

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS Legislation, \(BOS\)](#)
Subject: FW: FILE No. 200903 and FILE No. 201000
Date: Monday, September 14, 2020 2:37:00 PM

From: Robert Chan <doc.robert.chan@gmail.com>
Sent: Monday, September 14, 2020 2:33 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: FILE No. 200903 and FILE No. 201000

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Board,

My name is Robert Chan, and I have sent at least one message to each of you regarding the negative consequences that have ensued because of the closure. closure of Twin Peaks Boulevard at Burnett Avenue and Panorama Drive. I'm hopeful all of you have read my previous email and understand the frustration my neighbors and I are experiencing with all of the negative issues the closure has brought to our neighbourhood and our attempts to reopen the very popular tourist attraction: the summit of Twin Peaks.

I am now writing to ask all of you to agree to the separate appeals from Mary Miles and David Pilpel which demand the Board overturn SFMTA's Planning Department's exempting itself and the City of San Francisco from Environmental Review that is required by the State of California.

While I would greatly like to participate in the virtual Public Hearing on September 22, 2020 @ 3 pm, my occupation will prevent me from doing so.

Thank you for considering my request.

Sincerely,

Robert Chan

From: [Gale Bradley](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: FILE No. 200903 and FILE No. 201000
Date: Monday, September 14, 2020 5:29:43 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello. My name is Gale Bradley and I live at 425 Burnett Ave. SF. Thank you for allowing me to comment on this Appeal. I encourage the City to agree to the Appellants' appeal. And here is my reason why. When the City fails to conduct State-mandated CEQA reviews, it can and has made huge mistakes like when it closed Twin Peaks Blvd 6 months ago. When closing Twin Peaks Blvd, the City justified its exemption from CEQA due to the emergency created by Covid. That City decision has created a huge mess in our neighborhood with all the trash, crime and noisy partying driven from the Twin Peaks Lookout into our neighborhood. The City failed to invite our neighborhood's feedback before the closure. And, the City ignored the American's With Disabilities Act. Police are still failing to stop the record-setting car break-ins. This is what happens when the City exempts itself from CEQA. And for that reason, I support the Appellants' appeal. I hope you do as well. Thank you.

From: [Gary Russ](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: FILE 200903... In Support of Appellant...
Date: Tuesday, September 15, 2020 4:44:27 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To San Francisco's Board of Supervisors:

Hello. My name is Gary Russ and I live at 5 Burnett Avenue North. Thank you for allowing me to comment on this Appeal (File 200903) associated with SFMTA's proposed recovery plan for Emergency Transit lanes and bike pathways. I am a very strong supporter of CEQA and it's goals. I encourage the Board to agree to the Appellants' appeal. And here is my reason why.

When the City fails to conduct State-mandated CEQA reviews, it can and has made huge mistakes like when it closed Twin Peaks Blvd 6 months ago. When closing Twin Peaks Blvd, the City justified its exemption from CEQA due to the emergency created by Covid.

That City decision has created a huge mess in our neighborhood with all the record-setting car break-ins, late night noisy alcohol/drug-fueled partying, and huge amounts of trash driven from the Twin Peaks Lookout into our neighborhood. The City failed to invite our neighborhood's feedback before the closing Twin Peaks Blvd.

And, the City ignored the American's With Disabilities Act. Police are still failing to stop the record-setting car break-ins. It turns out smoke is the only thing that has slowed the break-ins, the partying and trash from the closure. This is what happens when the City exempts itself from CEQA. And for that reason, I support the Appellants' appeal. I hope you do as well. Thank you.

