

November 12, 2018

Ms. Jeanie Poling  
San Francisco Planning Department

RE: Balboa Reservoir CASE # 2018 – 007883 ENV

Dear Ms. Poling:

Thank you for this opportunity to submit issues we would like to see addressed in the EIR for the Balboa Reservoir development. Just below is a summary list of issues I would like to see studied in depth followed by the fuller and more specific requests.

- The transportation impacts of vehicles entering and exiting the Balboa Reservoir
- The impact of the reduction in parking spaces to City College student attendance and the neighboring communities
- The impact of the development on current public transit systems, roads, pedestrian safety and access, and other vehicles
- Continued access to services on Ocean Avenue and the freeway from Sunnyside
- Open space that is accessible and usable by the neighborhoods in addition to the residents of the new Balboa Reservoir development
- No negative impact to emergency response services
- Wind, air, noise and water impacts to this section of San Francisco.

LIST FOR SCOPING

### **Transportation and Parking**

1. Study the impact to already significant congestion along Frida Kahlo Way and Ocean Avenue of adding new residents with vehicles and the expected additional delivery service vehicles and Transportation Network Company (“TNC”) rides that will be entering and exiting the Balboa Reservoir. Please incorporate into your analyses the additional loss of student parking resulting from parking removed from the site of the approved future Performing Arts Education Center at City College.
2. Explore and study the following alternative areas for ingress to and egress from the Balboa Reservoir: a) Study the adequacy of Lee Avenue between the Mercy and Avalon buildings as an exit from Balboa Reservoir to Ocean Avenue at high-use times of the day when Ocean Avenue is also likely to be backed up. Also study it as an entrance at those same times of day. Lee is currently used for loading and unloading for Whole Foods and Amazon supplies and is the only exit for vehicles from the Whole Foods parking lot; b) determine if Lee Avenue is adequate as an

entrance or exit between Ocean Avenue and the Balboa Reservoir during traffic hours and also when there is an emergency that requires a response from the Fire Station at the corner of Ocean and Frida Kahlo Way; c) study opening Brighton Avenue North of Ocean Avenue into the Balboa Reservoir; d) study using San Ramon Avenue for vehicles, bicycles and pedestrians; e) study using the PUC road between the Ingleside library and Avalon building for vehicles, bicycles and pedestrians; and e) study increasing the number of lanes for vehicular traffic on Frida Kahlo Way from Judson to Ocean Avenue.

3. The number of vehicles currently traveling along Frida Kahlo Way (Phelan Ave) is already excessive and very slow at certain times of the day. Neighbors have remarked on frustrated drivers making illegal U-turns to get out of traffic. Determine how to ensure fewer vehicles leave the Balboa Reservoir onto Frida Kahlo Way and from Frida Kahlo Way to the Balboa Reservoir during prime traffic periods. The Sunnyside neighborhood is home to many commuters who use Frida Kahlo Way to reach the 280 onramp to reach businesses difficult to reach by public transit. Sunnyside is also a community where families drop off and pick up young children. In addition, a number of blue collar service businesses are run from Sunnyside home businesses that involve driving trucks and vans along Frida Kahlo Way to customer sites.
4. Reduce impacts to Judson, Frida Kahlo Way (Phelan) north of Judson, Genessee, Foerster, and Edna due to additional vehicles entering and leaving Balboa Reservoir. The Sunnyside neighborhood streets are narrow. For example, when the 43 bus drives South on Genessee in the block before City College, most vehicles driving north can't get by; they back up vehicle traffic onto Judson or back into driveway entrances. Propose solutions for discouraging TNCs from idling on our narrow neighborhood roads.
5. Study the development's impacts on City College students' ability to park on campus and on the Balboa Reservoir and what will be the resulting transportation and parking impact to the Sunnyside neighborhood. When student parking has been reduced in the past, City College students have circled and idled on narrow residential streets in order to find parking in Sunnyside. There is an ugly history of desperate acts by students attempting to park in the neighborhood.
6. Sunnyside streets are narrow and those near local schools are particularly congested when parents drop off and pick up young children at one of the two elementary schools or at one of the nine daycare/pre-schools, using Foerster and Edna and cross streets. How can we ensure these educational institutions which provide critical family-friendly services in San Francisco will not be negatively impacted by vehicles leaving or attempting to enter the reservoir? Impacts to Riordan High School drop off and pick up zones should also be studied. Families from many San Francisco neighborhoods need timely access to these institutions.
7. How will significantly increased numbers of residents and riders be handled by SFMTA? Currently there is inadequate public transit for handling a very large increase in riders. The 43

