

2020 21 SEPT 4:51 PM

BY:     JW    

David Pilpel  
2151 27th Ave  
San Francisco CA 94116-1730

Angela Calvillo, Clerk of the Board  
Board of Supervisors  
1 Carlton B Goodlett Pl Ste 244  
San Francisco CA 94102-4689

September 21, 2020

Re: MTA COVID-19 8-22-20 and Fall 2020 Muni Rail Service Adjustments and Associated  
Stop, Street, and Parking Changes  
California Environmental Quality Act (CEQA) Appeal

Dear Ms. Calvillo,

I write to appeal a CEQA Statutory Exemption determination, which is attached, made by the Planning Department on August 12, 2020 (Planning Department Case No. 2020-007183ENV) regarding the MTA COVID-19 8-22-20 and Fall 2020 Muni Rail Service Adjustments and Associated Stop, Street, and Parking Changes Project (the Project), which was supposedly approved by the Municipal Transportation Agency (MTA) Director of Transit on August 19, 2020 and posted on the Planning Department website on August 20, 2020. The only document that I have found to evidence the supposed approval is a Memo to File dated August 20, 2020, also attached, which was posted on the Planning Department website.

The exemption document describes planned changes to Muni rail service effective August 22, 2020, and some associated stop, street, and parking changes. It is unclear exactly which elements of the Project have been approved, by whom, and on what date or dates. I intend to brief this issue further in the future. These changes were only effective for three days.

The exemption document clarifies and repeats elements of the MTA Emergency Temporary Transit Lanes and Bikeways Project (Planning Department Case No. 2020-005472ENV) which is already on appeal in Board of Supervisors (BOS) File 200903. In particular, my concerns about rail service changes that force passengers to transfer at Church and Market and at West Portal Station are contained here. Thus, my initial concerns about the health impacts and risks to passengers having to transfer remain.

My concerns about this exemption determination include the health impacts and risks, and impacts to emergency vehicle access, that could result from these actions; whether the Project fits the specific exemptions claimed (Guidelines Sections 15269 (c) and 15275); and whether either (or both) of the exceptions to an exemption (cumulative impacts or unusual circumstances) apply to the Project. I intend to more fully brief these issues and perhaps others on or before October 23, 2020, understanding that the last day for me to withdraw this appeal and avoid a hearing would be October 19, 2020, all based on a November 3, 2020 hearing date.

I want to emphasize that the CEQA appeals I have filed are brought in good faith about controversial projects where the language of the statutes and guidelines can be interpreted differently. I have not appealed every single action taken by MTA in response to the COVID-19 virus emergency nor do I intend to. Also, although the other CEQA appeals I have filed are unresolved at this time, each should be considered on its own merits. I will leave it at that.

I am always open to resolving my underlying concerns and withdrawing this appeal if an acceptable solution can be reached with Planning and MTA. I also reserve the right to amend this appeal if new information becomes available. Please contact me if you need anything else.

Sincerely,

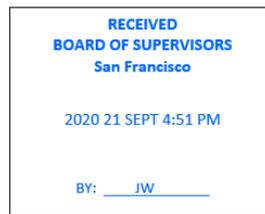
/s/

David Pilpel

Attachments:

1. DCP 2020-007183ENV MTA COVID-19 8-22-20 and Fall 2020 Muni Rail Service Adjustments and Associated Stop, Street, and Parking Changes StatEx 8-12-20 (14 pages)
2. DCP 2020-007183ENV MTA COVID-19 8-22-20 and Fall 2020 Muni Rail Service Adjustments and Associated Stop, Street, and Parking Changes Approval Action Posting 8-20-20 (1 page)

cc: Lisa Gibson, Environmental Review Officer, Planning Department



2020-007183ENV

## COVID-19 Muni Rail Service Adjustments and Associated Stop, Street and Parking Changes – August 22<sup>nd</sup>, 2020 and Fall 2020

Since April 8, 2020, Muni has been operating a COVID-19 Muni Core Service Plan (2020-004707ENV) to support essential trips. In order to respond to changes in travel demand as conditions under the health order change and transit trips are expected to increase, the SFMTA proposes to modify COVID-19 Muni Core Service by scheduling the return of a modified Muni rail service on August 22, 2020, followed by an additional J Church rail service adjustment in Fall of 2020. These Muni rail service changes would necessitate temporary street, parking, and stop changes as described below. This service plan, including the J Church adjustment in the Fall, would provide transit service during the designated health emergency and are temporary. The stop, street, and parking changes implemented as part of the project are temporary and will expire 120 days after the retraction of the City's proclamation of the COVID-19 local emergency. An overall transit service plan for the city following the retraction of the health emergency would be presented to the SFMTA Board of Directors and any service associated stop, street and parking changes to be made permanent would need SFMTA Board of Directors approval.

