

ZACKS, FREEDMAN & PATTERSON

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BOARD OF SUPERVISORS
SAN FRANCISCO

2016 JUL 19 PM 3:02

BJ

July 19, 2016

VIA HAND DELIVERY AND EMAIL

Angela Calvillo, Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 941 02
bos.legislation@sfgov.org

Re: Appeal of CEQA Categorical Exemption Determination
Planning Case No. 2013.1383E
Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322
3516-3526 Folsom Street ("Project Site")

Dear Ms. Calvillo:

Enclosed, please find the following:

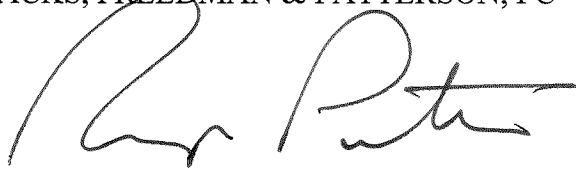
1. A letter from the Bernal Heights Neighborhood Center in support of the CEQA appeal;
2. A report from retired SFFD Captain Mario Ballard regarding emergency vehicle access;
3. A report from KCA Engineers, Inc.; and
4. An additional 66 letters from neighbors in support of the CEQA appeal.

Please kindly include these items with the appeal file.

Thank you.

Very truly yours,

ZACKS, FREEDMAN & PATTERSON, PC



Ryan J. Patterson

Encl.



July 18, 2016

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

Re: Appeal of CEQA Categorical Exemption (“CatEx”) Determination for Planning Case No. 2013.1383E

We request a **complete, open, coordinated and transparent environmental impact review (EIR)** for the proposed project at **3516 and 3526 Folsom Street**.

We are concerned that the Bernal Heights neighborhood will be negatively impacted by this project based on our understanding that:

- It would threaten public safety as it is located adjacent to an aging 26-inch major gas transmission line 109. Heavy equipment would be traveling over this line in this very steep area during construction.
- It would negatively impact traffic safety as well as parking availability.
- It would be a “gateway” for four other adjacent sites, creating in essence a six unit “mini-sub-division”. Such piecemeal planning is not in the best interests of San Francisco’s neighborhoods.

It appears that the project developer has not heeded the concerns expressed by the East Slope Design Review Board, which was established by the San Francisco Planning Commission in 1986.

Thank you for your consideration. We ask that you **oppose this Categorical Exemption**.

Sincerely,

BHNC Board of Directors

Mario Ballard & Associates
Building and Fire Code Consultants

March 23, 2016

Subject: 3516-3526 Folsom Street
Fire Department Access

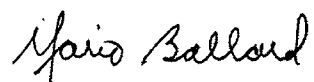
References:

- California Fire Code Section 503 "Fire Apparatus Access Roads"
- San Francisco Fire Department Informational Bulletin 5.01
- Department of Public Works 2015 Subdivision Regulation
- Table of contents Appendix-Technical Specifications Related to Engineering Document Section XII-B-3

The California Fire Code, San Francisco Fire Department Technical Bulletin 5.01 and the DPW 2015 Subdivision regulation include specific guidelines and requirements related to street widths, grade, angles of approach and departure and maximum grade related to Ariel truck operation.

Based on the information reviewed, the proposed development of Folsom Street North of Chapman will not meet the required specifications for Fire Department apparatus (See SFFD Bulletin 5.01) or Fire Department ambulance (EMR) access. All equipment, ladders, hoses as well as emergency medical equipment and supplies will need to be manually transported to the incident site which could impact firefighting operations and EMR response.

Mario Ballard



MARIO BALLARD & Associates
1335 Sixth Avenue, San Francisco, California 94122
(415) 640-4283
marioballardsf@aol.com

Mario Ballard, Principal

CAREER SUMMARY

Principal, Mario Ballard and Associates	5/1/2007-Present
Principal, Zari Consulting Group	1/1/2013-Present
Captain, Bureau of Fire Prevention, Plan Review Division	2001- 4/21/2007
Lieutenant, Bureau of Fire Prevention, Plan Check Division	1994 - 2001
Inspector, San Francisco Fire Department	1991 - 1994
Firefighter, San Francisco Fire Department	1974 - 1991
Linebarger Plumbing and Construction, SF CA	1974 - 1980
Servadei Plumbing Company, SF CA	1974
United States Army, Army Security Agency	1972 - 1974

LICENSES

ICC, International Code Conference Certified Building Plans Examiner

CERTIFICATIONS

ICC Advanced Occupancy
ICC Advanced Schematic Design
ICC Building Areas and Fire Design
ICC Advanced Types of Construction
ICC Advanced Means of Egress
CFCA Certificate of Training of Locally Adopted Ordinances and Resolutions
IFC Institute Certificate Application of the UBC for Fire Code Enforcement
ICBO Certificate on Course Completion on Fundamentals of Exiting
ICBO Certificate on Course Completion Complex Exiting
ICBO Certificate on Course Completion Building Use and Construction Type
ICBO Certificate on Course Completion Fire Protection, Building Size and Location
ICBO Course Overview of the Uniform Building Code
California Fire Chief's Association Fire Prevention Officers' Section Fire Alarm Levels I & II
Fire Sprinkler Advisory Board of Northern California & Sprinkler Fitter Local 483 Fire Sprinkler Seminar
National Fire Sprinkler Association, Inc., Hydraulics for Sprinklers
EDI Code International, Innovative Code Enforcement Techniques
Certification State of California Title 19/Title 24

EDUCATION

Fire Strategy & Tactics	1981-1993
Fire Service Supervision	
Fire Prevention 1A, 1B, 1C	
Fire Prevention 2A, 2B	
Fire Prevention Officer Level One	
Firefighter Level One and Two	
Arson 1A, 1B	
Hazardous Materials 1A, 1B	
Instructor 1A	
Fire Management 1A	
City College of San Francisco	1970-1972

COMMITTEE INVOLVEMENT

Building Code Advisory Committee
Hunters Point Development Team
Mission Bay Task Force
Treasure Island Development Team
Trans-Bay Transit Center
Muni Metro, Light Rail Third Street Corridor
Department of Building Inspection MIS Case Development
San Francisco Board of Examiners Fire Department Representative
Member California Fire Chief's Association Fire Prevention Officers
BOMA Code Advisory Committee
Mayor's Office of Economic Development Bio-Teck Task Force
Hunters Point Redevelopment Task Force
Building Code Standards Committee 1996-1999
Participant in the Eighth Annual California Fire Prevention-Institute Workshop,
"Providing the Optimum in Fire and Life Safety Training"
Participant North/South California Fire Prevention Officers Workshops 1996 - 1998
Guest Speaker at SMACNA (Sheet Metal and Air Conditioning Contractors National Association)

PUBLIC SERVICE

Rooms That Rock For Chemo (RTR4C), Director Secretary	2011-Present
San Francisco Spina Bifida Association, (Past) Vice President	

California Fire Code Section 503
“Fire Apparatus Access Roads”

FIRE SERVICE FEATURES

FIRE COMMAND CENTER.