My Best,

Gary R. Russ
5 Burnett Avenue North, Apt. 6
San Francisco, CA 94131
gary.russ@sbcglobal.net

From: [Gary Russ](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: FILE 201000... In Support of Appellant...
Date: Tuesday, September 15, 2020 5:06:12 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To San Francisco's Board of Supervisors:

Hello. My name is Gary Russ and I live at 5 Burnett Avenue North. Thank you for allowing me to comment on this Appeal (File 201000) to the City's exemption associated with "SFMTA's proposed Department Operations Center COVID-19 Emergency Temporary Street Changes Program". I am a very strong supporter of CEQA and its goals. I encourage the Board to agree to the Appellants' appeal. And here is my reason why.

When the City fails to conduct State-mandated CEQA reviews, it can and has made huge mistakes like when it closed Twin Peaks Blvd 6 months ago. When closing Twin Peaks Blvd, the City justified its exemption from CEQA due to the emergency created by Covid.

That City decision has created a huge mess in our neighborhood with all the record-setting car break-ins, late night noisy alcohol/drug-fueled partying, and huge amounts of trash driven from the Twin Peaks Lookout into our neighborhood. The City failed to invite our neighborhood's feedback before the closing Twin Peaks Blvd.

And, the City ignored the American's With Disabilities Act. Police are still failing to stop the record-setting car break-ins. It turns out smoke is the only thing that has temporarily slowed the break-ins, the partying and trash from the closure. This is what happens when the City exempts itself from CEQA.

And for that reason, I support the Appellants' appeal. I hope you do as well. Thank you.

My Best,

Gary R. Russ
5 Burnett Avenue North, Apt. 6
San Francisco, CA 94131
gary.russ@sbcglobal.net

From: [Diana Scott](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: [BOS Legislation, \(BOS\)](#)
Subject: File No. 200903 - Letter supporting Appeal of Exemption No. 2020-oo547ENV
Date: Wednesday, September 16, 2020 9:30:43 AM
Attachments: [Appealing MTA exemption re proposed changes - To the Board of Supervisors 9-16-20.docx](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please find attached my letter supporting the appeal of above CEQA exemption(s) for the SFMTA regarding proposed "temporary" transit changes during the COVID 19 pandemic, and beyond.

I'd like this included in the packet for the BOS September 22 hearing.
Thank you.

Diana Scott
3657 Wawona St.
San Francisco, CA 94116
(415) 566-7235 (land line)

Angela Cavillo, Clerk
San Francisco Board of Supervisors
City Hall, Rm. 244
San Francisco, CA 94102
bos.legislation@sfgov.org

RE: File No. 200903

Supporting - Notice of Appeal of Exemption No. 2020-005472ENV

To the Board of Supervisors:

I am writing to urge you to postpone the appellant hearing on MTA-proposed changes scheduled for September 22 to after November 4th, to give the appellants time to prepare adequate documents which such massive proposed transit changes deserve, and the public the opportunity to absorb and weigh in on this information.

We're all aware of the multiple challenges that San Francisco residents face at present, from pandemic shelter-in-place orders to toxic air.

What a time – while most of us who usually ride MUNI are literally avoiding public transit “like the plague” to reach limited, necessary destinations – for the MTA to be pushing forward changes that may make it harder to get around the city once we can more freely leave our homes, and may have other unintended impacts!

Today, I plan to attend the funeral of an elderly, fellow non-profit Board member friend, who lived a long life and died last week of pneumonia. Will doing so endanger my health, as member of a vulnerable demographic group? Public transit isn't an option to get me to the funeral.

Yet I feel motivated to submit this letter supporting the appeal for additional time to review and respond to proposed transit changes, since recent MTA street modifications in my neighborhood, the Outer Sunset, seem to make local navigation more difficult and, in West Portal, very likely to increase congestion.

In my twenties, I cried when it became necessary to purchase my first car, having much preferred youth hostel bike trips as a healthy mode of transportation. Now in

my seventies with several health constraints – including vulnerable lungs – the car I am lucky enough to drive to get groceries is a gently used, all-electric 2016 Chevy Spark. Breath and mobility issues definitely restrict my biking options.

