

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Aman; Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Marsha Maloof; Russell Morine; Andres Cortes; Christopher Whipple; Becky Graff; Chalam Tubati; Barbara Tassa; Walton, Shamann \(BOS\); Ronen, Hillary; Mandelman, Rafael \(BOS\); Board of Supervisors \(BOS\); Peskin, Aaron \(BOS\); Breed, Mayor London \(MYR\); McSpadden, Shireen \(HOM\); Cohen, Emily \(HOM\); CSLC.Commissionmeetings@slc.ca.gov; Philip.Ginsburg@sfgov.org](#)  
**Subject:** RE: Community opposition to extending the Vehicle Triage Center (VTC) use within Candlestick Point State Recreational Area (CPSRA) – File No. 230974 - HBHS September 29, 2023  
**Date:** Friday, September 29, 2023 12:04:09 PM  
**Attachments:** [Letter re opposition to VTC extension.pdf](#)  
[image001.png](#)

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Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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---

**From:** Aman <aman.khosa@gmail.com>  
**Sent:** Friday, September 29, 2023 9:44 AM  
**To:** Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; CSLC.Commissionmeetings@slc.ca.gov; Philip.Ginsburg@sfgov.org  
**Cc:** Marsha Maloof <marshapen@gmail.com>; Russell Morine <rmorine@aol.com>; Andres Cortes <andrescortes4500@gmail.com>; Christopher Whipple <crwbot@gmail.com>; Becky Graff

<becky.graff@gmail.com>; Chalam Tubati <vchalam.tubati@gmail.com>; Barbara Tassa <btassa@gmail.com>

**Subject:** Community opposition to extending the Vehicle Triage Center (VTC) use within Candlestick Point State Recreational Area (CPSRA)

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

Dear representatives:

I am a resident of the Bayview neighborhood in San Francisco. I am writing this letter to express opposition to the extension of the Vehicle Triage Center (VTC) at Candlestick State Park on behalf of our Bayview Hill neighborhood association. Letter attached on behalf of our organization.

On a personal note, back in 2021 I fully supported the idea of Vehicle Triage Center to help the folks affected by pandemic. However, since then, given the execution of VTC for the last two years and reviewing the performance metrics shared by the Department of Homelessness Shelter and Supportive Housing (HSH) it is evident that VTC is not a viable solution to tackle the problem of homelessness and RVs. At this time, all the members of the association share the same opinion.

During the July 2023 monthly meeting, all the members of the association unanimously voted against the extension of VTC at Candlestick State Park in our neighborhood. Some community members sharing the concerns are cc'd here: [@Marsha Maloof](#) , [@Russell Morine](#), [@Andres Cortes](#) , [@Christopher Whipple](#), [@Becky Graff](#) , [@Chalam Tubati](#) and [@Barbara Tassa](#).

As responsible citizens of San Francisco, we ask you to not extend the VTC at Candlestick State Park any further and use the earmarked resources to implore other ways to help the folks in need.

Please do not hesitate to reach out to us if you have any further questions and concerns.

Thank you.

Best,  
Aman  
On behalf of Bayview Hill Neighborhood Association

Aman  
Aman



*BAYVIEW HILL NEIGHBORHOOD ASSOCIATION*

Mailing Address: 803 Meade Avenue, San Francisco, CA 94124 Phone: 415-468-9168

Sep 28, 2023

Subject: Community opposition to extending the Vehicle Triage Center (VTC) use within Candlestick Point State Recreational Area (CPSRA)

Dear representatives and decision-makers:

We are a group of residents and members of the Bayview Hill Neighborhood Association and we are vehemently opposed to the extension of the Vehicle Triage Center (VTC) within the Candlestick Point State Recreational Area. While some of us initially supported this project two years ago as a way to address the burgeoning number of people living in their vehicles lining Hunters Point Expressway, particularly given the hardships brought on by the pandemic. Now that real outcome data has been gathered, the VTC is not a viable solution. Moreover, given the VTC's lack of transparency, negligible outcomes, negative environmental impacts, and fiscal unsustainability, we are now unanimously opposed to a continuation of this use.

**We urge you and the State Land Commission to not support an extension of this use for the following reasons:**

**Poor Execution:** While the initial intent of the VTC was an understandable response to the shocking increase in vehicle encampments along Hunters Point Expressway (HPE) and nearby streets in the BVHP neighborhood during the pandemic along, execution by the City (HSH, DPW, MTA, SFPD) has proven to be catastrophic. Vehicles were relocated to the VTC and the HPE was cleared, but this was solely the result of massive flooding and the complete closure of the most encampment impacted areas. The VTC was a mandate and less of a choice. To date, the HPE remains closed.

**Unfulfilled Promises:** With a 'safe and secure' place to go the City promised increased enforcement related to long term vehicle encampments within the BVHP. This has not been the case. Other than on the HPE, vehicle encampments have not significantly decreased. Promised utilities are still not available on the site after nearly 18 months of operations. As stated by HSH, the lack of utilities has resulted in temporary 'workarounds' that have negatively impacted the surrounding community. Very large and invasive lights remain on all night, which led to scoping down the capacity to about one third of the initial expectation (50 vehicles rather than 150).

**Harmful to the Health of BVHP:** To date, the VTC still lacks PGE supplied power. The solution proposed by HSH was the installation of several diesel-powered generators. These generators are in constant operation and were initially unpermitted. It is widely known that the BVHP is considered an environmentally sensitive community after decades of under regulated

industry uses. Diesel generators require permits precisely to protect this community. Yet, HSH is actively seeking BAAQMD approval to continue diesel emission pollution with a Public Park. Diesel emissions will impact open space users as well as VTC clients and the greater BVHP.

***Fiscally Irresponsible:*** To date the VTC has cost the City tax payers over \$6.1 Million (Source: VTC update by HSH June 12, 2023). The most recent HSH report stated that 13 VTC clients made the transition to stable housing and 4 VTC clients made transition to shelter or transitional housing (Source: VTC update by HSH June 12, 2023). The VTC is proving to be fiscally irresponsible. At less than one placement per month, it would be more cost-effective to provide each VTC client with a monthly rental stipend. Even at market-rate rents, it would be cheaper to pay the rents of 50+ households than to keep operating the VTC. It is inconceivable that the City would continue to extend such a program with metrics of success at this level.

***Only in the BVHP?:*** The VTC as a solution to providing services to those living in vehicles is not scalable or replicable. There are no other Public Open Spaces or City Park options in San Francisco that would allow a VTC to be permitted. The City forced the VTC into the Bayview, the one neighborhood that is widely seen as the path of least resistance. The City sought approval from the State as a way to circumvent what is un-permittable at any other Public Park in San Francisco.

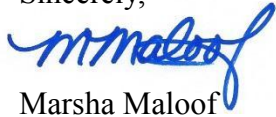
We hope that moving forward that the City will begin to alleviate the social injustice within the Bayview Hunters Point community by years of governmental neglect and systematic racism, starting by NOT adding the extra burden represented by the VTC.

As a community group, active since 1984 and incorporated as a California 501(c)3 non-profit organization in 1990, members of the Bayview Hill Neighborhood Association are residents of the Southeast sector of San Francisco and represent residents/homeowners who live and work in the area from Williams/Van Dyke Avenues to the San Francisco County line and from the Bayshore Freeway to Candlestick Point. We are all committed to making our neighborhood a safe, clean, and well-maintained place to live and raise our children. Our all-volunteer Association meets monthly to discuss neighborhood concerns and provide an opportunity for city and other government agents, developers and other interested parties to meet directly with residents. Our mission is to combat neighborhood deterioration by being a concerned, informed and watchful group of residents that protect the wellbeing of our community through our united voice and actions.