FIRE DEPARTMENT MASTER KEY.

FIRE LANE.

KEY BOX.

TRAFFIC CALMING DEVICES.

SECTION 503 FIRE APPARATUS ACCESS ROADS

503.1 Where required. Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

503.1.1 Buildings and facilities. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

Exception: The fire code official is authorized to increase the dimension of 150 feet (45 720 mm) where:

1. The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an approved alternative means of fire protection is provided.
3. There are not more than two Group R-3 or Group U occupancies.

503.1.2 Additional access. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

503.1.3 High-piled storage. Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions of Chapter 32.

503.2 Specifications. Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.8.

[California Code of Regulations, Title 19, Division 1, §3.05(a)] Fire Department Access and Egress. (Roads)

(a) Roads. Required access roads from every building to a public street shall be all-weather hard-surfaced (suitable for use by fire apparatus) right-of-way not less than 20 feet in width. Such right-of-way shall be unobstructed and maintained only as access to the public street.

Exception: The enforcing agency may waive or modify this requirement if in his opinion such all-weather

hard-surfaced condition is not necessary in the interest of public safety and welfare.

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than ~~20 feet (6096 mm)~~, exclusive of shoulders, except for approved security gates in accordance with ~~Section 503.6~~, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

503.2.2 Authority. The fire code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be determined by the fire code official.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

503.2.6 Bridges and elevated surfaces. Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the fire code official. Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, approved barriers, approved signs or both shall be installed and maintained when required by the fire code official.

503.2.7 Grade. The grade of the fire apparatus access road shall be within the limits established by the fire code official based on the fire department's apparatus.

503.2.8 Angles of approach and departure. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the fire code official based on the fire department's apparatus.

503.3 Marking. Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

503.4 Obstruction of fire apparatus access roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in ~~Section 503.2.1~~ shall be maintained at all times.

**San Francisco Fire Department
Informational Bulletin 5.01**

5.01 Street Widths for Emergency Access

Reference: 2010 S.F.F.C. Sections 503 and Appendix D, Section D105

The Division of Planning and Research of the San Francisco Fire Department has established requirements for minimum street widths to facilitate emergency equipment access. These requirements are specified as follows:

Minimum Street Widths and Access Roads

1. The San Francisco Fire Code (503.2.1) requires a minimum of 20 feet of unobstructed roadway and a vertical clearance of not less than 13' 6" for existing roadways. While a 20 foot wide roadway is permissible, past practice has shown that making ninety degree turns are not possible without the trucks moving into oncoming traffic. The vehicles can make the turn only on one way streets.
2. The San Francisco Fire Code (503.2.5) requires a turnaround for all dead-end fire access roads in excess of 150'. The San Francisco Fire Department has determined an 80 foot turnaround and a 40' radius to be sufficient.
3. The San Francisco Fire Code requires a minimum 26' wide street for new developments where the new buildings are greater than 30' in height from the lowest level of fire department vehicle access and are unsprinklered. These streets shall be located a minimum of 15' and a maximum of 30' from the buildings and shall be parallel to one entire side of the buildings.

SAN FRANCISCO FIRE DEPARTMENT VEHICLE SPECIFICATIONS

	ENGINES	TRUCKS
Outside tire extremity	8 ft. 2 in.	8 ft. 3 in.
Vehicle width (with mirrors)	10 ft. 4 in.	10 ft 1 in.
Truck width with one jack extended	n/a	12 ft. 9 in.
Truck width with two jacks extended	n/a	17 ft. 9 in.
Vehicle height	11 ft.	12 ft.
Length of vehicle	30 ft.	57 ft.
Gross vehicle weight	40,400 lbs.	70,000 lbs.
Street grades maximum	26% maximum	26% maximum
Approach and departure	15% maximum	15% maximum
Truck aerial operations	n/a	14% maximum

The Fire Department will determine, on a case-by-case review, where the truck aerial operations may not be required.

**Department of Public Works 2015
Subdivision Regulation**

C. STREET GUIDELINES

1. Alignment

All streets shall, as far as practicable, align with existing streets. The Subdivider shall justify any deviations based on written environmental and design objectives.

2. Intersecting Streets

Intersecting streets shall meet at right angles or as nearly so as practicable.

3. Naming

Streets of a proposed subdivision which are in alignment with existing streets shall bear the names of the existing streets. The Department of Public Works shall approve names for all new streets.

4. Street Grades

DPW shall not approve street grades in excess of 17% except as an exception and under unusual conditions.

Streets having grades in excess of 14% shall require separate consultation with the Fire Department prior to use for fire access purposes.

No gutter grade shall be less than 0.5%. The Subdivider shall provide concrete on any pavement grade less than 1.0%.

The Subdivider shall connect all changes in street grades, the algebraic sum of which exceeds 1.5%, with vertical curves of DPW-approved length sufficient to provide safe stopping sight distances and good riding quality. All changes in street grades shall have an absolute value of the algebraic difference in grades which does not exceed fifteen percent (15%), regardless of any vertical curves.

The Director with the consent of the SFFD may approve of any design modification to this standard on a case-by-case basis.

5. Surface Drainage

- a. Subdivider shall grade streets to provide a continuous downhill path.
- b. At low end cul-de-sacs and sumps, in addition to sewer drainage facilities, Subdivider shall provide surface drainage channels in dedicated easements as relief of overflow to prevent flooding of adjoining property.
- c. Subdivider shall design street and drainage channel cross-sections to provide a transport channel for overland or surface flow in excess of the 5-years storm capacity of the sewer system. The channel capacity shall be the difference between the sewer capacity and the quantity of runoff generated by a 100-year storm as defined by the NOAA National Weather Service or by City-furnished data, applied over the tributary area involved.
- d. Subdivider shall round street curb intersections by a curve generally having a radius equivalent to the width of the sidewalk and the design shall be in accordance with the Better Streets Plan. While allowing vehicle movements for emergency vehicles, the Subdivider shall use the smallest possible radius.