bus, which is full at peak times, is the only bus that runs the length of the Ocean campus and therefore the length of the Balboa Reservoir. It runs less frequently than some other buses, but provides stops closer to the north end of the Reservoir.

8. At certain times of the day and during special events, muni buses and trams have traditionally been overcrowded, particularly on Ocean Avenue routes. How will riders further down Ocean Avenue be able to access increasingly crowded muni buses? What impact will denser ridership boarding BART trains at the Balboa Park Station have on BART riders further down the line, such as in the Mission, Civic Center or downtown? Please consider peak hours in your analysis.
9. Please evaluate undergrounding the K line for possible future Ocean Avenue transit improvement.
10. Study the impact to City College student daytime attendance due to the significant reduction of parking spaces during the day. Please be sure to incorporate into your analysis the lower number of City College parking spaces once the Performing Arts Education Center has been completed.
11. What will be the impact to City College attendance at night when there is reduced parking during evening classes and performances in the evenings and on weekends? Please take into account that students may also work during the day or night and may not live in an area close to public transit or that is safe. Consider the additional impact of reduced parking on non-student audiences of performances during the day or evening.
12. When estimating VMT, take into account that a building with additional housing as well as a garage is being considered for construction on the City College upper reservoir parking lot. Other buildings on the upper reservoir that would be developed for education-related uses are also under consideration by City College for the future.

### **Emergency Response**

13. Determine expected response times for Fire/EMT response during emergencies to the neighborhoods North of the Balboa Reservoir, including Sunnyside, as well as to buildings in the Balboa Reservoir. How do these times compare with other neighborhoods, and how different are these expected response times from current response times?

### **Pedestrian Safety and Community Resources**

14. Study pedestrian access and safety along Ocean Avenue taking into account a projected large increase in pedestrian traffic between the Balboa Park BART station and Miramar. Some of the sidewalks on Ocean Avenue are very narrow and a significant increase in the pedestrian population will create a challenge for existing neighbors accustomed to walking to local services

on Ocean Avenue for banking, hardware, mail/delivery, medical, exercise, restaurants, repairs, stores and more.

15. Ensure there is adequate and safe pedestrian access to Ocean Avenue transit, shopping and services from Sunnyside, North of City College. Sunnyside does not want to be cut off from the services we use along Ocean Avenue. Study alternative walking routes where there will be inadequate space for pedestrians to walk to or along Ocean Avenue.
16. Please ensure that proposed walking paths through the development are relatively level, non-paved, and well-lighted, an alternative for elderly pedestrians and dog walkers since current walking paths are being removed with the development of the Balboa Reservoir.

### **Shadows and Wind**

17. Determine whether new tall buildings will funnel ocean winds NE to Sunnyside, and if so, propose solutions to minimize the impact on the neighborhood. Current winds are already very powerful, and many younger trees in Sunnyside and along the City College campus on Judson have not survived their force.
18. Ensure proposed construction minimizes shadows to the Riordan High School track and playing field and the Riordan HS windows and central courtyard.

### **Noise**

19. Study how to minimize the noise impacts of construction and the uses of any building next to Riordan HS where high school boarding students live and all students attend classes. Consider the same for City College.

### **Water and Air Quality**

20. Consider impacts to the quality and quantity of San Francisco's drinkable water supply, taking into account increasing drought conditions and Pres. Trump's recent threat of water flow reductions to San Francisco from federal lands. Does it make more sense to turn the Balboa Reservoir into another place to store drinking water?
21. Review plans for parking in the garages and along the streets, maximizing the opportunities for hooking into electric outlets for car charging and ensuring adequate chargers in the garages.

We look forward to working with you further on these issues. Thank you for your consideration.

Regards,  
Jennifer Heggie  
Sunnyside