**We urge the State Lands Commission to not support the continuation of the VTC within Candlestick Point State Recreational as a show of support as we continue to fight for proper infrastructure, good-quality roads and clean streets, safe and accessible Parks and Open Spaces, and proper public transportation within the Bayview Hunters Point community.**

We implore the City of San Francisco to close the Vehicle Triage Center (VTC) within the Candlestick Point State Recreational Area as soon as humanly possible. Use the earmarked money for homelessness to move these people into actual homes. If people don't want to be housed in conventional ways, mobile home parks are available in already established areas. We want the same level of vehicle enforcement in our neighborhood as is standard City wide. We appreciate your prompt consideration of this matter.

Sincerely,



Marsha Maloof  
Board President

CC: Bayview Hill Neighborhood Association Board of Directors  
Office of the Mayor  
OCII Director  
District 10 Supervisor and Staff  
San Francisco Board of Supervisors President  
Department of Public Works  
Department of Homelessness and Supportive Housing

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Madeline.Trait@respondl.com](mailto:Madeline.Trait@respondl.com); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [madtrait@gmail.com](mailto:madtrait@gmail.com); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:21 AM  
**Attachments:** [image001.png](#)

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**John Carroll**  
**Assistant Clerk**

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-----Original Message-----

From: Madeline.Trait@respondl.com <Madeline.Trait@respondl.com>  
Sent: Thursday, September 28, 2023 10:23 AM  
To: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [madtrait@gmail.com](mailto:madtrait@gmail.com)  
Subject: Do not extend the VTC for another 2 year term at the CPSRA

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Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city NOT to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Madeline Trait  
Residing in 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Marcia.Thomas@responidl.com](#); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [marciaannthomas10@gmail.com](#); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:23 AM  
**Attachments:** [image001.png](#)

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**Assistant Clerk**

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-----Original Message-----

**From:** Marcia.Thomas@responidl.com <Marcia.Thomas@responidl.com>  
**Sent:** Thursday, September 28, 2023 9:56 AM  
**To:** Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
**Cc:** Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; CSLC.Commissionmeetings@slc.ca.gov; Philip.Ginsburg@sfgov.org; marciaannthomas10@gmail.com  
**Subject:** Do not extend the VTC for another 2 year term at the CPSRA



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Dear Representatives,

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I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,  
MarciaThomas 94124  
Marcia Thomas  
Residing in 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [John.Tran@respondl.com](mailto:John.Tran@respondl.com); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [jtd78@yahoo.com](mailto:jtd78@yahoo.com); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:26 AM  
**Attachments:** [image001.png](#)

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-----Original Message-----

**From:** John.Tran@respondl.com <John.Tran@respondl.com>  
**Sent:** Thursday, September 28, 2023 9:44 AM  
**To:** Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
**Cc:** Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [jtd78@yahoo.com](mailto:jtd78@yahoo.com)  
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Regards,

John Tran  
Residing in 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Gina.Tobar@respondl.com](#); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [ginatobar@gmail.com](#); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
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-----Original Message-----

**From:** Gina.Tobar@respondl.com <Gina.Tobar@respondl.com>  
**Sent:** Thursday, September 28, 2023 9:42 AM  
**To:** Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
**Cc:** Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; CSLC.Commissionmeetings@slc.ca.gov; Philip.Ginsburg@sfgov.org; ginatobar@gmail.com  
**Subject:** Do not extend the VTC for another 2 year term at the CPSRA

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Dear Representatives,

I work in the Bayview and I reside in Visitacion Valley. I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Gina Tobar  
Residing in 94134

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Quoc.Lam@respondl.com](mailto:Quoc.Lam@respondl.com); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [darianlam@yahoo.com](mailto:darianlam@yahoo.com); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:30 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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-----Original Message-----

From: Quoc.Lam@respondl.com <Quoc.Lam@respondl.com>  
Sent: Thursday, September 28, 2023 7:51 AM  
To: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; CSLC.Commissionmeetings@slc.ca.gov; Philip.Ginsburg@sfgov.org; darianlam@yahoo.com  
Subject: Do not extend the VTC for another 2 year term at the CPSRA

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untrusted sources.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

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I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Quoc Lam  
Residing in 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Laura.Maguire@respondl.com](mailto:Laura.Maguire@respondl.com); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [lumagoo@gmail.com](mailto:lumagoo@gmail.com); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:33 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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-----Original Message-----

From: Laura.Maguire@respondl.com <Laura.Maguire@respondl.com>  
Sent: Thursday, September 28, 2023 7:32 AM  
To: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; CSLC.Commissionmeetings@slc.ca.gov; Philip.Ginsburg@sfgov.org; lumagoo@gmail.com  
Subject: Do not extend the VTC for another 2 year term at the CPSRA



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Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing. However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

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I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Laura Maguire  
Residing in 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Barb.Tassa@respondl.com](#); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [btassa@gmail.com](#); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:35 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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-----Original Message-----

From: Barb.Tassa@respondl.com <Barb.Tassa@respondl.com>  
Sent: Thursday, September 28, 2023 7:42 AM  
To: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; CSLC.Commissionmeetings@slc.ca.gov; Philip.Ginsburg@sfgov.org; btassa@gmail.com  
Subject: Do not extend the VTC for another 2 year term at the CPSRA

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untrusted sources.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

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As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Barb Tassa  
Residing in 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Susan.Larara@respondl.com](#); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [slarara@gmail.com](#); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:03 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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-----Original Message-----

From: Susan.Larara@respondl.com <Susan.Larara@respondl.com>  
Sent: Friday, September 29, 2023 2:51 AM  
To: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; CSLC.Commissionmeetings@slc.ca.gov; Philip.Ginsburg@sfgov.org; slarara@gmail.com  
Subject: Do not extend the VTC for another 2 year term at the CPSRA

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Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

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Regards,

Susan Larara  
Residing in 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [kent.myers@respondl.com](mailto:kent.myers@respondl.com); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [public@papaya.net](mailto:public@papaya.net); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:05 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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-----Original Message-----

From: [kent.myers@respondl.com](mailto:kent.myers@respondl.com) <[kent.myers@respondl.com](mailto:kent.myers@respondl.com)>  
Sent: Thursday, September 28, 2023 11:08 PM  
To: [Walton, Shamann \(BOS\)](#) <[shamann.walton@sfgov.org](mailto:shamann.walton@sfgov.org)>; [Ronen, Hillary](#) <[hillary.ronen@sfgov.org](mailto:hillary.ronen@sfgov.org)>; [Mandelman, Rafael \(BOS\)](#) <[rafael.mandelman@sfgov.org](mailto:rafael.mandelman@sfgov.org)>  
Cc: [Board of Supervisors \(BOS\)](#) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>; [Peskin, Aaron \(BOS\)](#) <[aaron.peskin@sfgov.org](mailto:aaron.peskin@sfgov.org)>; [Carroll, John \(BOS\)](#) <[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org)>; [Breed, Mayor London \(MYR\)](#) <[mayorlondonbreed@sfgov.org](mailto:mayorlondonbreed@sfgov.org)>; [McSpadden, Shireen \(HOM\)](#) <[shireen.mcspadden@sfgov.org](mailto:shireen.mcspadden@sfgov.org)>; [Cohen, Emily \(HOM\)](#) <[emily.cohen@sfgov.org](mailto:emily.cohen@sfgov.org)>; [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [public@papaya.net](mailto:public@papaya.net)  
Subject: Do not extend the VTC for another 2 year term at the CPSRA

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Dear Representatives,

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Regards,

kent myers  
Residing in 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Manoj.Ramachandran@respondl.com](#); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [manoj.r.13@gmail.com](#); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:09 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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-----Original Message-----

From: Manoj.Ramachandran@respondl.com <Manoj.Ramachandran@respondl.com>  
Sent: Thursday, September 28, 2023 9:45 PM  
To: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; CSLC.Commissionmeetings@slc.ca.gov; Philip.Ginsburg@sfgov.org; manoj.r.13@gmail.com  
Subject: Do not extend the VTC for another 2 year term at the CPSRA



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Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Manoj Ramachandran  
Residing in 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Connie.Qian@respondl.com](#); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [connie.qian@gmail.com](#); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:12 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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-----Original Message-----

From: Connie.Qian@respondl.com <Connie.Qian@respondl.com>  
Sent: Thursday, September 28, 2023 9:29 PM  
To: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; CSLC.Commissionmeetings@slc.ca.gov; Philip.Ginsburg@sfgov.org; connie.qian@gmail.com  
Subject: Do not extend the VTC for another 2 year term at the CPSRA

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Dear Representatives,

I'm a Bayview resident, and I have concerns about the proposed extension of the Vehicle Triage Center (VTC) at Candlestick Point State Recreation Area (CPSRA). Bayview has already faced many infrastructure and environmental challenges that cannot be addressed while taking on a disproportionate amount of the city's housing crisis. I moved to Bayview in 2015 because I believed it was "up and coming" and am saddened by this proposed extension.