D. PRIVATE STREETS

Private streets shall have a minimum right-of-way width of 40 feet for through streets. Dead-end private streets shall have a minimum right-of-way width of 60 feet. The Subdivider shall consult with the Fire Department and Department of Building Inspection for all designs that might result in less than the minimum width.

E. BLOCKS

**Technical Specifications Related to
Engineering Document Section XII-B-3**

DPW Disabilities Coordinator for specific provisions related to pavement materials, passenger loading zones, and path of travel for disabled persons.²⁷

3. Fire Department Operations.

- a. All streets shall provide a minimum clear width of 20 feet of travel way between obstructions. Obstructions may include parked vehicles, certain curbs greater than 6 inches in height²⁸ or any other fixed object that prevents emergency vehicular travel.
- b. For purposes of calculating the clear width of the travel way, such width may include any combination of the following:
 - i. That portion of any adjacent curbside parking space having a width greater than 7 feet,
 - ii. a bike lane or any other adjacent pavement capable of supporting emergency vehicles where such lane or pavement is separated from the vehicular lanes by paint striping (Class II) or a mountable curb being no more than 2 inches in height (Class I), or other forms of pavement separation that may vary in material type, color, and texture.
- c. Where adjacent buildings are greater than 40 feet in height and not of Type 1 (fire resistive) building construction, and the building entrance locations are not yet specified, the Director may require an operational width of at least 26 feet to accommodate Fire Department operational requirements along each street fronting such a building.
 - i. "Operational width" shall be the combined total of the clear width of the travel way together with those unobstructed portions of adjacent pavement or sidewalks (if

²⁷ See also *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* as published by the United States Access Board.

²⁸ See San Francisco Fire Code Sec. 503.4, providing additional guidance on what may be considered an obstruction; see also Board of Supervisors Ordinance No. 116-13.

capable of supporting emergency vehicles).Reservation of portions of curbside parking for fire-only access or use of alternative mountable curb designs that allow for safe fire vehicle access to the sidewalk may accomplish this goal. The Fire Department, in consultation with other affected City agencies, may approve other proposals developed in the future.

- ii. In such cases, the Subdivider shall provide sufficient right-of-way width on all abutting sides of a proposed development block to accommodate the foreseeable street design alternatives.
- iii. Where DPW requires the portion of the block to have additional operational width (greater than 20 feet clear), the design engineer shall be locate this in segments along the building frontages with a maximum length of 200 feet for any one segment. Segments may have a minimum length of as little as 100 feet. The Subdivider shall ensure the existence of adequate space for emergency vehicles to pass each other and set up operations at the front entrance of the building. In addition, the design shall provide for meaningful traffic calming measures to ensure safe vehicle speeds along the street, including returning to the standard 20 foot travel way between widened segments. This provision shall not apply to blocks less than 200 feet in length.
- iv. Subdividers are encouraged to consult with the Fire Department early in the subdivision process in advance of when the Subdivider anticipates the construction of such buildings. Information such as building access points, size of building and type of building construction are essential elements needed for constructive agency review.

- v. Any decision to accommodate street widths having greater than 20 feet of travel way shall be approved by the Director only after consultation with and approval by an interagency working group composed of the Fire Department, the Municipal Transportation Agency, the Planning Department and any other affected city agency. When discussing the most appropriate widths of the travel way, the interagency working group shall consider such factors as the role and intended character of the street in the overall street network, the width of adjacent streets, the length of the street(s) in question, the anticipated traffic volume, and emergency and medical response.

4. Bicycle Lanes

All bicycle facilities shall meet or exceed the minimum lane widths provided in the *California Highway Design Manual*, the *California Manual on Uniform Traffic Control Devices*. Subdivider's shall design bicycle facilities in accordance with the *NACTO Urban Bikeway Design Guide*.

5. Parking Lane

The width of a curbside parallel parking lane shall be 8 feet. SFMTA may approve on a case by case basis angled curbside parking designs.

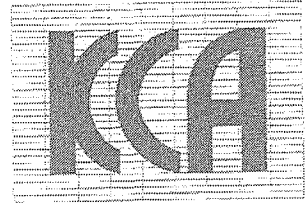
6. Curb Intersection Radii and Turning Movements

Subdividers shall design intersections for and accommodate turning vehicles in accordance with the Better Streets Plan.²⁹

²⁹ <http://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/curb-radius-changes/>

KCA ENGINEERS, INC.

CONSULTING ENGINEERS • SURVEYORS • PLANNERS



212 BRANNAN STREET • SAN FRANCISCO, CALIFORNIA 94107 • (415) 546-7111 • FAX (415) 546-9472

March 23, 2016

6016

Ryan J. Patterson
Zacks & Freedman
A Professional Corporation
235 Montgomery Street, Suite 400
San Francisco, CA 94104
Email:ryanp@zulpc.com

Re: 3516 & 3526 Folsom Street
San Francisco

Dear Mr. Patterson:

I have reviewed the grading plan, sheet C1.0 and the utility and dimension plan, sheet C2.0 prepared by David J. Franco for the extension of Folsom Street north from Chapman Street.

This is presently an ungraded and unimproved street which is legislated for a 5' 6" wide sidewalk on each side of the 39' 6" wide street right-of-way with a 28' 6" wide paved travel way for two way traffic, which is shown on the City and County of San Francisco grade map number 266.

The proposal by Mr. Franco is for a 4 foot wide sidewalk on the west side of the street in an area that is 12 feet wide between the curb and the property line; no sidewalk in a 12 foot wide area between the curb and property line on the east side of the street; and a street paving width of 15' 6" for vehicular traffic. In addition, the proposed vehicle curb ramps (driveway ramps) are proposed to be 5' 6" deep instead of the standard 3'-0" designated in the City standards. The grade of the paving for the street is proposed to vary between 34% and 36%.

The proposed street will be one of the steepest in the City. There are two streets in the vicinity of the subject section of Folsom Street that are about the same steepness as the proposed street. The first is Prentiss between Chapman and Powhattan and the other is Nevada above Chapman.