I strongly object to suspension of previously required CEQA studies of environmental and health impacts before street or route changes are made, whether temporary or permanent (no one can predict duration).

This is not just about the economics of running MUNI, or increasing bike and scooter ridership, but about the health and safety of our entire urban population. More time is needed for adequate review and response.

Note that an earlier, downward-revised interpretation of CEQA requirements by the SFMTA along Van Ness Avenue, as part of its “bust rapid transit” plan, enabled the destruction of approximately 200 mature trees which are no longer there to absorb CO2 or buffer toxic air along that long corridor.

What relentless administrative process and generous MTA budget has enabled these changes to be considered hurriedly, at a time when public attention is necessarily focused on daily health and survival needs – not to mention distracted by unprecedented electoral threats – even as transit ridership is at an all-time low?

More time is needed for the public to respond, and for the MTA to revise, fairly, its transit change proposals. Please use the September 22 hearing to continue consideration of proposed changes until after the November election.

Respectfully submitted on September 16, 2020 by

Diana Scott,
3657 Wawona St.,
San Francisco, CA 94116

From: [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS Legislation. \(BOS\)](#)
Subject: FW: Request of a continuance on hearing the appeals on: BOS File No. 200903, 200987, 201000, 201024
Date: Wednesday, September 16, 2020 5:04:55 PM

From: zrants <zrants@gmail.com>
Sent: Wednesday, September 16, 2020 5:00 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Ronen, Hillary <hillary.ronen@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani Catherine <margaux.kelly@sfgov.org>; Marstaff (BOS) <marstaff@sfgov.org>; Dean Preston <deanpreston7@gmail.com>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>
Subject: Request of a continuance on hearing the appeals on: BOS File No. 200903, 200987, 201000, 201024

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

September 16, 2020

Supervisors:

Re: Request of a continuance on hiring the appeals of the following cases:
BOS File No. 200903, MTA Emergency Temporary Transit Lanes and Bikeways
BOS File No. 200987, MTA Panhandle Social Distancing and Safety Project
BOS File No. 201000, MTA Emergency Temporary Street Changes Program
BOS File No. 201024, MTA Slow Streets Phase 3

We request a continuance on the appeal for Planning Department Cases listed here based on the fact that no one can reasonably deal with such a case load in such a rushed fashion during a pandemic and a firestorm emergency. In fact, few people could handle this during a none emergency state of affairs when all systems are functioning properly.

These are separate appeals on different MTA programs and projects. MTA is clearly using the COVID-19 crisis as a pretext to implement large-scale traffic and transit changes, labeling them as temporary, but actually designed as permanent, with no meaningful public process.

The main issue before the BOS in the appeals is whether the ongoing COVID-19

public health crisis is an emergency under CEQA, which the law strictly defines as a "sudden, unexpected occurrence" and requires specific conditions to qualify for an exemption from environmental review. The appellants argue that the MTA projects are not exempt under CEQA and that the exemption determination by the Planning Department should be reversed. The appellants are also asking for a continuance on each appeal to allow more time for briefing and public comment before the BOS decides how to rule.

The public has not been properly notified of this hearing or had time to respond to the actions being taken that do not follow health guidelines or fall within the jurisdiction of the agencies attempting to enforce them.

Sincerely,

Mari Eliza

From: [Patricia Ferrero](#)
To: [BOS Legislation, \(BOS\)](#)
Subject: CEQA Appeal on the MTA's extension of the 30-Stockton bus line into the Presidio
Date: Wednesday, September 16, 2020 4:04:12 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I'd like an opportunity to address the Board of Supervisors at their next meeting on the issue of the MTA's plan to extend the 30-Stockton bus line into the Presidio National Trust.

The route is both unsafe and unnecessary. There are posted signs on Marina Boulevard that vehicles over 3 tons are prohibited. The planned extension would violate that traffic law. In addition, the buses would travel two ways on Broderick Street - when they only travel one way on the current route. This will increase traffic, congestion and safety concerns on a block with a lot of retirees and small children.