To improve subway functionality and reduce train delays (which would shorten the amount of time riders spend on a train and in the subway and prevent overcrowding on trains to reduce COVID-19 exposure), SFMTA proposes that some Muni Metro rail lines operate only on the surface and outside of the subway. This surface operation would also allow SFMTA to add more cars to the Metro trains (running 2-car trains and eventually 3-car trains) that would increase capacity to support physical (social) distancing among riders. See Figure 1a showing the proposed COVID-19 modified Muni rail service routes.

All substitute Metro buses currently operating would be suspended with the return of Metro rail service. This includes the N Bus, L Bus, M Bus, and T Bus. The N Owl and L Owl bus service would continue to operate in late evening and early morning hours as usual. As a result of the several projects under construction along Taraval Street<sup>1</sup>, a bus shuttle service has been and would continue operating along a segment of the L Taraval where the tracks and overhead wires are under construction. The proposed project would maintain the L Construction Shuttle service by providing local stops between the San Francisco Zoo and Sunset Boulevard (westbound) and the SF Zoo and 32<sup>nd</sup> Avenue (eastbound). To avoid an additional transfer point resulting from the

<sup>1</sup> These projects, which would result in upgrades to the existing track, overhead wire, sewer and water line infrastructure, include the L-Taraval Rail Replacement and Overhead Rehabilitation Project (2017-015308ENV), San Francisco Public Utilities Commission's Sewer Replacement Project (Case Number 2017-004381ENV), San Francisco Public Utilities Commission's Water Main Installation Project (2017-016132ENV). These projects are currently under construction and completion of these projects is expected in 2022.

COVID-19 modified Muni rail service, the L Construction Shuttle service route would be extended by providing express service between West Portal Station and Sunset Boulevard (westbound) and 32<sup>nd</sup> Avenue (eastbound), which would operate primarily along Santiago Street eastbound and along Taraval Street westbound. The westbound approach from West Portal Station would be along Ulloa Street and 15<sup>th</sup> Avenue. The eastbound approach to West Portal Station from Santiago Street would be along 15<sup>th</sup> Avenue, Taraval Street, Claremont Street, and Ulloa Street. See Figure 1b showing the proposed L Construction Shuttle service route.

### **Subway Metro Rail**

- The N Judah Metro rail service would return with two-car trains.
- More frequent S Shuttle trains would return between West Portal and Embarcadero stations with two-car trains. These shuttles would operate exclusively inside the subway tunnel and would not operate as surface rail. Later in the year, S Shuttle service may operate with three-car trains.
- The M Oceanview would return and be combined with the T Third which would allow the use of two-car trains on both these routes with the COVID-19 modified Muni rail service.

### **Surface Metro Rail**

The following Metro rail service would return on the following routes, but would no longer use the subway:

- The L Taraval and K Ingleside would be combined into an LK line and would no longer enter the subway at West Portal Station. While this new LK surface metro rail is intended to operate between Balboa Park Station and the SF Zoo, given the current construction along Taraval Street, the LK would initially operate between Balboa Park Station and 32<sup>nd</sup> Avenue (eastbound) and Sunset Boulevard (westbound) (with bus service to the zoo as described above). Riders who need to continue to downtown using rail service would need to transfer at West Portal Station, which would now be a transfer point to either the TM line or S Shuttles. Street and parking changes in the vicinity of the station would need to be implemented in order to support this new transfer point and are described in more detail below.

- J Church Service Phase 1

The J Church would no longer enter the subway at Duboce Avenue. The J Church service would instead terminate on Church Street at Market Street as part of the August Muni rail service changes. Riders who need to continue downtown using rail service would need to transfer to the TM line or S Shuttle at Church Street Station (Market and Church streets), or walk one block north to transfer to the N Judah at Duboce Avenue and Church Street. In addition, stop, street, and parking changes would be implemented on and around Church Street between Market and 15<sup>th</sup> streets in order to support this new J Church terminal/transfer point at Market and Church streets (J Church Phase 1).

### J Church Service Phase 2

In Fall 2020, SFMTA would further modify the J Church route and extend it from Church and Market Streets to Church Street at Duboce Avenue, which would be the new J Church terminal and would provide an additional transfer point. Additional street and parking changes would be implemented on and around Church Street between Duboce Avenue and 15th Street to support the Fall 2020 Muni rail service modification. Stop, street and parking changes associated with the J Church terminal and transfer point are described in more detail below.

The proposed route changes are summarized below in Table 1 and the proposed frequencies are shown in Table 2 below.