HSH has not delivered on its promises to our community. They've been inconsistent with parking enforcement and addressing re-encampments and illegal dumping. There is trash everywhere if you drive near the triage center. Also, HSH used 16 diesel generators at the site after saying it was electrified, increasing pollution concerns.

Moreover, these efforts have been ineffective to solve the housing goals they were intended to achieve. In 2021, HSH proposed safe parking zones to address vehicular homelessness. However, from January 2022 to September 2023, out of 113 VTC clients, only 15 found permanent housing. Based on initial estimates, the cost appears to be around \$1 million per permanently housed individual. The city's BLA Report 092223 mentions the high cost of this program. It's clear that this program is more about the city showing activity towards the housing crisis, rather than long-term effects.

I ask the city to think critically about more impactful solutions than extending the VTC after its initial 2-year term ending January 2024.

Regards,

Connie Qian  
Residing in 94134

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Amanpreet.Kaur@responidl.com](#); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [aman.khosa@gmail.com](#); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:13 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
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-----Original Message-----

**From:** Amanpreet.Kaur@responidl.com <Amanpreet.Kaur@responidl.com>  
**Sent:** Thursday, September 28, 2023 7:14 PM  
**To:** Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
**Cc:** Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; CSLC.Commissionmeetings@slc.ca.gov; Philip.Ginsburg@sfgov.org; aman.khosa@gmail.com  
**Subject:** Do not extend the VTC for another 2 year term at the CPSRA

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Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Amanpreet Kaur  
Residing in 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Daniel.Goepel@respondl.com](mailto:Daniel.Goepel@respondl.com); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [danielgoepel@yahoo.com](mailto:danielgoepel@yahoo.com); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:14 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
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(415)554-4445



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-----Original Message-----

**From:** Daniel.Goepel@respondl.com <Daniel.Goepel@respondl.com>  
**Sent:** Thursday, September 28, 2023 2:59 PM  
**To:** Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
**Cc:** Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [danielgoepel@yahoo.com](mailto:danielgoepel@yahoo.com)  
**Subject:** Do not extend the VTC for another 2 year term at the CPSRA

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Dear Representatives,

I am a Bayview resident and I do not support the extension of the failed Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Daniel Goepel

815 Meade Ave, 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Rebecca.Graff@respondl.com](mailto:Rebecca.Graff@respondl.com); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [becky.graff@gmail.com](mailto:becky.graff@gmail.com); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:16 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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-----Original Message-----

From: Rebecca.Graff@respondl.com <Rebecca.Graff@respondl.com>  
Sent: Thursday, September 28, 2023 12:06 PM  
To: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; CSLC.Commissionmeetings@slc.ca.gov; Philip.Ginsburg@sfgov.org; becky.graff@gmail.com  
Subject: Do not extend the VTC for another 2 year term at the CPSRA



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Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Rebecca Graff  
Residing in 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Sean.Karlin@respondl.com](mailto:Sean.Karlin@respondl.com); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [sean.karlin@gmail.com](mailto:sean.karlin@gmail.com); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:19 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
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(415)554-4445



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-----Original Message-----

From: Sean.Karlin@respondl.com <Sean.Karlin@respondl.com>  
Sent: Thursday, September 28, 2023 10:36 AM  
To: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; CSLC.Commissionmeetings@slc.ca.gov; Philip.Ginsburg@sfgov.org; sean.karlin@gmail.com  
Subject: Do not extend the VTC for another 2 year term at the CPSRA

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untrusted sources.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Sean Karlin  
Residing in 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Madeline.Trait@respondl.com](mailto:Madeline.Trait@respondl.com); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [McSpadden, Shireen \(HOM\)](#); [Cohen, Emily \(HOM\)](#); [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [madtrait@gmail.com](mailto:madtrait@gmail.com); [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** RE: Do not extend the VTC for another 2 year term at the CPSRA– File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]  
**Date:** Friday, September 29, 2023 9:20:21 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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-----Original Message-----

From: Madeline.Trait@respondl.com <Madeline.Trait@respondl.com>  
Sent: Thursday, September 28, 2023 10:23 AM  
To: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; [CSLC.Commissionmeetings@slc.ca.gov](mailto:CSLC.Commissionmeetings@slc.ca.gov); [Philip.Ginsburg@sfgov.org](mailto:Philip.Ginsburg@sfgov.org); [madtrait@gmail.com](mailto:madtrait@gmail.com)  
Subject: Do not extend the VTC for another 2 year term at the CPSRA

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Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city NOT to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Madeline Trait  
Residing in 94124

**From:** [Carroll, John \(BOS\)](#)  
**To:** [williams@lexlawgroup.com](mailto:williams@lexlawgroup.com); [Cabrera, Stephanie \(BOS\)](#)  
**Cc:** [Walton, Shamann \(BOS\)](#); [Ronen, Hillary](#); [Mandelman, Rafael \(BOS\)](#)  
**Subject:** FW: HSH Committee -- 9/29/2023 -- Public Comment on Item No. 230974  
**Date:** Friday, September 29, 2023 9:20:04 AM  
**Attachments:** [image001.png](#)  
[CHCA CEQA Exemption Appeal \(09-28-2023\)\(fx\\_reduced.pdf\)](#)  
[image002.png](#)

---

Thank you for your comment letter.

We are adding your comment letter to the legislative file for this resolution matter – File No. 230974 – [Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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---

**From:** Lucas Williams <lwilliams@lexlawgroup.com>  
**Sent:** Thursday, September 28, 2023 5:48 PM  
**To:** Carroll, John (BOS) <john.carroll@sfgov.org>  
**Cc:** Jacob Janzen <jjanzen@lexlawgroup.com>  
**Subject:** HSH Committee -- 9/29/2023 -- Public Comment on Item No. 230974

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Candlestick Heights Community Alliance provides the following comments on Resolution No. 230974:

The resolution should not be approved because, among other things, it violates CEQA.

Please see attached appeal of Planning's CEQA determination, which was filed earlier today by CHCA.

**Lucas Williams**

**Partner**

503 Divisadero Street

San Francisco, CA 94117-2212

(415) 913-7800 (office)

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503 DIVISADERO STREET, SAN FRANCISCO, CALIFORNIA 94117-2212  
TELEPHONE (415) 913-7800 FACSIMILE (415) 759-4112

September 28, 2023

***Via E-Mail***

Angela Calvillo  
Clerk of the Board  
Board.of.Supervisors@sfgov.org

Lisa Gibson  
Director of Environmental Planning  
Environmental Review Officer  
lisa.gibson@sfgov.org

**Re: Appeal of CEQA Exemption Determination—Bayview Vehicle Triage Center**

Dear Ms. Angela Calvillo and Ms. Lisa Gibson:

Candlestick Heights Community Alliance (the Alliance) appeals the Planning Department's (Planning) CEQA exemption determination for the Bayview Vehicle Triage Center (the Center) dated September 6, 2023. *See* Exhibit 1. Planning's determination—that a nearly \$20 million dollar project located on State-owned public trust land, that will use large diesel generators as its primary source of power, is exempt from CEQA review—is wrong as a matter of law. The City must conduct a thorough review of the Center's significant impacts on the environment and the community.