There has been no need study provided that indicates the necessity of this extension. The ridership from Chestnut Street, down Broderick to Jefferson is almost zero.

Please let me know if you need any additional information.

Patricia Ferrero
415-845-9568

San Francisco Board of Supervisors,

108 people have signed a petition on Action Network telling you to Support Emergency Measures to Open Streets to People.

Here is the petition they signed:

We urge you to reject the CEQA appeals of SFMTA's emergency measures. Slow Streets, Shared Spaces, Temporary Emergency Transit Lanes and Emergency Bike Lanes provide essential relief and amenities to San Franciscans during the COVID-19 emergency. The programs allow San Franciscans to enjoy safe and socially-distanced time outdoors. They help San Franciscans travel safely to work, groceries, and errands. They provide an economic lifeline for struggling small businesses. And they add to the city's COVID response capacity by making room for testing sites and food pantries.

Moreover, we call on you to reform the CEQA appeals process. All transportation projects which do not increase vehicle-miles traveled (VMT) should be ineligible to be appealed on CEQA grounds to the Board of Supervisors. All emergency SFMTA projects should not be subject to appeal on CEQA grounds.

Transportation projects such as these help San Francisco meet its joint commitments to making our streets safer and reducing our contributions to climate change. We will not succeed in either goal if we continue to allow a small number of individuals to abuse the CEQA process and waste city resources, delaying these necessary and urgent projects.

You can view each petition signer and the comments they left you below.

Thank you,

Streets for People

1. byron hawley (*ZIP code: 94118*)

This use of CEQA is the most un environmental step a single resident has done to attempt to stop an environmentally conscience set of measures to help people and businesses survive during a pandemic and looks absolutely foolish against the backdrop of California's single most deadly fire season brought on by decades of mismanagement and stupidity

2. Alexander Walker (*ZIP code: 94123*)

3. Ali Vahabzadeh (*ZIP code: 94123*)

4. Alex Stahl (*ZIP code: 94110*)

5. Andrew Reeder (*ZIP code: 94121*)

Open the streets to walking/biking and allow restaurants to create larger parklets. This is absolutely

an emergency, and will help people survive both mentally and financially.

6. Arman Khatchatrian (*ZIP code: 94131*)

7. Aubrey Jones (*ZIP code: 94043*)

8. Cassius Jones (*ZIP code: 94117*)
Please open up streets to pedestrians!

9. Austin Elliott (*ZIP code: 94103*)

10. Ben Donahue (*ZIP code: 94110*)

11. Sarah Boudreau (*ZIP code: 94123*)

12. Brandon Whitney (*ZIP code: 94103*)

13. Colby Sato (*ZIP code: 94103*)

14. Christopher Golis (*ZIP code: 94116*)

15. Gabriela Kaufman (*ZIP code: 94121*)

16. Cliff Bargar (*ZIP code: 94107*)

17. Carly Mc Caffrey (*ZIP code: 94118*)

@ Santa Lee Fewer. Just because you are not running for re-election does not mean you can give up on the housing and sustainability crisis. Please help make an SF where young people can afford to stay.

18. Daniel Lopes (*ZIP code: 94102*)

19. Deepak Jagannath (*ZIP code: 94129*)

20. Derek Boehringer (*ZIP code: 94102*)

21. Desiree Stanley (*ZIP code: 94118*)

22. Dan Federman (*ZIP code: 94117*)

23. Dennis Dominguez (*ZIP code: 94117*)

24. David Marwick (*ZIP code: 94110*)

25. Donovan Lacy (*ZIP code: 94107*)

26. Shirley Johnson (*ZIP code: 94110*)

Please use common sense when it comes to CEQA and don't allow it to delay environmentally beneficial projects. We need to fast-track all programs that reduce vehicle miles traveled to make our streets safer for pedestrians and bike riders.