Figure 1a: COVID-19 Modified Muni Rail Service Routes



Figure 1b: COVID-19 L Construction Shuttle Service Route

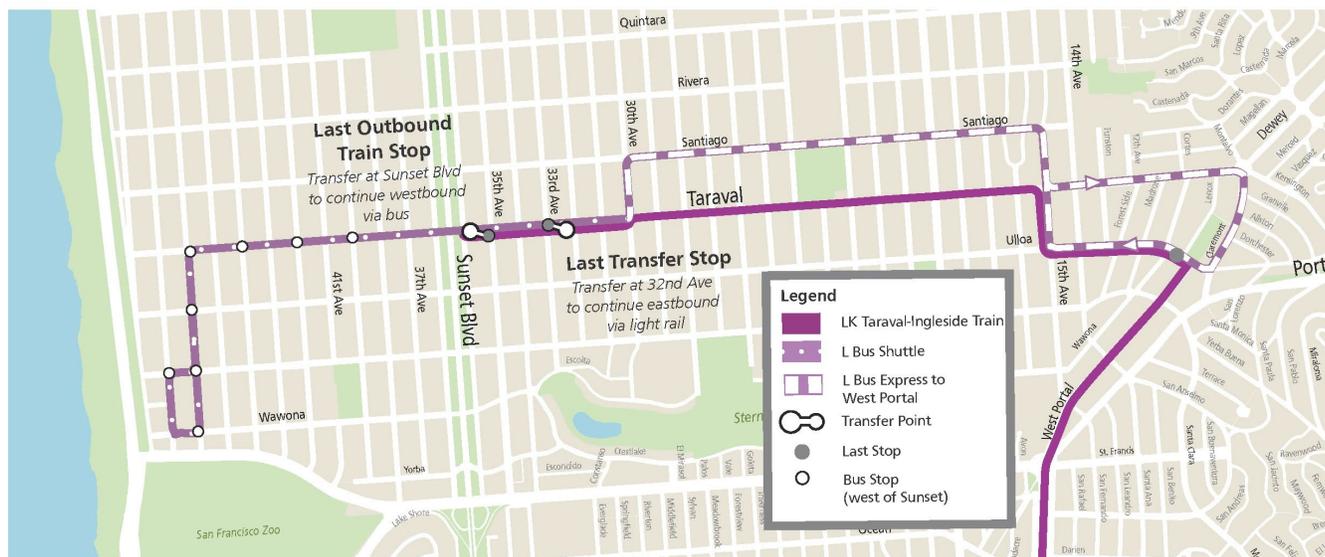


Table 1: Proposed COVID-19 modified Muni rail service route changes

Line	Description of Service Change	Parking Changes
<b>N Judah Muni Metro (LRV)</b>	Return to service N Judah as surface-subway rail service (no changes to pre-COVID alignment).	N/A
<b>TM Third-Ocean View Muni Metro (LRV)</b>	Return to service as a combined T Third and M Ocean View (TM) surface-subway rail service between Balboa Park Station and Bayshore/Sunnydale Station.	N/A
<b>LK Taraval-Ingleside Muni Metro (LRV)</b>	Return to service as a combined L Taraval and K Ingleside (LK) surface-only rail service between Balboa Park Station and SF Zoo (rail service to 32 <sup>nd</sup> Avenue/Sunset Boulevard and bus service to the zoo).	Yes. Temporary parking removal related to rail service changes. <b>Details provided below.</b>
<b>L Taraval (L Bus) Construction Shuttle Express to West Portal Station</b>	Due to construction along Taraval Street, the L Construction Shuttle would continue providing service to local stops from the zoo to Sunset Boulevard (westbound)/32 <sup>nd</sup> Avenue (eastbound). The L Construction Shuttle service route would be extended by providing express service between Sunset Boulevard (westbound)/32 <sup>nd</sup> Avenue (eastbound) and West Portal Station (no	Yes. Temporary parking removal of two spaces related to temporary accessible boarding islands. <b>Details provided below.</b>

	stops in between) and would operate primarily along Santiago Street eastbound and along Taraval Street westbound. Details provided in description and on Figure 1b.	
<b>J Church Muni Metro (LRV)</b>	Return to operation as surface-only rail service between Balboa Park Station and Church and Market streets in August. In the Fall 2020, the service would be extended one block north to terminate on Church Street at Duboce Avenue.	Yes. Temporary parking removal and street closure related to rail service changes. <b>Details provided below.</b>
<b>S Shuttle Muni Metro (LRV)</b>	Return to operation as subway-only rail service between West Portal and Embarcadero stations. Initially, this would operate as 2-car trains and may be 3-car trains later in the year.	N/A.