The Alliance is an all-volunteer unincorporated association whose racially-diverse members live near—many within a mile—of the Center. The Alliance is committed to making the Candlestick Heights and Bayview Hill neighborhoods within Bayview safe, clean, and well-maintained places to live. To advance this goal, the Alliance advocates for fair and inclusive land use planning and protections from industrial and other polluting uses for Bayview communities. The Alliance and its members are directly, adversely, and irreparably affected by the City's failure to study the Center's significant environmental impacts. For example, the Alliance has been, and continues to be, directly impacted by the City's failure to evaluate the Center's energy needs, which have resulted in the City using diesel generators to provide lighting to the Center for over a year.

This appeal is made under Section 31.16(a)(3) of the San Francisco Administrative Code. A determination that a project is statutorily exempt from CEQA is appealable to the Board of Supervisors. *See* S.F. Admin. Code §§ 31.16(a)(3) (authorizing appeals from CEQA exemption determinations) & 31.08(a) (defining "exemption determinations" to include statutory exemption



determinations). The Alliance respectfully requests that the Clerk of the Board schedule a hearing before the full Board of Supervisors as soon as possible.

## BACKGROUND

The City unlawfully approved the Center without complying with CEQA in late 2021 and it has been operating the Center since January 2022. To date, the Center has been a dismal failure. The City's proposal to extend the Center for two more years violates CEQA yet again.

The Center is located within the Candlestick Point State Recreational Area, abutting the waterfront along San Francisco Bay. The State Park was established in 1977 "through the efforts of San Francisco residents organizing for environmental justice in their community."<sup>1</sup> Despite being underfunded since its founding, the State Park provides a place where Bayview residents, including members of the Alliance, can enjoy the outdoors and the views of the Bay and participate in recreational activities such as cycling, fishing, running, dog walking, parasailing, windsurfing, and birdwatching.<sup>2</sup>

"The walking trails, open lawns, and fishing piers at this 252-acre park offer a chance to get away from it all, answering the human need for fresh air, open space and wholesome leisure activities."<sup>3</sup> As signage at the State Park states, it is intended to be a "Place for Peace of Mind," where visitors can get "Fresh Air for Wellness." In addition to serving visitors and recreational uses, the State Park and its wetlands provide habitat for wildlife. It is "[a] rare open space resource in San Francisco's southeastern corner," which "provides habitat for birds, small mammals, and other wildlife."<sup>4</sup> "The park's position along the Pacific flyway makes it a valuable stopover for migrating birds."<sup>5</sup>

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<sup>1</sup> California Department of Parks and Recreation, Candlestick Point State Recreation Area, Park Info, [https://www.parks.ca.gov/?page\\_id=519](https://www.parks.ca.gov/?page_id=519) (emphasis added.)

<sup>2</sup> See Park Brochure, at 2; see also Candlestick Point State Recreational Area brochure, <https://www.parks.ca.gov/pages/519/files/CandlestickPt.pdf> ["Park Brochure"], at 2 (the park's "location on the western shoreline of the bay—surrounded by millions of urban dwellers—provides a great variety of recreational opportunities, from fishing to windsurfing to strolling").

<sup>3</sup> Park Brochure, at 2.

<sup>4</sup> Candlestick Point State Recreational Area, Final General Plan and Program Environmental Impact Report (Jan. 2013), p. S-1, [https://www.parks.ca.gov/pages/21299/files/CPSRA\\_GP\\_EIR201301.pdf](https://www.parks.ca.gov/pages/21299/files/CPSRA_GP_EIR201301.pdf).

<sup>5</sup> *Id.* Despite the historical pollution and other factors contributing to the degraded environment, the habitats provide important resources to wildlife:

The habitat located in Yosemite Slough, however, is fragmented, degraded, and relatively small due to the adjacent and surrounding industrial and urban development. Nevertheless, this coastal salt marsh provides foraging habitat for waterfowl, shorebirds, and wading birds, particularly at low tide when areas of mudflats are exposed and tidal pools are accessible. According to an LSA Associates biologist who conducted wildlife surveys in 2003 and 2004, Yosemite Slough is not an important waterfowl area but can support large numbers of shorebirds, especially when outgoing tides expose foraging areas on the mudflats. However, they also noted that relative to other high-

The Center is on public trust land within State Lands Commission jurisdiction and is leased to the California Department of Parks and Recreation.<sup>6</sup> To accommodate the Center, the State Lands Commission authorized the Department of Homelessness and Supportive Housing to sublet over seven acres (or 312,000 square feet) of the State Park. The sublease, effective January 11, 2022, expires January 12, 2024.

To our best knowledge, no State Recreational Area or other type of state park in the City (or California for that matter) has ever been used for a government-created safe parking and supportive housing for unhoused persons project. The Center at the Candlestick Point State Park is the first and only.

In the City's rush to construct the Center without proper planning or environmental review, it failed to ensure that the Center could address the problem it was intended to solve: vehicle encampment in the Bayview neighborhood and transitioning unhoused people living in vehicles to permanent housing. Although the City will have spent at least \$15.3 million for the first two years of the Center's operation, the Center has space for only 35 vehicles (a cost to date of more than \$437,000 per vehicle). This limited number of spaces for vehicles is a result of the City's failure to consider fire safety and other significant impacts when approving the project. See S.F. B.O.S. Budget and Legislative Report Re September 29, 2023 Homelessness & Behavioral Health Select Committee Meeting (dated September 25, 2023) (hereinafter, BLA Report), at p. 3. These are impacts that would have been disclosed had the City complied with CEQA when the Center was first approved. Moreover, over the first 18 months of the Center's operation, only 15 of the Center's 113 clients found permanent housing.

Meanwhile, the Center has had significant impacts on the environment. The Center has been operating unpermitted diesel generators to power its lighting for over a year. Exhibit 2 at Responses to Interrogatories Nos. 6 & 7. The generators' toxic diesel emissions exceed the Bay Area Air Quality Management Control District's toxics thresholds and are harmful to the Center's residents and the surrounding community. This is particularly egregious given that Bayview has among the highest diesel pollution burdens in California. Exhibit 3.

The Air District's Director of Engineering, upon first learning of the City's intent to use diesel generators at the Center, correctly recognized the folly in the City's plan (or lack thereof), stating: "**energize the RV village w/ deadly diesel PM. What is SF doing?**" Exhibit 4. The Director of Engineering was not exaggerating: California Air Resources Board recognizes that diesel generators' "engines emit a complex mixture of pollutants, including very small carbon

