
From: Alice Rogers
Sent: Sunday, February 02, 2014 5:23 PM
To: CEQA Guidelines
Cc: Jane Kim; April Veneracion; Scott Weiner; Ed Reiskin; Peter Albert; Tilly Chang
Subject: LOS Alternatives

2 February 2014

Christopher Calfee, Senior Counsel
Governor's Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

Re: Revised transportation metrics for CEQA, pursuant to SB743

Dear Mr Calfee and Planners at the Governor's Office of Planning and Research,

I applaud the opportunity to update CEQA reviews in such a way that resulting transportation reviews and mitigations support sustainable land use most efficiently, with smart and scalable infrastructure that significantly decreases environmental degradation while increasing the quality of life for those who live in densely used areas.

It is critical, however, that any metrics developed recognize that regional and most urban transit systems are underfunded in the billions of dollars and do not now have the capacity to service existing population needs. At a 7.22.2013 public hearing* called by the Land Use Committee of the San Francisco Board of Supervisors to hear an overview of the state of transit, Directors of the SFMTA and the Planning department acknowledged a 22 billion dollar regional deficit and a six billion dollar unfunded need in San Francisco, and noted that the City's transit infrastructure had not kept pace with approved development for more than a decade. (You may download the video of the hearing [http://sanfrancisco.granicus.com/MediaPlayer.php?view_id=12&clip_id=18022&meta_id=347579; go to [minute 27:20 to hear SFMTA Director Ed Reiskin's presentation](#)] or request information on attached agenda item #2.)

Existing transit capacity--not simply location--MUST provide the baseline of review metrics and, since any significant transit improvements will take at least a decade or two to manufacture/construct/staff/fund, mitigations need to encompass near-term existing conditions management as well as longer-term contributions to infrastructure development. To do less is to court voter backlash of the sort already developing in San Francisco.

Transportation Demand Management plans have not, to date, been stringent enough to qualify as effective, stand-alone mitigations in dense urban cores, so additional tools with teeth must be developed.

Metrics also need to address the dangerous air quality levels now existing and exacerbated by dense development patterns not supported by transit infrastructure. To continue the 'benign' neglect on this issue is to recruit residents to support "environmentally sustainable planning" by signing on to damage their own personal health. Attached is an air quality map developed by San Francisco's Department of Public Health (already some years out of date) showing that the areas now under current and planned dense infill development have a substandard baseline and must be improved.

Lastly, it is important that your infill analysis distinguish between uses that provide a net decrease in traffic/transit need due to complementary, neighborhood-serving services, and those uses that are intended to be regional draws and, de facto, increase congestion in every mode. Here again, multi-modal capacity should be a baseline filter.

I know your goal is to solve for the issues enumerated above. Please benchmark your metrics so that the coming decade is not (literally) insufferable as transportation infrastructure catches up to planning theory.

Sincerely,
Alice Rogers

.....

Alice Rogers

10 South Park St

Studio 2

San Francisco, CA 94107

*attached, Land Use Agenda; DPH Air Quality map



City and County of San Francisco

Meeting Agenda

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Land Use and Economic Development Committee

Members: Scott Wiener, Jane Kim, David Chiu

Clerk: Alisa Miller (415) 554-4447

Monday, July 22, 2013

1:30 PM

City Hall, Committee Room 263

Regular Meeting

AGENDA CHANGES

REGULAR AGENDA

1. **130703 [Sale of Easement - Public Utilities Commission to Pacific Gas and Electric Company - Watershed Lands Near the Caltrans I-280 Crystal Springs Rest Stop - Unincorporated San Mateo County - \$15,400]**

Resolution approving and authorizing the sale of an easement on the City and County of San Francisco's property, consisting of approximately 23,000 square feet of watershed lands in unincorporated San Mateo County near the Caltrans I-280 Crystal Springs Rest Stop (the Easement Area or Crystal Springs Station) by the San Francisco Public Utilities Commission, for the price of \$15,400; adopting findings under the California Environmental Quality Act; adopting findings that the conveyance is consistent with the General Plan and eight priority policies of Planning Code, Section 101.1; and authorizing the Director of Property to execute documents, make certain modifications, and take certain actions in furtherance of this Resolution. (Real Estate Department)

7/8/13; RECEIVED FROM DEPARTMENT.

7/16/13; RECEIVED AND ASSIGNED to the Land Use and Economic Development Committee.

2. **130631 [Hearing - City's Plan to Ensure Transit Service Keeps Pace with Current and Future Development]**

Sponsor: Wiener

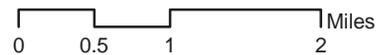
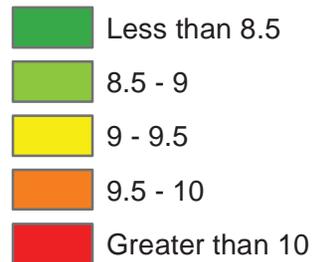
Hearing directed to the Mayor's Office, Planning Department, Municipal Transportation Agency (MTA), Transportation Authority, Office of Economic and Workforce Development, the Office of the Controller, and the Port of San Francisco to report on how the City is planning to expand Muni's service capacity, including how that expansion will be paid for on an on-going basis, in light of significant planned development, population growth, and job growth, as well as Muni's current lack of sufficient, reliable service capacity; the departments will be asked to discuss how they evaluate the need for additional transit service, what increase in service levels are needed, how the increase will occur, and how it will be paid for on an ongoing basis to accommodate growth projections associated with planned and future development projects and population and job increases; and the departments also will analyze whether MTA's baselines budget should be increased in light of development and population trends.

6/11/13; RECEIVED AND ASSIGNED to the Land Use and Economic Development Committee.

6/28/13; REFERRED TO DEPARTMENT.

Average Annual PM 2.5 Concentration from All Sources (ug/m3)

PM 2.5 Concentration (ug/m3)



Source: SFDPH - Bay Area Air Quality Management District

City and County of San Francisco
Department of Public Health
Environmental Health Section

Available at www.thehdmt.org