I did not attempt to drive on either of these streets. I did observe something that concerned me which was the large quantity of trash bins at Chapman and Nevada. If Recology will not pick up at the individual buildings for the extension of Folsom, there is no location at the intersection with Chapman to put two to three garbage cans for each of the seven residential lots fronting on proposed Folsom.

Traffic movement is another concern. With only a 15' 6" travel lane, it does not appear wide enough to accommodate a car going uphill and one going downhill at the same time. Therefore, the car going uphill will block the whole intersection of Folsom and Chapman while someone is driving downhill in the proposed new street.

Another traffic concern is how a vehicle would turn around. Due to the narrow width of the street, it will be necessary to drive over the sidewalk and then back-up uphill. This will be difficult and not a comfortable task to perform, especially in wet weather.

In addition to the above concerns, the following items should be addressed prior to a final review of this street construction.

1. Mail delivery may not be feasible to the proposed residences. If it is not, it may be necessary to install mailboxes at the Chapman and Folsom intersection. It should be required that the post office agree to deliver, or that a proposed mailbox location be shown on the plans.
2. There is a gas trunk line located in this street at an unknown depth. PG&E has special requirements relative to the construction of utility services that cross this gas line. A cross section should be supplied that shows the actual elevation of the gas line and the lateral crossings, approved by PG&E.
3. Storm water will be flowing down the new street and needs to be picked up in catch basins prior to crossing over the intersection of Chapman and Folsom. These need to be shown so that they do not impact the proposed driveways to the existing two homes. Their design also has to consider the steepness of the street.
4. The plans do not make any provision for a place for a package delivery truck to park, or a taxi to wait to pick up a resident. Should a loading zone be provided on Chapman, since there is insufficient width on the new street to park a vehicle?
5. What provision is being made for guest parking, or will they be allowed to park in the driveway to the garage and block the sidewalks.
6. The plans do not indicate that this will be a private street, so it is assumed that it will be publicly maintained. Will the maintenance of the street and utilities be by the City?
7. A garbage can pick up spot needs to be designated and shown on the plans. It should take into consideration that all of the existing lots may be improved with residences, and that the area is acceptable to Recology.
8. Due to the narrow width of the street between curbs, it will probable be regulated for no parking. How will this be enforced by the City?
9. A street lighting plan should be required to be submitted for review, including information about how the light will affect the existing residents and the City open space.
10. A signage and striping plan should be provided which will address items such as a stop sign or stop bar, that the street is not a through street, parking restrictions, etc.

Re: 3516 & 3526 Folsom Street
San Francisco

6016
March 23, 2016
Page 3 of 3

This project requires that substantially more information needs to be resolved and addressed on the plans before it should be formally considered for review by the Planning Department. Without this additional information having first been submitted for review by the project sponsor the proposed street may create an inadequate project.

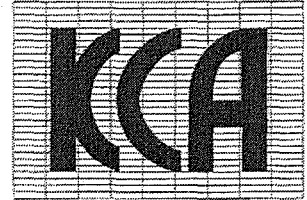
Very truly yours,
KCA ENGINEERS, INC.



Peter J. Bekey
President
pbekey@kcaengineers.com
RCE #14786

KCA ENGINEERS, INC.

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CURRICULUM VITAE

Peter J. Bekey
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318 Brannan Street
2nd Floor
San Francisco, CA 94107
Phone: (415)546-7111
Fax: (415)546-9472
Email: pbekey@kcaengineers.com

EDUCATION

Graduated from University of Southern California at Los Angeles **1957**
Bachelor of Engineering

LICENSES

Registered Professional Engineer #14786. Received July 1, 1964. License is current through March 31, 2017. License is for Civil Engineering and Surveying.

RELATED EXPERIENCE

1953 – 1958	C D & E Engineering, Los Angeles, CA Utility Systems Design.
1958 – 1967	MW Finley Co., Los Angeles, CA Land Development Design, Land Surveying and Construction Surveying.
1967-Present	KCA Engineers, Inc., San Francisco, CA Land Development Design, Contract City Engineer, Public Works Design, Land Surveying, Construction Surveys and Business Management.

Date: 7/13/16

Board of Supervisors

Dear Board Members,

Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety and problems.

These include:

Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place and made public, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.

Difficult-to-manage traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking, and on-street parking will be eliminated from 2 more houses. (And, there is the potential for 4 additional new homes) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.

The project's lack of planning for garbage, recycling, and compost pickup will impact both public health and safety.

The project site's proposed steep street presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.

The structures would create a north-facing solid wall blocking significant public vistas from Bernal Heights Boulevard along the open-space park.

There are specific NTSB and Pipeline Information and Protection Act protocols that should be followed for all land use near pipelines, and we expect assurances from you that these will be met.

This is your opportunity to keep your promise to the keep the citizens of San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped section of Folsom Street and the adjacent properties. We also request that the safety measures and oversight is transparent to the impacted neighbors.

Sincerely,

Druce E. Johnson
Name & Signature

710 Marlborough St SF 94110 *7/16/16*
Address Date

email:

Date: 7/15/16

Board of Supervisors

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Sincerely,

Nichelle Ngo
Name & Signature

324 MORRIS ST
Address

7-16-16
Date

email:

Date: 7/12/16

Board of Supervisors

Dear Board Members,

Request for Environment Review - Our safety and even our lives are at stake.

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These include:

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Difficult-to-manage traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking, and on-street parking will be eliminated from 2 more houses. (And, there is the potential for 4 additional new homes) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.

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The project site's proposed steep street presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.

The structures would create a north-facing solid wall blocking significant public vistas from Bernal Heights Boulevard along the open-space park.

There are specific NTSB and Pipeline Information and Protection Act protocols that should be followed for all land use near pipelines, and we expect assurances from you that these will be met.

This is your opportunity to keep your promise to the keep the citizens of San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped section of Folsom Street and the adjacent properties. We also request that the safety measures and oversight is transparent to the impacted neighbors.