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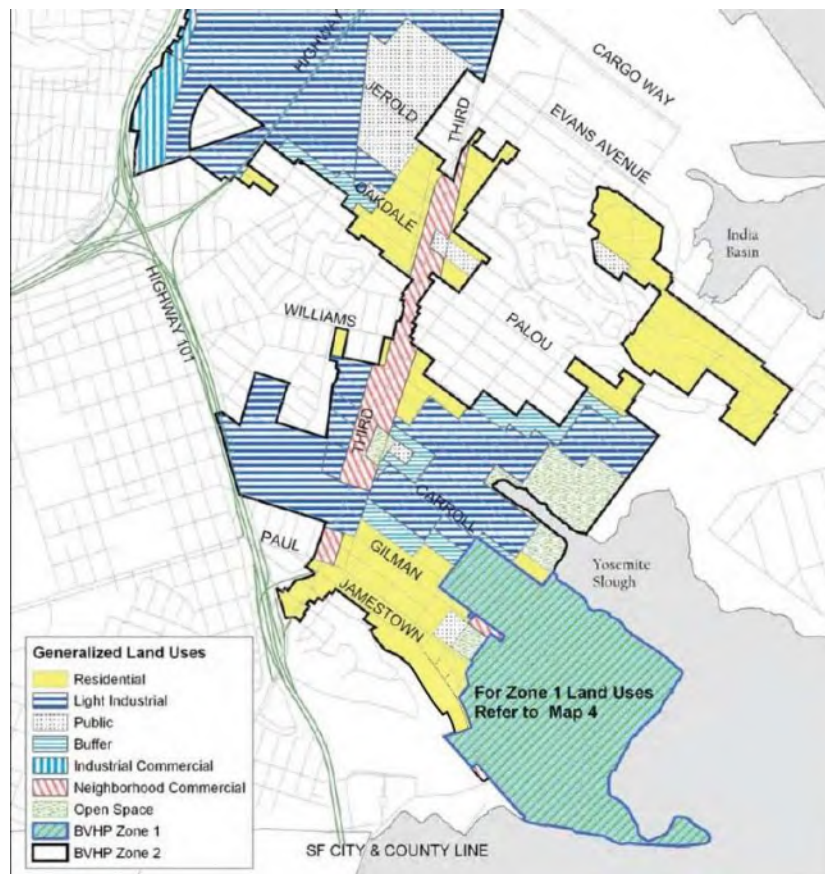
quality salt marsh habitat in the area, shorebird numbers here are typically low except when migratory pulses of shorebirds are present in the region (GGAS 2004).

Candlestick Point State Recreational Area, Final General Plan and Program Environmental Impact Report (Jan. 2013) [State Park General Plan and EIR], 2-26,  
[https://www.parks.ca.gov/pages/21299/files/CPSRA\\_GP\\_EIR201301.pdf](https://www.parks.ca.gov/pages/21299/files/CPSRA_GP_EIR201301.pdf).

<sup>6</sup> Staff Report 30, at 2. For a map of the State Park, see Figure 1-2 in the State Park General Plan and EIR, at 53,  
[https://www.parks.ca.gov/pages/21299/files/CPSRA\\_GP\\_EIR201301.pdf](https://www.parks.ca.gov/pages/21299/files/CPSRA_GP_EIR201301.pdf).

particles, or ‘soot’ coated with numerous organic compounds, known as diesel particulate matter (PM).<sup>7</sup> More than 40 cancer-causing substances are also emitted.<sup>8</sup>

Diesel particulate matter emissions from the Center are a particular concern because the Center’s residents are onsite, living adjacent to the generators, and residential housing is close to the Center. Residential areas, indicated in yellow in the map below, are within or close to 1,000 feet of the Center, both on Carroll Street near Yosemite Slough and along Gilman and Jamestown Avenues. Bret Harte Elementary School and the Gilman Playground, where children learn and play, are within 5,000 feet of the Center,<sup>9</sup> while the Alice Griffith public housing complex is even closer to the Center.<sup>10</sup>



<sup>7</sup> California Air Resources Board, Summary: Diesel Particulate Matter Health Impacts, <https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts>.

<sup>8</sup> *Id.*

<sup>9</sup> See Map 5 from the Bayview Hunters Point Redevelopment Plan (July 16, 2018), available at <https://sfocii.org/sites/default/files/inline-files/BVHP%20Redevelopment%20Plan%20-%202018.pdf>. The Plan map above is excerpted.

<sup>10</sup> Figure 1-2 in the State Park General Plan and EIR, at 53, [https://www.parks.ca.gov/pages/21299/files/CPSRA\\_GP\\_EIR201301.pdf](https://www.parks.ca.gov/pages/21299/files/CPSRA_GP_EIR201301.pdf).

The Center has also harmed the community’s recreational uses of the State Park. Children from the neighborhood, including from the Alice Griffith public housing, are less able to enjoy one of the few areas in the neighborhood where they can play.

Making matters even worse, the Center is located directly on top of soil that is known to be contaminated with toxic chemicals. *See* Exhibit 5. Yet the City plans to conduct, and may have already started, excavation activities,<sup>11</sup> that release buried contaminants into the air.

Despite claiming in 2021 that the site had access to grid power, the Center has been without grid power for the last 18 months—and may not receive power for the entirety of the proposed two-year extension of the lease. *See* BLA Report at 1. This means that either: (1) the City will resort to using large diesel fired generators that expose residents and the community to further toxic and carcinogenic pollution; or (2) the Center will not expand to more than 35 vehicles and will waste even more public money that could have been spent meaningfully addressing the homelessness crisis. In either case, the City must conduct CEQA review to analyze the Center’s significant environmental impacts before it causes even more harm to the public.

## DISCUSSION

### **I. A Major Vehicle Triage Center Located on State Public Trust Lands Is Not Exempt from CEQA**

The Center is not exempt from CEQA under Assembly Bill 101 (Government Code sections 65660 to 65668) under either the plain language of statute or the zoning of the project site. CEQA is designed to force the government to consider the environmental effects of its activities in a meaningful way, to mitigate those effects where feasible, and to give the public access to the decision-making process. *Laurel Heights Improvement Association n. v. Regents of University of California* (1988) 47 Cal. 3d 376, 391-92 (1988). CEQA applies to all “discretionary projects proposed to be carried out or approved by public agencies.” Pub. Res. Code § 21080(a). Unless the project falls within a CEQA exemption, the agency must “conduct an initial study to determine if the project may have a significant effect on the environment.” CEQA Guidelines § 15063(a). Here, AB 101 does not apply to projects on public trust land. This is because land owned by the State in trust for the public is not zoned for “multi-family uses.” Thus, Planning’s exemption determination is patently wrong.

The AB 101 exemption is available only for “low barrier navigation centers” in “areas zoned for mixed use and nonresidential zones permitting multifamily uses.” Gov’t Code § 65662. “The Planning and Zoning Law requires that supportive housing be a use by right, as defined, in zones where multifamily and mixed uses are permitted, including nonresidential zones permitting multifamily uses, if the proposed housing development meets specified requirements.” 2019 Cal. Legis. Serv. Ch. 159 (A.B. 101).

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<sup>11</sup> The City plans to repair water mains and sewer lines below the Center. Draft Resolution, <https://sfgov.legistar.com/View.ashx?M=F&ID=12298001&GUID=309C299F-F6D2-4894-8B41-465B2D8372AC>.

Here, the project site is not in a “mixed use” zone or in a “nonresidential zone permitting multifamily uses.” Rather, the land on which the Center is located is a State Park owned by the State—no portion of the site is on City land. This land is public trust land under state law. Neither the City nor its Planning Code governs the Center site. The City’s zoning laws are only valid “within its limits.” See *City of Claremont v. Kruse* (2009) 177 Cal. App. 4th 1153, 1168. AB 101 does not apply to public trust land because it is not an area zoned for mixed use and nonresidential zones permitting multifamily uses.

Even if the project site were governed by the City’s Planning Code, the parcel is zoned for “open space.” It is not zoned for mixed or multifamily uses. The State Park area encompassing the Center site (Candlestick and Hunters Point Naval Shipyard areas) is in a Special Use District, “entitled the Candlestick Point Activity Node Special Use District.”<sup>12</sup> This area is “designated on Sectional Map Nos. SU09 and SU10 of the [Zoning Map](#) of the City and County of San Francisco.”<sup>13</sup>

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<sup>12</sup> S.F. Planning Code §§ 235, 249.50. Section 235 provides:

In addition to the use districts that are established by Section [201](#) of this Code, there shall also be in the City such special use districts as are established in this Section and Sections [236](#) through 249.99, and [823](#) in order to carry out further the purposes of this Code. The designations, locations and boundaries of these special use districts shall be as provided in Sections [236](#) through 249.99, and [823](#) and as shown on the [Zoning Map](#) referred to in Section [105](#) of this Code, subject to the provisions of Section [105](#). In any special use district the provisions of the applicable use district established by Section [201](#) shall prevail, except as specifically provided in Sections [236](#) through 249.99 and [823](#).