Line	Weekday		Weekend	
	Time Span (approximate)	Frequency	Time Span (approximate)	Frequency
J Church	5am to 10pm	7 min	5am to 10pm	7 min
LK Taraval-Ingleside	5am to 10pm	7 min	5am to 10pm	7 min
N Judah	5am to 10pm	7 min	8am to 10pm	10 min
S Shuttle	5am to 10pm	7 mins	8am to 10pm	7 mins
TM Third-Ocean View	5am to 10pm	10 mins	8am to 10pm	10 mins

## **Associated Street and Parking Changes**

### **West Portal Station area**

As mentioned above, under the August 2020 Muni Rail service changes, L Taraval and K Ingleside riders headed towards downtown would need to transfer at West Portal Station. There would be S Shuttles running from West Portal to Embarcadero stations or riders can use the new TM route, a combination of the T Third and M Ocean View.

In order to provide ADA-compliant accessible (accessible) transfers, temporary street and parking changes would be made near West Portal Station. Temporary wayfinding and street signs would also be installed to support these changes. Specifically, the following changes are proposed as described below and as shown in Figure 2 below:

- Two accessible boarding ramps (approximate dimensions as follows: 32 feet long, 14 feet wide, 6 feet tall) would be built on Ulloa Street, one on each side of the street, between West Portal Avenue and Wawona Street for the new LK stops (See Figure 3 for an example of an accessible boarding ramp).
- The existing inbound 48 Quintara-24th Street/L-Owl bus stop on the southeast corner of Ulloa Street at West Portal Avenue and the 48 Quintara-24<sup>th</sup> Street terminal on the southwest corner of Ulloa Street at West Portal Avenue would be relocated westward to the southside of Ulloa Street between West Portal Avenue and Wawona Street. To accommodate these bus stop modifications, the following changes are also needed.
  - Two parking spaces on the south side of Ulloa Street, which are towaway zones during AM and PM peak hours, would be removed.
  - A part-time passenger loading zone on the south side of Ulloa Street would be removed.
  - Since the relocated terminal on Ulloa Street at Wawona Street can only accommodate one bus, a second terminal space would be installed on the north side of Vicente Street at West Portal Avenue, which would require removal of two metered parking spaces. This second terminal space would be used when two 48 buses are laying over at the same time.
  - The space vacated by the inbound 48 stop in the southeast corner of Ulloa Street at West Portal Avenue would be replaced with a passenger loading zone.
- The outbound L-Owl bus stop on Ulloa Street at Lenox Way would be shifted west to the northeast corner of Ulloa Street at Wawona Street. In addition, an L Construction Shuttle stop and terminal would be installed at the northwest corner of Ulloa Street at Wawona Street, which would require removing two parking spaces.
- The West Portal Library is located at 190 Lennox Way (at Ulloa Street). The library's white zone on Ulloa Street would be relocated to Lenox Way, where there currently is a green zone; to accommodate the change, the existing green zone would shift slightly north.
- Existing AM Peak period no left turn restrictions on Lenox Way southbound at Ulloa Street would be extended to all times of day.
- Painted safety zones and other striping would be installed on Ulloa Street to designate LK street-level passenger boarding/alighting areas.