Sincerely,

Ann Guan
Name & Signature
email:

594 20th Ave SF CA 94121 7/13/2016
Address Date

Date: 7/12/16

Board of Supervisors

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Sincerely,

Nathaniel Gallardo 

Name & Signature

322 Prentiss St

Address

7/16/16

Date

email:

Date: 7/12/16

Board of Supervisors

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Sincerely,

Alexis Raymond 
Name & Signature

160 Banks St
Address

4/10/16
Date

email: prinnicity@gmail.com

Date: 7/15/16

Board of Supervisors

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Sincerely,

S. Fungo
Name & Signature
email:

324 Moultrie St
Address

7-16-16
Date

Date: 7/15/16

Board of Supervisors

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Sincerely,

Erika Duarte

Name & Signature

email:

324 MOULTRIE ST

Address

7-16-16

Date

Date: 7/15/16

Board of Supervisors

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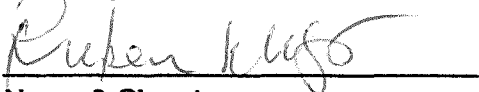
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Sincerely,



Name & Signature

email:

324 ALBERTINE ST

Address

7-16-16

Date

Date: 7/12/16

Board of Supervisors

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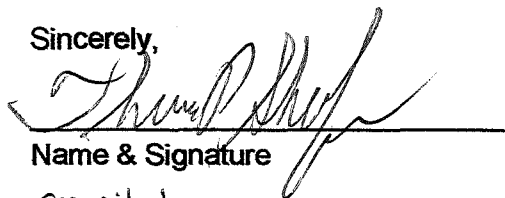
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Sincerely,


Name & Signature
email !

310 MOULTRIE
Address

7/12/16
Date

Date: 7/12/16

Board of Supervisors

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Sincerely,

Name & Signature

email: CBWLOVIT@
@VMA22.com

2858 Geary St

Address

7/13/16

Date

Date: 7/12/16

Board of Supervisors

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Sincerely,
 JOHN BANKOVITCH

Name & Signature

850 JUNIPERO VELLA BLVD.

Address

7-13-16

Date

email:

Date: 7/13/16

Board of Supervisors

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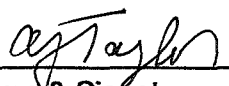
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Sincerely,



 Name & Signature
 email:

1920 Pine St.

 Address

7/13/16

 Date

Date: 7/13/10

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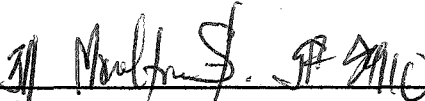
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Sincerely,


Name & Signature


Address


Date

email

Date: 7/13/16

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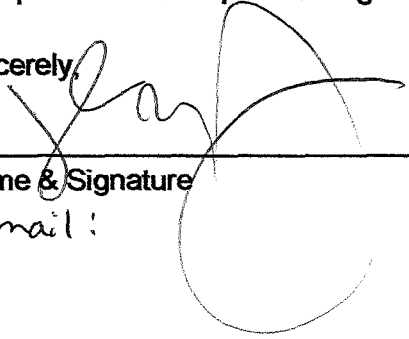
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Sincerely,



Name & Signature
email:

310 Marlborough St.

Address

7/13/16

Date

Date: 7/13/16

Board of Supervisors

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Sincerely,

Vincent Alamy
Name & Signature

email:

265 Muller Ave
San Francisco CA
Date 12/13/16

Address

Date

Date:

Board of Supervisors

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Sincerely,



Name & Signature

2414 Jones St #697 7/12/16

Address

Date

Date:

Board of Supervisors

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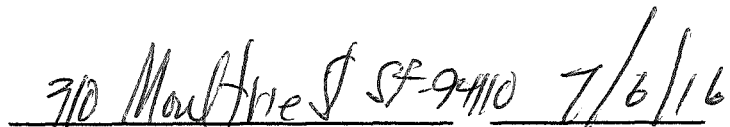
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Sincerely,



Name & Signature

email:



Address

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

These include:


- **Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place**, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.
- **Hazardous traffic conditions at the corner of Folsom and Chapman Streets.** The projects have no on-street parking. Two garages and the driveways currently used will be rendered unusable. Residents will be forced to search parking on a street where space is already severely inadequate. (And, there is the potential for 4 additional new homes.) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.
- **The project's lack of planning for garbage, recycling, and compost pickup will impact both public health and safety.**
- **The project site's proposed steep street** presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.
- **The structures would create a north-facing solid wall blocking significant public vistas** from Bernal Heights Boulevard along the open-space park.

There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,


Name & Signature
alondra.r.orellana@gmail.com
Email

108 Nevada Street
Address

Phone (optional)

7/9/16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

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These include:

- **Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place**, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.
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- **The structures would create a north-facing solid wall blocking significant public vistas** from Bernal Heights Boulevard along the open-space park.

There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by **requiring that a complete environmental review is undertaken** and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,

Jessica Javregni
Name & Signature
Jessicajavregni07@gmail.com
Email

(Occupation: Cortland 833, SF)
2510 High St. Oakland,
CA 94601
Address
07/09/16
Date

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Ellen Chan

Name & Signature

echan37@gmail

Email

.com

1049 Cortland Ave 7/19/2016

Address

415 374 1990

Phone (optional)

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Laura C. [Signature] 300 Joana St. #1 7/9/2016
Name & Signature Address Date

Email

Phone (optional)

Date:

Board of Supervisors

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Sincerely,

EJ Gordon *EJ Gordon*

94117 (08)

7-21-12

Name & Signature

Address

Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,

Orly *enaran.org*

Name & Signature

D7 94127

Address

7/9/16

Date

email *OCSCA1@gmail.com*

Phone

Date:

Board of Supervisors

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Sincerely,

An Bin, 
Name & Signature

112 O'Keefe Blvd
Address

7/9/16
Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,

Thomas Lee

Name & Signature

27721 Ave

Address

9, 2016

Date

email Thomas.Lee1649@gmail.com

Date:

Board of Supervisors

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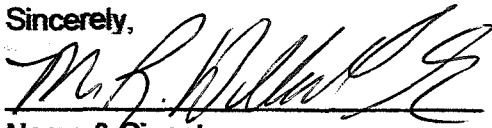
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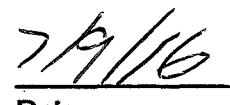
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Name & Signature



Address



Date

email _____

phone _____

Date:

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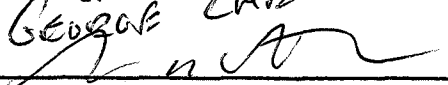
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Sincerely,

GEORGE CHRISTEN


Name & Signature

362 Park St

Address

7/9/2016

Date

email _____

phone _____

Date:

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Sincerely,

LINNEY HAMILTON
Name & Signature

262 VIENNA ST 94112 7/9/16
Address Date

email _____

phone _____

Date: 7/9/16

Board of Supervisors

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Sincerely,

Anna McDonald

Name & Signature

262 Vienna St., 94112

Address

Date

email _____

phone _____

Date:

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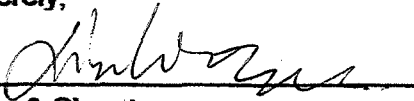
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Sincerely,



Name & Signature

94134
220 / Munster St / 109 / 16
Address Date

email _____

phone _____

Date:

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Sincerely,

Irene Smith Irene Smith 370 Ashton 7.9.16
Name & Signature Address Date

email alaska.irene phone _____
@ yahoo.com

Date:

Board of Supervisors

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Sincerely,

Verne Smith
Verne

Name & Signature

370 Ashton Ave

Address

7/9/16

Date

email hatblanco@yahoo

phone _____

Date:

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Sincerely,

JoAnn Yates <i>JoAnn Yates</i>	2106 48th Ave	7/9/16
Name & Signature	Address	Date
email <i>joannlyates@gmail.com</i>		phone <i>415 242 2466</i>

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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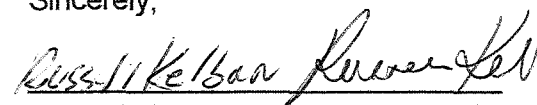
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There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by **requiring that a complete environmental review is undertaken** and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,

	<u>51 Prentiss St.</u>	<u>7/7/16</u>
Name & Signature	Address	Date
<u>russell.kelban@sbcglobal.net</u>		
Email	Phone (optional)	

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

These include:

- **Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place**, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.
- **Hazardous traffic conditions at the corner of Folsom and Chapman Streets.** The projects have no on-street parking. Two garages and the driveways currently used will be rendered unusable. Residents will be forced to search parking on a street where space is already severely inadequate. (And, there is the potential for 4 additional new homes.) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.
- **The project's lack of planning for garbage, recycling, and compost pickup will impact both public health and safety.**
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Sincerely,


Name & Signature

51 PRENTISS ST.
Address

7/7/16
Date

jake.bowers@gmail.com
Email

Phone (optional)

Date:

Board of Supervisors

Dear Board Members,

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These include:

- Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place and made public, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.
- Difficult-to-manage traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking, and on-street parking will be eliminated from 2 more houses. (And, there is the potential for 4 additional new homes) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.
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There are specific NTSB and Pipeline Information and Protection Act protocols that should be followed for all land use near pipelines, and we expect assurances from you that these will be met.

This is your opportunity to keep your promise to the keep the citizens of San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped section of Folsom Street and the adjacent properties. We also request that the safety measures and oversight is transparent to the impacted neighbors.

Sincerely,

Lisa Pugh
Name & Signature

3765 25th St.
Address

7/12/16
Date

email _____

phone 970-799-1154

Date:

Board of Supervisors

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Sincerely,

JOHN M TESKA


Name & Signature

540 ALABAMA STREET #318 7/6/2016
Address SF, CA 94110 Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Betty Hudson
Name & Signature
Betty Hudson
Email / none

7-13-16
Address
3-Patten St
Date
Phone (optional) 415-642-1079

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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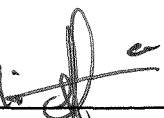
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Sincerely,



Name & Signature
mr.ali.shabazz@gmail.com

Email

100 Appleton Ave SE CA 94140

Address
N/A

Phone (optional)

7/13/2016

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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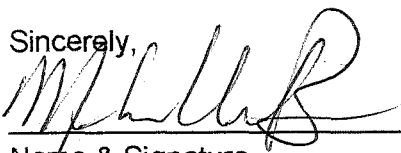
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Sincerely,



Name & Signature

Brown, a. michelle@gmail.com

Email

133 Highland Ave

Address

Phone (optional)

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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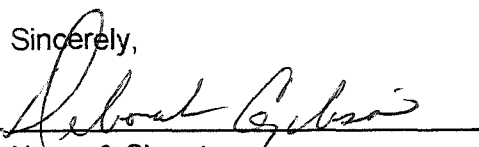
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Sincerely,


Name & Signature

MS.gibson160@gmail.com
Email

160 Appleton
Address

415 424 7277
Phone (optional)

7-12-16
Date

(Date) 7-12-16

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

Re: Appeal of CEQA Categorical Exemption ("CatEx") Determination for Planning Case No. 2013.1383E

We request a complete, open, and transparent environmental impact review (EIR) for the proposed project at 3516 and 3526 Folsom Street.

- Our neighborhood is negatively impacted by this project. It threatens public safety as it is located adjacent to an aging 26-inch major gas transmission line. Line depth has never been determined. Line 109 is the same one as the line that blew up in the San Bruno disaster last decade.
- If approved, heavy earth moving equipment will be moving over this line for many months. In recent years a cement truck overturned on nearby street. The area of Upper Folsom is one of the steepest in the City. We fear for public safety in this area.
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Thank you, for considering our concerns for opposing the the "CatEx" for this project and instead determining the need for an EIR.

Sincerely,
Heborah Gibson
President
Holly Courts

email: _____ phone (optional) 415-424-1277

(Date) 7-17-16

San Francisco Board of Supervisors

City Hall

San Francisco, CA 94102

Dear Honorable Members of the Board

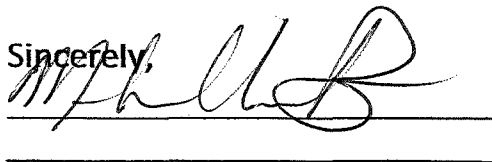
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Sincerely,



email: Brown.a.Michelle@gmail.com phone (optional) _____

(Date) 7/17/2016

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

Re: Appeal of CEQA Categorical Exemption ("CatEx") Determination for Planning Case No. 2013.1383E

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Sincerely,
Alex Rivas
135 Highland Ave
S.F. CA. 94110

email: _____ phone (optional) 415) 215-5282

(Date) 7-13-2016

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
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Sincerely,

Reginald Polanco
173 Highland Ave

email: _____ phone (optional) _____

(Date) 7-13-16

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
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Sincerely,