Section 249.50(c) provides:

All provisions of the Planning Code that would otherwise apply in the Candlestick Point Activity Node Special Use District are superseded by the Bayview Hunters Point Redevelopment Plan, as amended on August 3, 2010, and the Candlestick Point Design for Development document dated June 3, 2010 except as provided therein. Amendments to land use and development controls under the Bayview Hunters Point Redevelopment Plan or to the Candlestick Point Design for Development document dated June 3, 2010 shall be as provided in each of those respective documents.

<sup>13</sup> *Id.* § 249.50.



The Center site is on Sectional Map No. SU09, which is shown below:

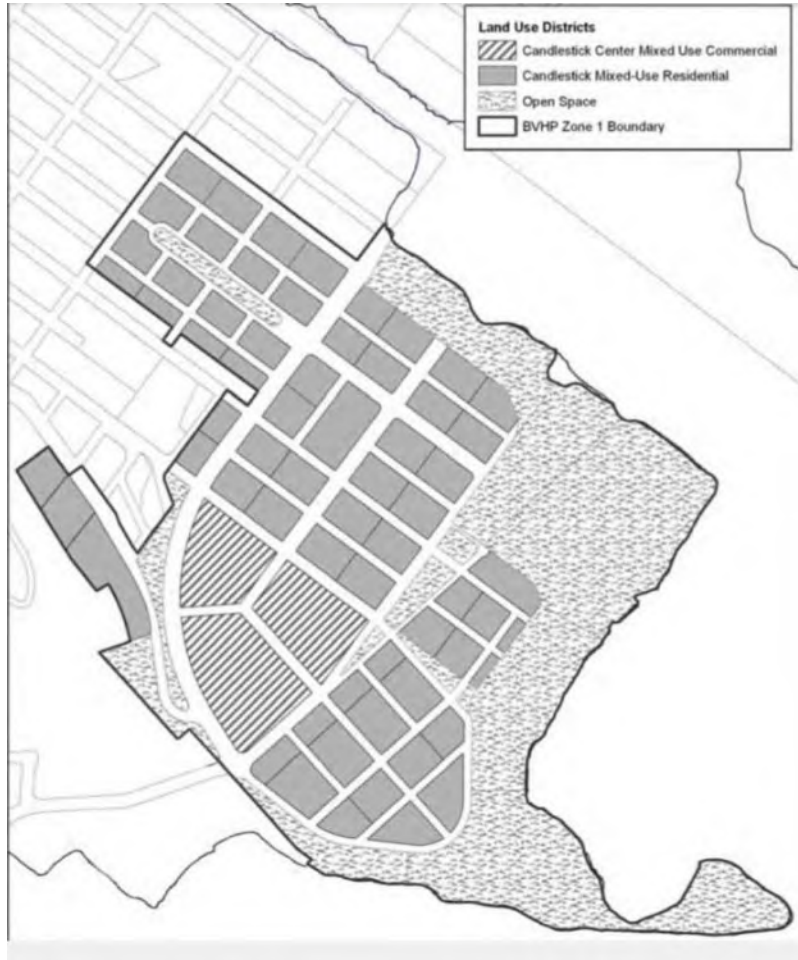


(For context, see map from the City’s project application below.)



<sup>14</sup> The Center site is indicated as being in Block number 4886, which matches the Block number identified in the City’s project application. City’s Project Application, at 1 (identifying the Center site by Block number (2886) and Lot number (009), 4886009).

Planning Code section 235 provides that the plans governing this area are: “the Bayview Hunters Point Redevelopment Plan, as amended on August 3, 2010, and the Candlestick Point Design for Development document dated June 3, 2010.”<sup>15</sup> The Center site is classified as “open space” in the Bayview Hunters Point Redevelopment Plan:<sup>16</sup>



Open space is open space—not a mixed use or multifamily use zone, which are separately designated in the Plan. Indeed, Maps 4 and 5 of the Redevelopment Plan show “mixed use” (both residential and commercial), “public,” and “open space” zones as separate zones.

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<sup>15</sup> S.F. Planning Code §§ 235, 249.50(c).

<sup>16</sup> The maps are excerpted from the 2018 Bayview Hunters Point Redevelopment Plan. It is unclear whether this or the 2010 plan governs under S.F. Planning Code section 249.50. But the map has not changed since 2010 with respect to the project site. See June 22, 2017 amendment (S.F. Board of Supervisors Ordinance 121-17); and July 16, 2018 amendment (S.F. Board of Supervisors Ordinance 0167-18). Neither amendment affects the project site.

Open space uses do not include a major vehicle triage center, especially one proposing to use diesel generators as primary power.<sup>17</sup>

#### **4.2.9 Open Space**

The open space areas consist of land owned by the Agency, City or the State to be developed into regional and local-serving public parks including appropriate recreational facilities and equipment and park maintenance areas. Park lands that are subject to the Public Trust will be managed as state or regional parks consistent with the Public Trust. No other uses beyond those described below are permitted in open space areas.

The following Uses are Principal Uses in this Land Use District:

##### **Parks and Recreation Uses:**

- Active Recreation Facilities
- Public Art
- Open Space
- Bicycle Storage
- Public Restrooms
- Maintenance Facilities
- Recreational Equipment Rental

##### **Civic, Arts & Entertainment Uses:**

- Recreational Facility
- Transit Shelters

In areas not subject to the Public Trust, the full range of Uses allowed in Parks, open air marketplaces, and similar active recreational Uses shall be allowed in addition to the Permitted Uses listed above.

The following Uses are permitted in this Land Use District if the criteria for Secondary Uses set forth in Section 4.2.6 are met:

- Performance Arts
- Restaurants

Open space zones have distinct purposes and are reserved for “regional and local-serving public parks,” and “appropriate recreational facilities and equipment and park maintenance areas” for those parks.<sup>18</sup> Open space zones’ allowed land uses are narrow: “[n]o other uses beyond those [specified in the Redevelopment Plan] are permitted in open space areas.”<sup>19</sup>

Despite the City’s conclusion reflected in the Planning Department’s memorandum dated September 6, 2023 (from Senior Environmental Planner, Don Lewis) that the project site is zoned “Public,” such “underlying zoning” is irrelevant here: Because the Center site is in a Special Use District, section 235, which provides that the Bayview Hunters Point Redevelopment Plan governs the land use, has supremacy over the “underlying zoning districts” (such as “P”) otherwise established under S.F. Planning Code section 201.<sup>20</sup>

<sup>17</sup> See section 4.2.9 (allowed uses for open space), at 36 of the Bayview Hunters Point Redevelopment Plan.

<sup>18</sup> *Id.*

<sup>19</sup> *Id.*

<sup>20</sup> *Id.* § 235 & Interpretation.



Thus, the Center is not exempt from CEQA under AB 101.

**II. The Center Is Not a “Low Barrier Navigation Center” Under AB 101.**

The Center is not exempt from CEQA under AB 101 because it does not meet the requirements of a “low barrier navigation center.”

The Public Works memorandum (Exhibit 1) does not provide any factual basis for its conclusion that the Center meets the definition of a low barrier navigation center. For example, Public Works fails to show that the Center satisfies Government Code section 65662(d), which requires that the Center have “a system for entering information regarding client stays, client demographics, client income, and exit destination through the local Homeless Management Information System as defined by Section 578.3 of Title 24 of the Code of Federal Regulations.”

In addition, the Center cannot qualify as a low barrier navigation center because the Center does not accept “referrals directly from street outreach, drop-in centers, and other parts of crisis response systems frequented by vulnerable people experiencing homelessness,” a requirement of Welfare & Institutions Code section 8255(b)(3), made a requirement by Government Code section 65662(c). Rather, the Center accepts clients only by invitation. Because a referral does not result in an acceptance, the Parking Center is not a “low barrier” center. Public Works’ bare conclusions do not show that AB 101 applies.

In sum, the City’s exemption determination is unlawful because the Center does not meet with AB 101’s requirements. The City must conduct CEQA review before the Center’s lease extension can be approved.