Figure 2: Proposed Street and Parking Changes at West Portal

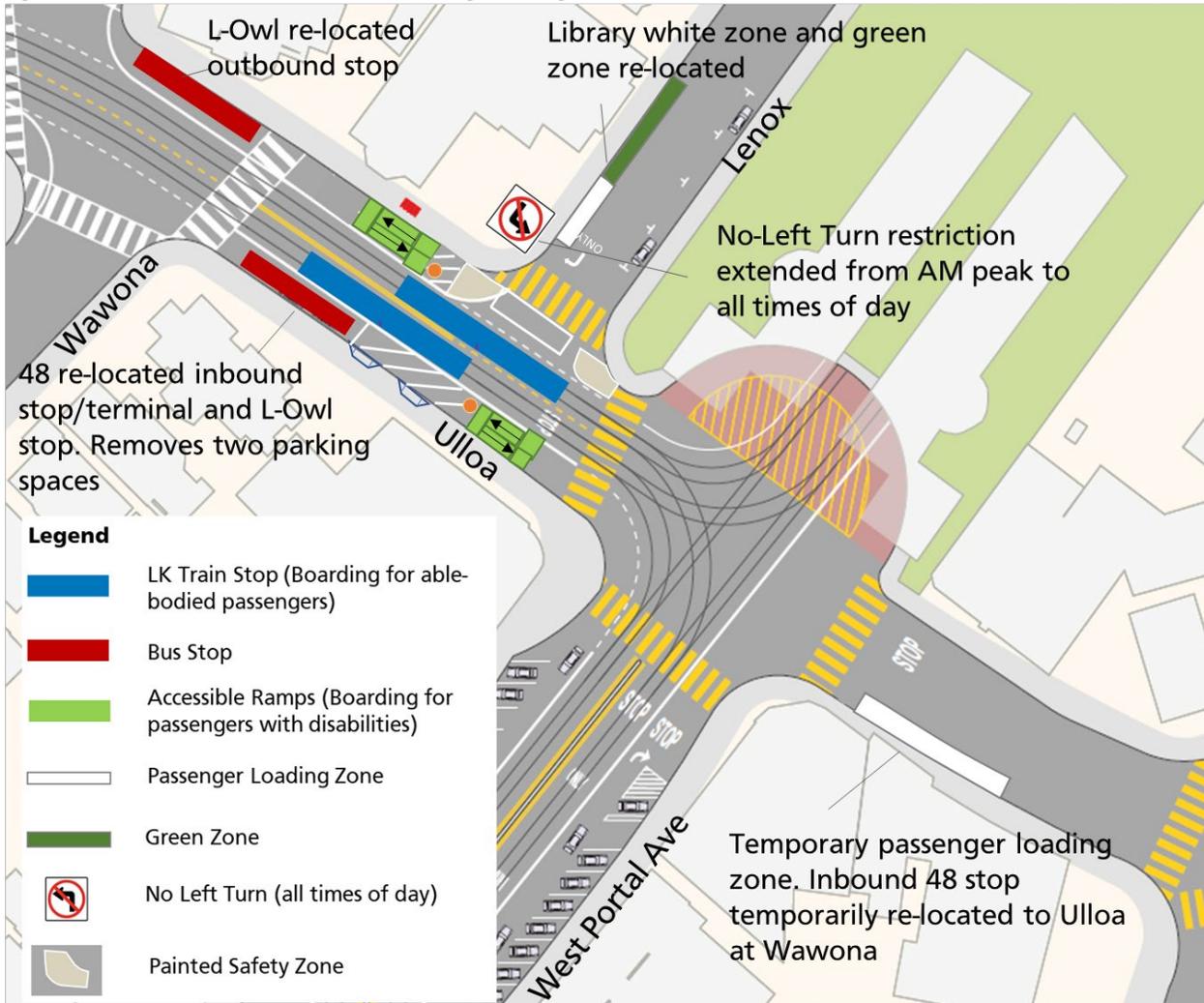


Figure 3: Example of a Temporary Accessible Boarding Island



## J Church

The J Church would return to service in two phases. In Phase 1, beginning in August 2020, service would terminate on Church Street, immediately south of Market Street. In fall, Phase 2 would include extending the J Church north to Duboce Avenue. Both phases would include a series of temporary street, parking, traffic, and transit passenger loading changes to accommodate the new service pattern. These changes are described in further detail below. Temporary wayfinding and street signs would also be installed to support these changes.

### Phase 1

The J Church would terminate at Market and Church streets. The following street and parking changes are proposed on or around Church Street between Market and 15th streets in association with the Phase 1 J Church Terminal and Transfer modification (August 2020). See Figure 4. The changes include parking and traffic modifications that would restrict most private passenger vehicles on Church Street between 15<sup>th</sup> and Market streets to provide a safe space for J Church riders to board and disembark the light rail vehicles as they make the transfer between the J trains and Church Street Station. Portions of the curbside travel lanes on Church Street would be converted to J Church passenger loading zones to increase safety and support physical distancing for transferring riders.

Specifically, the travel lanes on the block of Church Street between 15<sup>th</sup> and Market streets would be restricted to Muni, paratransit, taxis, commercial vehicles, and bicycles only. Local resident

access would also be maintained as indicated below. Emergency vehicles would be exempt from any restrictions. See Figure 4 for a graphic illustrating the proposed changes. This would be effectuated through a series of required right turns and left turn restrictions, outlined below:

- At Church Street and Market Street:
  - Prohibit all vehicles (except emergency vehicles) from making a left turn from westbound Market Street onto southbound Church Street.
  - Require vehicles to turn right when traveling southbound on Church Street at Market Street/14th Street (Muni, paratransit, taxis, bicycles, commercial vehicles, emergency vehicles and local resident access would be exempted.)
  - Prohibit private vehicles from turning right from eastbound Market Street onto southbound Church Street (Muni, paratransit, taxis, bicycles, commercial vehicles, emergency vehicles and local resident access would be exempted.)
- At Church Street and 15th Street (Muni, paratransit, taxis, bicycles, commercial vehicles, emergency vehicles and local resident access would be exempted from vehicle restrictions below except for southbound Church Street):
  - Prohibit private vehicles from turning right from westbound 15<sup>th</sup> Street onto northbound Church Street.
  - Prohibit private vehicles from turning left from eastbound 15<sup>th</sup> Street onto northbound Church Street.
  - Prohibit all vehicles (except emergency vehicles) from turning left from southbound Church Street onto eastbound 15<sup>th</sup> Street.
  - Require vehicles to turn right when traveling northbound on Church Street at 15<sup>th</sup> Street.