27. Evan Aczon (*ZIP code: 94114*)

28. Elaine Lee (*ZIP code: 94110*)

Slow Streets, Shared Spaces, JFK/Great Highway car-free FOREVER!! Cars have enough streets here in SF, let the people take back some!!!

29. Elliot Schwartz (*ZIP code: 94107*)

30. Galit Gontar (*ZIP code: 94131*)

31. Josh Snyder (*ZIP code: 94110*)

32. Tamas Nagy (*ZIP code: 94102*)

Safe Streets and protected bike lanes are great environmentally friendly projects. They shouldn't be held up by a couple people abusing an "environmental protection" law. Please fix this.

33. Jack Harman (*ZIP code: 94115*)

34. Jacqueline Mauro (*ZIP code: 94131*)

We need *major* changes to fight climate policy and help SF recover from the pandemic. Allowing obstructionism like this to continue will strangle our city.

35. Rob Jaques (*ZIP code: 94107*)

36. Jason Cunningham (*ZIP code: 94117*)

Make it happen!

37. Jean Walsh (*ZIP code: 94608-3429*)

38. Joseph Lacap (*ZIP code: 94118*)

CEQA has become a laughable excuse for an "environmental protection" law. All it achieves (at least in urban contexts) is to preserve the status quo of traffic, long commutes, and unfavorable housing while wasting everyone's time and money in the process.

39. Juliette Page (*ZIP code: 94117*)

40. Joe Kaylor (*ZIP code: 94133*)

41. **Joe FitzPatrick** (*ZIP code: 94109*)
42. **Joe Tutterow** (*ZIP code: 94115*)
43. **John DiMattia** (*ZIP code: 94115*)
44. **Jonathan Dirrenberger** (*ZIP code: 94114*)
45. **Jordon Wing** (*ZIP code: 94110*)
46. **Josh Estelle** (*ZIP code: 94112*)
47. **Joshua Barnabei** (*ZIP code: 94103*)
48. **Julie Lacap** (*ZIP code: 94118*)
49. **jonathan winston** (*ZIP code: 94137*)
50. **John Stefanski** (*ZIP code: 94107*)
51. **James Dyer** (*ZIP code: 94117*)
52. **Kieran Farr** (*ZIP code: 94110*)
53. **An anonymous signer** (*ZIP code: 94117*)
54. **Kenneth Russell** (*ZIP code: 94132*)
We need to move San Francisco forward
55. **Kevin Utschig** (*ZIP code: 94110*)
56. **Laura Burkhauser** (*ZIP code: 94112*)
57. **Martin Strauss** (*ZIP code: 94117*)
58. **Martin Munoz** (*ZIP code: 94117*)
59. **Maxwell Davis** (*ZIP code: 94611*)
60. **Meredith Bradshaw** (*ZIP code: 94131*)
This is insanity. Let's work to make these changes work.

61. Michael Ducker (*ZIP code: 94115*)

62. Monica Mallon (*ZIP code: 95124*)

63. Michael Smith (*ZIP code: 94117*)

64. Michael Chen (*ZIP code: 94109*)

65. Nicasio Nakamine (*ZIP code: 94122*)

66. Nadia Rahman (*ZIP code: 94118*)

67. Nathanael Aff (*ZIP code: 94122*)

68. Jeremy Rose (*ZIP code: 94110*)

69. Parker Day (*ZIP code: 94103*)

Stop a couple of bad actors from wasting City resources and time.

70. John Pascoe (*ZIP code: 94116*)

71. Patrick Chang (*ZIP code: 94103*)

Open streets to ppl close minna street to cars or add speed bumps. 600 block of minna cars fly by over 30mph

72. Patrick Traughber (*ZIP code: 94109*)

We need to make progress quickly and we shouldn't stop progress because one person doesn't like Slow Streets. Reform how San Francisco responds to CEQA appeals now.