Yours very truly,



Lucas Williams  
Lexington Law Group

Attorneys for CANDLESTICK HEIGHTS  
COMMUNITY ALLIANCE

---

**Courtesy Copies (By Email):**

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**California State Lands Commission**

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**SF Planning Department**

[don.lewis@sfgov.org](mailto:don.lewis@sfgov.org)

# **Exhibit 1**



## MEMO

**TO:** Ronald Alameida, San Francisco Public Works

**FROM:** Don Lewis, Senior Environmental Planner

**DATE:** September 6, 2023

**PROJECT:** Bayview Vehicle Triage Center

**SUBJECT:** Planning Department / Environmental Review Officer Concurrence  
California Environmental Quality Act (CEQA) Exemption per AB 101

This memorandum is in response to a memorandum from San Francisco Public Works dated August 30, 2023 requesting Planning Department confirmation that no environmental review is required for the proposed Bayview Vehicle Triage Center at Candlestick Point State Recreation Area at 500 Hunters Point Expressway. The memo will confirm that the proposed Bayview Vehicle Triage Center is not subject to the California Environmental Quality Act (CEQA) pursuant to California law set forth in Assembly Bill 101, California Government Code Sections 65660 – 65668 (AB 101).

AB 101 provides that a low barrier navigation center that meets certain criteria and is located in a mixed-use zoning district or a non-residential zone that permits multifamily uses is a use by right and is not subject to CEQA (Government Code Section 65660(b)). A “use by right” is defined in Government Code Section 65583.2(i) to mean that the local government’s review of the use may not require a conditional use permit, planned unit development permit, or other discretionary local government review or approval that would constitute a “project” for purposes of CEQA.

The zoning designation for this site is Public (P). This zoning district could be classified as a “non-residential zone” because most of the allowed uses are non-residential. Further, the P zoning can be classified as permitting “multifamily uses” because homeless shelters serve multifamily populations. A homeless shelter that is owned, operated, or leased by the City and County of San Francisco is a principally permitted use in the P District on a permanent basis pursuant to Planning Code Section 211.1(b). Therefore, the Bayview Triage Center would be considered a principally permitted use in the P zoning district.

The memorandum dated August 30, 2023 from Public Works explained how the proposed Vehicle Triage Center complies with the criteria set forth in AB 101. While this proposed Vehicle Triage Center is a little different from other navigation centers currently operating in the City, the proposal meets the definition of a low barrier navigation center set forth in Government Code Section 65660(a) and meets the criteria set forth in Government Code Section 65662. Accordingly, the Bayview Vehicle Triage Center is not subject to CEQA.



**Ronald Alameida, Deputy Director & City Architect** | Building Design & Construction

ronald.alameida@sfdpw.org | T. 628.271.3075 | 49 South Van Ness Ave. Suite 1600, San Francisco, CA 94103

TO: Don Lewis  
Senior Planner  
Environmental Planning Division  
San Francisco Planning Department

DATE: August 30, 2023

PROJECT: Bayview Vehicle Triage Center

SUBJECT: California Environmental Quality Act (CEQA) Exemption per AB 101

This Memorandum serves as the official request to the San Francisco Planning Department to confirm that no CEQA review is required for the Vehicle Triage Center proposed at Candlestick Point State Recreation Area under the terms of AB 101, which was signed by Governor Newsom in August 2019.

#### Description of Bayview Vehicular Triage Center

San Francisco Public Works is delivering the project on behalf of our client, the San Francisco Department of Homelessness and Supportive Housing (HSH). The Vehicle Triage Center will be a safe site for people experiencing homelessness and living in their vehicles to sleep in their cars and access services. The site will be established on an existing, unused parking lot at Candlestick Point State Recreation Area at 500 Hunters Point Expressway, which is under the jurisdiction of the State Lands Commission and California Department of Parks and Recreation. Subject to negotiation of the lease between the City, California State Parks, and the State Lands Commission. It operates with a limited number of vehicles and site improvements and will open to full capacity and with all site improvements in early/mid 2024.

The parking lot is approximately 290,000 SF and is connected to Hunters Point Expressway by a 25'-wide, approximately 500'-long driveway. The site will accommodate parking for a maximum of 150 occupied client vehicles with an anticipated total capacity of 225 clients (based on an estimate of 1.5 people per vehicle). The site will provide restrooms, showers, and laundry trailers as well as staff trailers for site supervisors, case managers, clinical supervisors, and security and janitorial staff. Additional parking will be provided for staff, visitors, and secondary client vehicles. The site will provide electrical service to each occupied vehicle, enough to charge cell phones and turn on small appliances. Utility upgrades will be done to support the electrical, water and wastewater needs of the site. The area will also have site lighting and security camera coverage. Other amenities such as picnic tables, shade umbrellas, and a pet area will provide spaces for people to gather and foster community.

- The site will be managed and operated by two service providers: One for general site operations and security and another for clinical support. The site operations service provider will be responsible for the day-to-day operations of the site and program. The clinical support provider will provide case management and connect clients to social services, programs, and housing placements. Proposed service will include 24/7 staffing coverage and supportive services as agreed with HSH and meet all applicable life and safety requirements, including security and janitorial support.
- Additionally, visiting program staff will include:
  - Department of Public Health Shelter Health nurses.
  - Human Services Agency Benefits staff
  - Coordinated Entry contracted staff

Initial placements will be assessed and made via HSH’s Outreach programs in cooperation with other City and community partners. The program will serve unsheltered and street-based persons experiencing homelessness.

Project meets the Criteria for a Low Barrier Navigation Center under AB 101

Government code Section 65660(a) defines a “low barrier navigation center” as a Housing First, low-barrier, service enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. “Low barrier” means best practices to reduce barriers to entry, and may include, but is not limited to:

- 1) The presence of partners if it is not a population-specific site, such as for survivors of domestic violence or sexual assault, women, or youth
- 2) Pets
- 3) Storage of possessions; or
- 4) Privacy, such as partitions around beds in a dormitory setting or in larger rooms containing more than two beds or private rooms.

The Bayview Vehicle Triage Center will provide:

- 1) A safe place for people to park their RVs/Passenger Vehicles and sleep
- 2) Electrical power to each vehicle, enough to charge phones and small appliances
- 3) A pet policy that allows clients to bring their pets

For these reasons, the proposed Vehicle Triage Center is considered a “low barrier navigation center” as contemplated by Government Code 65660(a).

Further, the proposed site meets the following criteria, required by Government Code Section 65662:

- a) It offers services to connect people to permanent housing through a services plan.
- b) It will provide connections and referrals to additional resources within the Homelessness Response System, including referrals or onsite Coordinated Entry Assessments that connects

eligible people to permanent housing, housing assistance or other resources to support permanent exits from homelessness. The Coordinated Entry System is a centralized assessment system developed pursuant to section 576.400(d) or Section 578.7(a)(8), as applicable, of Title 24 of the Code of Federal Regulations, as those sections read on January 1, 2020 and any related requirements, designed to coordinate program participant intake, assessment and referrals.