Figure 4: Proposed Phase 1 J Church Terminal and Transfer modification



To support these traffic restrictions, traffic barriers would be installed using temporary materials that would be placed in the southbound curb lane on Church Street just south of Market Street and in the northbound curb lane of Church Street just north of 15<sup>th</sup> Street and just south of the existing transit boarding island. Permitted vehicles accessing this block of Church Street southbound would do so via the track lane. To exit this block of Church Street northbound, permitted vehicles would enter the track lane to exit. Approximately five feet of clear space would be maintained in the curb lanes for bicycles to pass through without needing to enter the track lane.

The west side of Church Street, from Market Street to approximately 200 feet southerly, would have parking removed to create a temporary pedestrian safety zone that would reduce the crossing distance for riders transferring from the J Church to Church Street Station. This space would also facilitate future installation of a J Church passenger loading area and a temporary accessible boarding ramp in phase 2 of the project. The southbound curbside travel lane would be closed for the first 200 feet south of Market Street as well and would be incorporated into this pedestrian safety zone. The rest of the southbound curb lane would be open for commercial vehicles and local access. Separately, some of the closed curb lane spaces on both sides of the street could potentially be used for a Shared Space that would allow outdoor dining or other retail uses. If pursued, this would go through the Shared Space Program approval process, which has its own existing environmental clearance (Planning Case No. 2020-005496ENV).

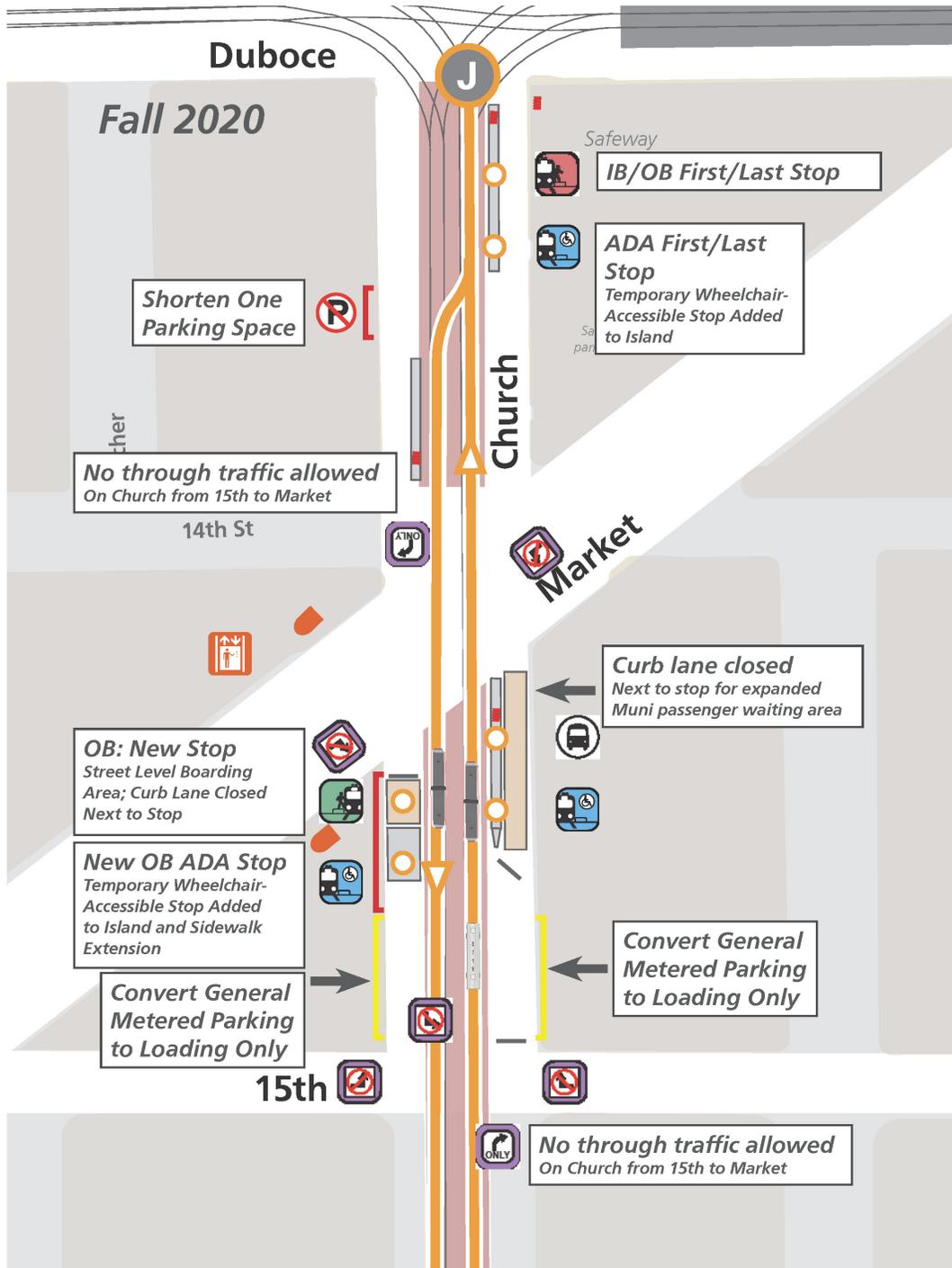
In the northbound direction, a J Church passenger loading zone would be established in the existing curb lane, adjacent to the existing boarding island and wheelchair accessible stop. The purpose of this passenger loading zone is to provide additional space for people to maintain physical distancing when boarding and getting off of (alighting) the J Church train. South of this passenger loading zone, the curb lane would still be open to commercial vehicles and other permitted vehicles.