73. Peter Belden (*ZIP code: 94107*)

74. Peter Darche (*ZIP code: 94110*)

75. Phil Crone (*ZIP code: 94112*)

76. Patrick Linehan (*ZIP code: 94112*)

77. Rachel Ratliff (*ZIP code: 94114*)

78. Riley Avron (*ZIP code: 89449*)

79. Raynell Cooper (*ZIP code: 94117*)

80. CHRISTIAN RITTER (ZIP code: 94110)

81. Radoslav Kirov (ZIP code: 94102)

82. Robin Kutner (ZIP code: 94117)

83. Roan Kattouw (ZIP code: 94109)

84. Ryan Prior (ZIP code: 94117)

Let us cycle safely in SF!

85. Sachin Agarwal (ZIP code: 94122)

86. Samuel Maskell (ZIP code: 94105)

87. Scott Andreas (ZIP code: 94115)

88. Michael Howley (ZIP code: 94117)

I would go even further and request no CEQA appeals for any SFMTA/transportation projects that do not add lane-miles or parking stalls for private vehicles. Clean and simple, whereas VMT projection math could be fought over.

Would love to see the Board of Supervisors also take similar action to establish CEQA-proof criteria for other types of projects, like housing. I won't hold my breath though.

89. Anthony Fox (ZIP code: 94109)

90. Maureen Persico (ZIP code: 94110)

I'm sick of this nonsense!

91. Solomon Hykes (ZIP code: 94115)

92. Sharky Laguana (ZIP code: 94127)

93. Scott Holden (ZIP code: 94110)

Slow Streets has been a huge help in allowing those of us who have been locked inside our tiny apartments to get outside and exercise while maintaining safe social distancing from others. Taking away this program based on the complaints of a handful of spiteful people that have apparently found enough free time during a pandemic to file them is beyond unfair to those who are unable to counter their claims. A system that allows this to happen is a broken system. For the good of the residents of this city who are trying their best to stay safe and sane through this nightmare of a year, please fix it.

94. Harold Pile (ZIP code: 94117)

95. Srinivasan Vijayaraghavan (ZIP code: 94110)

96. Steven Guichard (*ZIP code: 94110*)

97. Stephanie Beechem (*ZIP code: 94611*)

98. Sean Hall (*ZIP code: 94127*)

99. Theo Gordon (*ZIP code: 94115*)

100. Taylor McNair (*ZIP code: 94110*)

101. Tristen Miller (*ZIP code: 94117*)

102. Jane Natoli (*ZIP code: 94118*)

103. Matthew Warshauer (*ZIP code: 94117*)

We are in a time of crisis. It is a time for action. We can't let those actions be bogged down in slow processes like these.

104. Charles Whitfield (*ZIP code: 94107*)

105. Artie Lee (*ZIP code: 94110*)

You've got the city behind you, Supervisors. Please fix this unintended side effect that blocks progress in our city.

106. Zack Subin (*ZIP code: 94112*)

We have 10 yrs to slash emissions by 50%. We can't let 20% of that get gobbled up by CEQA appeals.

Not to mention, biking on these Slow Streets was one of the few things that brought me joy in our pandemic spring in SF.

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS Legislation, \(BOS\)](#)
Subject: FW: FILE No. 200903 and FILE No. 201000
Date: Monday, September 14, 2020 2:37:01 PM

From: Robert Chan <doc.robert.chan@gmail.com>
Sent: Monday, September 14, 2020 2:33 PM
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Subject: FILE No. 200903 and FILE No. 201000

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Dear Members of the Board,

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I am now writing to ask all of you to agree to the separate appeals from Mary Miles and David Pilpel which demand the Board overturn SFMTA's Planning Department's exempting itself and the City of San Francisco from Environmental Review that is required by the State of California.

While I would greatly like to participate in the virtual Public Hearing on September 22, 2020 @ 3 pm, my occupation will prevent me from doing so.

Thank you for considering my request.

Sincerely,

Robert Chan