Joseph Hamilton Cain

email: Joseph.magnus.hamiltoncain@gmail.com phone (optional) _____

(Date) 7-13-16

San Francisco Board of Supervisors
City Hall

San Francisco, CA 94102

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Sincerely,

Betty Hudson
3-patten st
51716, 94110

email: none phone (optional) 415-642-1079

(Date) 7/13/2016

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
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Sincerely,

Malik Ali

100 Appleton Ave

S.F. CA. ~~94102~~ 94110

email: malishabazz@gmail.com phone (optional) N/A

(Date) 7/12/2016

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

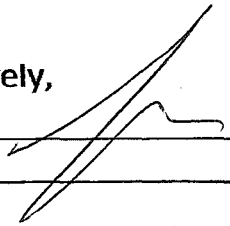
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Sincerely,



email: Mr. JOESILVA@am1.com, phone (optional) (415) 9679-771

(Date) 07/13/14

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City Hall
San Francisco, CA 94102
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Sincerely,

Jannie Ram
141 Highland Ave
SF CA 94110

email: Ramex_emp@yahoo.com phone (optional) _____

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

William Topuola

Name & Signature

Email

152 Appleton, AVE

(Address
(415) 647-5107

Phone (optional)

7-13-16

Date

(Date) 7-13-16

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

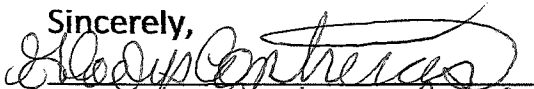
Re: Appeal of CEQA Categorical Exemption ("CatEx") Determination for Planning Case No. 2013.1383E

We request a complete, open, and transparent environmental impact review (EIR) for the proposed project at 3516 and 3526 Folsom Street.

- Our neighborhood is negatively impacted by this project. It threatens public safety as it is located adjacent to an aging 26-inch major gas transmission line. Line depth has never been determined. Line 109 is the same one as the line that blew up in the San Bruno disaster last decade.
- If approved, heavy earth moving equipment will be moving over this line for many months. In recent years a cement truck overturned on nearby street. The area of Upper Folsom is one of the steepest in the City. We fear for public safety in this area.
- Parking impact and traffic will be similarly negatively affected. No new on-street parking is proposed; two garages and driveways currently in use will be rendered un-useable; residents will be unable to park cars needed for work and transportation. Traffic congestion at the corner of Folsom & Chapman, already difficult will become unmanageable. The proposed project is a "gateway" for four (4) other sites on the property to be developed. When this occurs the project now becomes a six (6) unit "mini-sub-division". The environmental problems will surely, only, get worse.

Thank you, for considering our concerns for opposing the the "CatEx" for this project and instead determining the need for an EIR.

Sincerely,


16 Appleton Ave
SO CA 94110

email: _____ phone (optional) _____

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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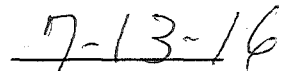
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Sincerely,


Name & Signature


Address


Date

Email

Phone (optional)

(Date) 7/17/2016

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San Francisco, CA 94102
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Sincerely,

Bobbie Cochran
155 171 Highland Av
94110

email: _____ phone (optional) 415-285-8436

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Name & Signature

Address

Date

Email

Phone (optional)

How dangerous is the situation? Our lives are at stake.

Join us in demanding that the Board of Supervisors require evidence of environmental safety before approving construction on the 3500 block of Folsom Street.

You SHOULD be concerned for your safety and the safety of your neighbors. With a PG&E Gas Transmission Pipeline (similar to San Bruno) at an unknown depth beneath a vulnerable steep hillside, we're worried. Very worried. The designs for 2 homes were approved and given a categorical (rubber stamp) exemption from environmental review. We believe this project and the underlying safety issues require a closer look by experts to convince both officials and neighbors that the project, which involves construction by a private developer, poses no risk to the public.

Join us in urging the Board of Supervisors to require an environmental review before any construction takes place on the street right of way or vacant lots at 3516 and 3526 Folsom Street. (Near the Community Garden) **Why?**

- **A 26" PG&E Gas Transmission Pipeline runs at an unknown depth under the surface of an erosion-prone steep hill.** The neighbors need evidence that National Transportation Safety Board safety guidelines are being vigorously enforced. The result of even a slight mishap would be similar to the San Bruno explosion and could mean loss of lives as well as property. **Construction is a primary cause of pipeline damage.**
- **Any construction at the corner of Folsom and Chapman will require large, heavily loaded trucks to negotiate the difficult intersection at Folsom and Powhattan,** which may or may not be done successfully. If a vehicle gets stuck or needs to back up because it cannot turn around, it must back down Folsom Street, which is, in itself, dangerous. (We have evidence that some emergency vehicles, like the hook & ladder, bottom out on Prentiss St. and are unable to access these homes. Other vehicles lack the power to make it up Prentiss.)
- **Blocking Folsom or Chapman Street in any way eliminates access for some emergency vehicles to all homes and properties north of Chapman Street.** In the past, delays of ambulances and fire trucks have already endangered lives on multiple occasions. Not long ago, a cement truck overturned at the corner of Powhattan and Folsom, blocking the intersection for the day, and a backhoe slid down the hill on the Banks Street right-of way, crushing a parked car.
- **Parking will be an ongoing major problem,** especially if the other 4 vacant lots are developed-a total of 6 lots-imagine if vehicle access to the homes is arduous, 12 or more cars will require street parking on adjacent streets where parking is already scarce.
- Construction of the steep street or sidewalk will cause **excessive water runoff** down the hill.

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Occupation - CAREGIVER AT 638 BANKS.