Eight net new 30-minute commercial loading zones would be created on both sides of Church Street by converting existing general metered parking spaces to loading zones to facilitate local commercial loading at all remaining parking spaces on the block. Finally, three new 15-minute green zones or green meters would be installed on 15<sup>th</sup> Street and on Market Street at the corners nearest to Church Street by converting existing parking spaces. The green zones/spaces would provide a short-term parking option for people visiting Church Street businesses. These green meter and zone spaces would be in effect from 9 AM to 6 PM, Monday through Saturday.

## Phase 2

Phase 2 J Church Terminal and Transfer modification (anticipated Fall 2020) would introduce changes to Church Street between Market Street and Duboce Avenue and also further modify Church street between 15<sup>th</sup> Street and Market Street. See Figure 5 for a graphic summarizing the proposed changes with detailed description for each block provided below.

Figure 5: Proposed Phase 2 J Church Terminal and Transfer modification



*Church Street - Market Street to Duboce Avenue:*

To provide a direct transfer to the N Judah for J Church riders, a new inbound temporary accessible boarding island would be constructed on Church Street in the northbound direction south of Duboce Avenue. The accessible boarding island would be built on top of the existing northbound center lane transit island just south of Duboce Avenue and would have the approximate dimensions as follows: 32 feet long, 14 feet wide, 6 feet tall from the roadway level. (See Figure 3 for an example of an accessible boarding ramp).

In addition, there would be minor parking and traffic modifications on the west side of this block of Church Street in order to facilitate the train turnback movements via an existing track switch located approximately at the northernmost Safeway parking lot entrance. An existing commercial loading zone on the west side of Church Street midblock would be shortened and potentially shift farther north in order to allow space for the train's dynamic envelope (space the train needs to make turns) when turning back.

In addition, the SFMTA may relocate the existing access into the Safeway parking lot for vehicles traveling southbound on Church Street. There are two driveways along Church Street to access the Safeway parking lot. Currently, vehicles driving southbound on Church Street can turn left into the Safeway parking lot using the northern driveway (and vehicles are prohibited from turning left into the southern driveway.) The SFMTA is considering moving the southbound Church Street Safeway vehicle access from the northern driveway to the southern driveway. This would mean prohibiting the existing southbound left turn for all vehicles into the northern Safeway driveway and reopening the southbound left turn for all vehicles into the southern Safeway driveway. This would also mean that access to the Safeway loading docks would be limited to Market Street. The SFMTA is still evaluating this change and may elect to maintain existing conditions.

*Church Street - 15<sup>th</sup> Street to Market Street:*

To provide a more direct connection to Church Street Station, a new outbound transit stop and temporary accessible boarding island would be constructed on Church Street in the southbound direction just south of Market Street. The accessible boarding island would have approximate dimensions as follows: 48 feet long, 20 feet wide, 6 feet tall (See Figure 3 for an example of an accessible boarding ramp). All other traffic circulation on this block of Church Street would remain the same as described in Phase 1, although SFMTA may elect to reopen the block to all northbound traffic if it is determined that there is enough space for passengers to safely board and get off the train at the inbound stop at Church and Market streets. The outbound 22 Fillmore<sup>2</sup> bus stop on the northside of Market Street may be relocated from its existing stop on Church Street at 14<sup>th</sup> Street to this new temporary stop shared with the J Church to facilitate a seamless transfer, although SFMTA may keep the 22 Fillmore stop near side of the intersection, if needed for operational reasons.

