household and touting that the Project is near public transportation will not have a measurable effect on residents owning a car. I would like to drive less, but the reality is that public transportation is too unreliable.
- The response times for emergency personnel. I echo the concerns the San Francisco fire fighter presented at the meeting on October 30.
- The impact of the increased number of idling vehicles on the Ocean Ave freeway exit. This exit is frequently backed up. With more residents, the number of cars backed up and idling on the freeway and for several blocks on Ocean Ave. will increase.
- The impact access to Westwood Park will have. The width of the majority of streets in Westwood Park doesn't allow for two cars to be side by side despite the streets being two-way. Currently, if 2 or more cars are driving in opposite directions, cars going one way have to pull over or back up and wait for the others to pass. If there is vehicular access to Westwood Park, the increase of cars idling will increase significantly. If there is pedestrian access to Westwood Park, the number of idling cars will still increase, as people will use Westwood Park to park their cars.
- The impact additional delivery vehicles will have. As ecommerce has grown, the number of deliveries that are made via UPS, USPS, FedEx, and other smaller companies has grown. The increase number of units in the Project will increase the number of deliveries made.

It's critical for a successful Project that the EIR consider what "is" rather than what "we'd like." We'd like viable transportation alternatives. We'd like people to drive less. We'd like City College students and staff to take public transportation. The facts remain that the neighborhood currently uses the parking currently available and it would be folly to assume that just by eliminating parking that the other statements would become true.

Additionally, since there are so many public and private schools in the neighborhood. The students and other children who live in the neighborhood will suffer from the increased carbon emissions.

I support the suggestions that:

- .5 parking places should be the minimum included in the Project
- Parking for CCSF students and teachers should be included in the Project
- When demand is low, City College can use the parking spots in the Project (suggestion given at the meeting on Oct. 30)

- No pedestrian or vehicular access to Westwood Park
- A limit to 1,100 dwelling units in the Project

Thank you,  
Virginia Maddan

P.S. Please confirm receipt of this email. Thank you.