GAYLE ROSEMOND

Name & Signature

rosemond.gayle

Email

540 JONES ST #316

Address

415 527 6581

Phone (optional)

7.9.16

Date

July, 2016
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City Hall, San Francisco, CA 94102

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Sincerely,

Jacqueline D Kaddah

Name & Signature

Jacqueline D Kaddah
Email *Kaddahc.outlook.com*

115 Gates St.

Address

Phone (optional)

7-8-14

Date

July, 2016
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City Hall, San Francisco, CA 94102

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Sincerely,

KAREEM KADDAH
Kareem Kaddah

Name & Signature

KADDAH@OUTLOOK.COM

Email

105 GATES ST.

Address

Phone (optional)

7-9-16

Date

Date:

Board of Supervisors

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Sincerely,

Jenny Enciso-B

Name & Signature

127 Crescent Ave #B

Address

7/9/16

Date

email Jennyblank@aol.com phone _____

Date:

Board of Supervisors

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Sincerely,

J. Conley
Name & Signature

659 Ellsworth
Address

7/9/16
Date

email _____

phone _____

Date:

Board of Supervisors

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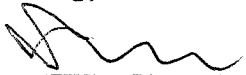
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Sincerely,

 SAM YAMAMOTO 350 ALEMANY BLVD 7/9/16
Name & Signature Address Date

email _____ phone _____

Date:

Board of Supervisors

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Sincerely,

Magdalena Romero
Name & Signature

2009 Mission St.
Address

07/09/16
Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,

Andrew Plym
Name & Signature

22. GLADYS ST
Address 55, CA 94110
415 826 0830
phone

9 JUL 2016
Date

email _____

Date:

Board of Supervisors

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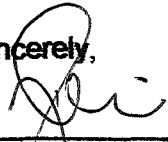
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Sincerely,

 Doris Chen

Name & Signature

364 Eureka St

Address

7/7/16.

Date

email djchen1228@yahoo.com

phone 310 310

Date:

Board of Supervisors

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This is your opportunity to keep your promise to the keep the citizens of San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped section of Folsom Street and the adjacent properties. We also request that the safety measures and oversight is transparent to the impacted neighbors.

Sincerely,

Henry Ju

Name & Signature

Henry Juerte
email _____

1018 Cortland Ave^{#2} 7/9/16

Address

Date

phone _____

Date:

Board of Supervisors

Dear Board Members,

Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety and problems.

These include:

Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place and made public, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.

Difficult-to-manage traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking, and on-street parking will be eliminated from 2 more houses. (And, there is the potential for 4 additional new homes) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.

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Sincerely,

Brendan Pardo
Name & Signature

Teen Challenge
Address

07/19/16
Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,

Giovanni Mazzoni
Name & Signature

email _____

Teen Challenge
Address Valencin St.

phone _____

7/9/16
Date

Date:

Board of Supervisors

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Sincerely,


Name & Signature

136 Chester Ave
Address

7/9/16
Date

email Blueyoshi82@hotmail.com phone _____

Date:

Board of Supervisors

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Sincerely,


ROBERT AVILA

Name & Signature

388 Park St.

Address

7/9/16

Date

email roav2001@yahoo.com

phone _____

Date:

Board of Supervisors

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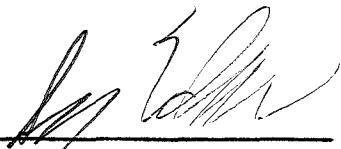
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Sincerely,



Name & Signature

20 Agnon Ave.

Address

7/9/16

Date

email

phone

Date:

Board of Supervisors

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Sincerely,

John Geller

Name & Signature

126 Folsom St SF 94131

Address

7-9-16

Date

email *gellerjb@yahoo.com*

phone *415 595 3062*

phone

Date:

Board of Supervisors

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Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety and problems.

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Sincerely,

Jana Fresten

 Name & Signature

email _____

1849 Chestnut St

 Address

phone _____

8/9/16

 Date

Date:

Board of Supervisors

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Sincerely,

Nina Simon Scott

Name & Signature

812 Edinburgh street

Address

07/09/10

Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,

<u>MANUEL RETA</u>	<u>364 KURKA</u>	<u>7-9-16</u>
Name & Signature	Address	Date

email manuel.reta@yahoo.com phone _____

Date:

Board of Supervisors

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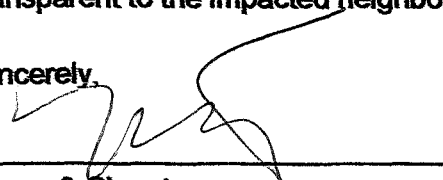
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This is your opportunity to keep your promise to the keep the citizens of San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped section of Folsom Street and the adjacent properties. We also request that the safety measures and oversight is transparent to the impacted neighbors.

Sincerely,



Name & Signature

3785 Farnham Blvd 7-9-18

Address

Date

email

phone

Date:

Board of Supervisors

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Sincerely,

CHRIS ROYCE 2195 44th AV 7/9/16
Name & Signature Address Date

email _____ phone _____

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

These include:

- **Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place**, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds, *as is the ongoing PG&E trial of criminal pipeline safety charges!*
- **Hazardous traffic conditions at the corner of Folsom and Chapman Streets.** The projects have no on-street parking. Two garages and the driveways currently used will be rendered unusable. Residents will be forced to search parking on a street where space is already severely inadequate. (And, there is the potential for 4 additional new homes.) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.
- **The project's lack of planning for garbage, recycling, and compost pickup will impact both public health and safety.**
- **The project site's proposed steep street presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.**
- **The structures would create a north-facing solid wall blocking significant public vistas from Bernal Heights Boulevard along the open-space park.**

There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,

Rosanne Liggett
Name & Signature
rosanneadana@hotmail.com
Email

125 Gates St.
Address
415-824-6465
Phone (optional)

7/9/16
Date

Specific questions to ask about the Folsom Street PG&E gas pipeline:

Where are the records for:

- when was this pipeline built?
- what are the pressure limits?
- has PG&E tested this pipeline recently, when? how often?
- has pipeline been tested for possible defects? when?
- is this pipeline considered a high-risk pipeline?
- does PG&E operate this pipeline above the limits set forth in federal law? if so, by how much?

These questions come from reading articles in the Chronicle about the ongoing PG&E/San Bruno trial. (7/9/16) PG&E is accused "of violating federal laws by knowingly failing to inspect pipelines, properly test high-risk lines, and maintain adequate records." PG&E "consistently

sacrificed safety for profits."
-- "P&GE was engaged in a "deliberate
and tragic strategy" of annual
cutbacks in safety programs (ie:
replacing old pipelines, fixing defects, etc)

Bernal residents are entitled to
accurate answers to ~~these~~ pipeline
questions on the proposed building
site. The City is responsible for
ensuring the safety of its
building projects. The permits
to build have been given without
proper vetting of the pipeline safety
issues, and the viability of fire
truck accessibility to the proposed
homes. Stop this highly questionable
building project.

Rosanne Liggett
rosanneadana@hotmail.com
415-824-6465