<sup>2</sup> The outbound direction of the 22 Fillmore is towards the Mission and Potrero Hill neighborhoods.

The specific actions are being taken to prevent and mitigate a public health emergency and are temporary in nature. The stop, street, and parking changes implemented as part of the project are temporary and will expire 120 days after the retraction of the City’s proclamation of the COVID-19 local emergency. An overall transit service plan for the city following the retraction of the health emergency would be presented to the SFMTA Board of Directors and any service associated stop, street and parking changes to be made permanent would need SFMTA Board of Directors approval.

**Approvals:**

The proposed COVID-19 Muni Rail Service adjustments would require approval by the SFMTA Director of Transit. The associated stop, street, and parking changes would require approval by the SFMTA City Traffic Engineer.

**Approval Action:**

In accordance with Chapter 31.04 of the San Francisco Administrative code, the Approval Action of the project would be the approval of the COVID-19 Muni Rail Service adjustments by the SFMTA Director of Transit.

**Statutorily Exempt pursuant to CEQA Guidelines Section 15269(c) Emergency Projects and pursuant to Public Resources Code Section 21080(b)(10) and CEQA Guidelines Section 15275 Specified Mass Transit Projects.**

*Melinda Hue* 8/12/20

Melinda Hue Date  
San Francisco Municipal Transportation Agency

*Laura C. Lynch* 8/12/2020

Laura Lynch Date  
San Francisco Planning Department



**San Francisco**  
**Planning**

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San Francisco

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BY:     JW    

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## Memo to files

*Date:* August 20, 2020  
*From:* Laura Lynch (628) 652-7554  
*Case No.:* 2020-007286ENV and 2020-007183ENV  
*Re:* Approval Action Posting

Projects 2020-007286ENV and 2020-007183ENV were approved administratively on 8/19/2020. This document was published on the Planning Department's Website on 8/20/2020.

**From:** [DiSanto, Thomas \(CPC\)](#)  
**To:** [BOS Legislation, \(BOS\)](#)  
**Cc:** [Ko, Yvonne \(CPC\)](#); [Hwang, Lulu \(CPC\)](#)  
**Subject:** Re: David Pilpel - CEQA Appeal Fee Waivers  
**Date:** Tuesday, September 22, 2020 9:04:00 AM  
**Attachments:** [image001.png](#)

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Good Morning,

The Planning Department has reviewed and approved a fee waiver under Admin Code Section 31.22 for the CEQA Appeals being filed by David Pilpel with the BOS Clerk's Office regarding both the proposed MTA COVID-19 and Fall 2020 Muni Rail Service Adjustments and Associated Stop, Street, and Parking Changes and the proposed MTA COVID-19 Muni Bus Service Adjustments and Associated Stop, Street, and Parking Changes.

Please let me know if you have any questions or need additional information.

Thank you.

**Thomas DiSanto**  
Director, Administration  
San Francisco Planning Department  
49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103  
Direct: 628.652.7575  
[www.sfplanning.org](http://www.sfplanning.org)  
[San Francisco Property Information Map](#)

Due to COVID-19, San Francisco Planning is not providing any in-person services, but we are operating remotely. Our staff are [available by e-mail](#), and the Planning and Historic Preservation Commissions are convening remotely. The public is [encouraged to participate](#). Find more information on our services [here](#).

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**From:** BOS Legislation, (BOS) <bos.legislation@sfgov.org>  
**Sent:** Monday, September 21, 2020 5:19 PM  
**To:** DiSanto, Thomas (CPC) <thomas.disanto@sfgov.org>  
**Cc:** BOS Legislation, (BOS) <bos.legislation@sfgov.org>  
**Subject:** David Pilpel - CEQA Appeal Fee Waivers

Hello Mr. DiSanto,

I am writing on behalf of appellant David Pilpel who has filed the following CEQA appeals, and am seeking for an email from you confirming that fee waivers have been reviewed and approved:

- CEQA Appeal - MTA COVID-19 and Fall 2020 Muni Rail Service Adjustments and Associated Stop, Street, and Parking Changes
- CEQA Appeal - MTA COVID-19 Muni Bus Service Adjustments and Associated Stop, Street, and Parking Changes

Please provide your confirmation once these have been approved.

Thank you.

**Lisa Lew**  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
T 415-554-7718 | F 415-554-5163  
[lisa.lew@sfgov.org](mailto:lisa.lew@sfgov.org) | [www.sfbos.org](http://www.sfbos.org)

**(VIRTUAL APPOINTMENTS)** To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

*Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services.*



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The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

**Disclosures:** *Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*