- c) It complies with Welfare and Institutions Code Section 8255, which includes the following core components:
- 1) Tenant screening and selection practices that promote accepting applicants regardless of their sobriety or use of substances, completion of treatment, or participation in services.
  - 2) Applicants are not rejected on the basis of poor credit or financial history, poor or lack of rental history, criminal convictions unrelated to tenancy, or behaviors that indicate a lack of "housing readiness."
  - 3) Acceptance of referrals directly from street outreach, drop-in centers, and other parts of crisis response systems frequented by vulnerable people experiencing homelessness.
  - 4) Supportive services that emphasize engagement and problem solving over therapeutic goals and service plans that are highly tenant-driven without predetermined goals.
  - 8) In communities with coordinated assessment and entry systems, incentives for funding promote tenant selection plans for supportive housing that prioritize eligible tenants based on criteria other than "first-come-first-serve," including, but not limited to, the duration or chronicity of homelessness, vulnerability to early mortality, or high utilization of crisis services. Prioritization may include triage tools, developed through local data, to identify high-cost, high-need homeless residents.
  - 9) Case managers and service coordinators who are trained in and actively employ evidence-based practices for client engagement, including, but not limited to, motivational interviewing and client-centered counseling.
  - 10) Services are informed by a harm-reduction philosophy that recognizes drug and alcohol use and addiction as a part of tenants' lives, where tenants are engaged in nonjudgmental communication regarding drug and alcohol use, and where tenants are offered education regarding how to avoid risky behaviors and engage in safer practices, as well as connected to evidence-based treatment if the tenant so chooses.
  - 11) The project may include special physical features that accommodate disabilities, reduce harm, and promote health and community and independence among tenants.

Regarding terminology, Government Code Section 65662 (c) and Welfare and Institutions Code Section 8255 refers to residents of low barrier navigation centers as "tenants." HSH prefers to use the word "client" instead, as people staying in HSH-owned and operated navigation centers neither sign a lease nor provide payment for services and shelter.

For the above reasons, we are seeking your concurrence that the Bayview Vehicle Triage Center is not subject to CEQA or any of the City's discretionary review procedures or requirements.

cc: Devyani Jain, Deputy Director of Environmental Planning, SF Planning  
Joy Navarrete, Principal Environmental Planner, SF Planning  
Joanne Park, Senior Real Estate Analyst, SF HSH

# **Exhibit 2**



1 DAVID CHIU, State Bar #189542  
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7

8 Attorneys for Defendant  
CITY AND COUNTY OF SAN FRANCISCO  
9

10  
11 UNITED STATES DISTRICT COURT  
12 NORTHERN DISTRICT OF CALIFORNIA

13 CANDLESTICK HEIGHTS COMMUNITY  
14 ALLIANCE, an unincorporated association,

15 Plaintiff,

16 vs.

17 CITY AND COUNTY OF SAN  
18 FRANCISCO, a municipal corporation,

19 Defendant.

Case No. 3:23-cv-00082-SK

**DEFENDANT’S RESPONSE TO PLAINTIFF’S  
SECOND SET OF INTERROGATORIES**

Trial Date: May 7, 2024

20  
21  
22 PROPOUNDING PARTY: Plaintiff Candlestick Heights Community Alliance

23 RESPONDING PARTY: Defendant City and County of San Francisco

24 SET NUMBER: Two (2)

25 Pursuant to Rule 33 of the Federal Rules of Civil Procedure, Defendant CITY AND COUNTY  
26 OF SAN FRANCISCO (“Defendant” or the “City”) responds and objects to Plaintiff’s Second Set of  
27 Interrogatories as follows:  
28

1 **PRELIMINARY STATEMENT**

2 The City has not yet completed its investigation of the facts or legal issues relating to this case  
3 or completed its preparation for trial. Accordingly, the City’s responses are based only upon such  
4 information of which it is currently aware and which is reasonably available to the City as of the date  
5 of these responses. The City’s responses are true and correct to the best of the City’s knowledge,  
6 information, and belief at this time, and they are subject to correction for any inadvertent errors or  
7 omissions, if such errors or omissions are found. The following responses and objections are thus  
8 given without prejudice to the City’s right to rely on subsequently discovered information and  
9 evidence. The City reserves the right to make use of, or to introduce at any hearing and at trial,  
10 subsequently discovered facts, or facts that are already known but whose relevance, significance or  
11 applicability has not yet been ascertained, including, without limitation, any information or documents  
12 responsive to the following interrogatories discovered subsequent to the date of these responses and  
13 any other information or documents obtained in discovery or by further investigation of this matter.

14 **GENERAL OBJECTIONS**

15 1. The City objects to each interrogatory to the extent that it may be construed as calling  
16 for information that is subject to any claims of privilege, including, without limitation, the attorney-  
17 client privilege, attorney work product doctrine, official information privilege, and deliberative  
18 process privilege. The City will construe each request as excluding from its scope any such  
19 information, and its responses, as set forth below, should not be construed as an express or implied  
20 waiver of any applicable privilege.

21 2. The City objects to each interrogatory to the extent it seeks information that violates  
22 third parties’ rights to privacy under the Constitutions and laws of the United States and the State of  
23 California. *See, e.g.*, U.S. 4th Amend.; Cal. Const. art. 1, § 1.

24 3. The City objects to each interrogatory to the extent that it seeks information that is not  
25 relevant to any claim or the subject matter of the present action and not reasonably calculated to lead  
26 to the discovery of admissible evidence.

27 4. The City reserves all objections to the competency, relevancy, materiality, privilege,  
28 and/or admissibility as evidence of the following responses, and any document or thing identified in

1 any responses to the following interrogatories at any subsequent proceeding in, or trial of, this and any  
2 other matter for any purpose whatsoever.

3 5. The City objects to each interrogatory and each instruction and definition to the extent  
4 it purports to impose obligations in excess of those imposed by the Federal Rules of Civil Procedure or  
5 other applicable law. To the extent the City accepts any definition contained in these requests, it does  
6 so only for the purpose of providing a response thereto; the City does not admit the accuracy of any  
7 such definition.

8 6. The City reserves the right to seek to recover all costs and fees associated with its  
9 response to these interrogatories based on Plaintiff's lack of a good faith basis to maintain the action  
10 since the Bay Area Air Quality Management District ("Air District" or "BAAQMD") provided  
11 Plaintiff with its determination that the permit at issue was not required.

12 7. The City objects to each interrogatory to the extent that it misleadingly fails to reflect  
13 that the "generators" at issue in this case are portable light towers powered by small 5.1 horsepower  
14 engines.

15 8. The City's investigation, discovery, and preparation for trial in this case is ongoing, and  
16 this response is based only on information presently available to the City. The City therefore reserves  
17 the right to rely on and make use of any information the City should discover after the date of this  
18 response.

19 Subject to and without waiving the above Preliminary Statement and General Objections, the  
20 City responds to each interrogatory as follows:

21 **RESPONSES AND OBJECTIONS TO INTERROGATORIES**

22 **INTERROGATORY NO. 6:**

23 Identify all GENERATORS by manufacturer, fuel-type, and horsepower located within the  
24 Vehicle Triage Center in Candlestick Point State Recreation Area during the time period beginning  
25 January 1, 2022 through July 19, 2023. For the purposes of these interrogatories, "GENERATORS"  
26 means any engine that burns fuel to produce electricity. The term "GENERATORS" is not limited to  
27 "portable light tower[s] powered by a diesel generator" or "portable diesel-powered light towers." See  
28 Defendant's Responses to Interrogatories Nos. 1 and 3. For the purposes of these interrogatories, the

1 Vehicle Triage Center in Candlestick Point State Recreation Area is referred to as the “VTC.”

2 **RESPONSE TO INTERROGATORY NO. 6:**

3 The City incorporates the foregoing Preliminary Statement and General Objections as though  
4 fully set forth herein. The City objects that Plaintiff’s definition of “GENERATORS” as “any engine  
5 that burns fuel to produce electricity” is vague and overbroad and, as drafted, the interrogatory  
6 precludes the City from providing a complete and accurate response because it exceeds the reasonable  
7 scope of the City’s knowledge, information, and belief. The City will interpret “GENERATORS” to  
8 mean the following: the 16 diesel-engine light towers that are the subject of this action, the two prime  
9 generators for which the City has applied for permits from BAAQMD, and four personal generators  
10 belonging to VTC guests that are subject to rules enforced by the State Fire Marshal and placed in  
11 locked storage at the VTC. The City objects that this interrogatory is unduly burdensome and not  
12 proportional to the needs of the case because it is duplicative of Plaintiff’s First Set of Interrogatories,  
13 including Interrogatory No. 3, in response to which the City has already provided Plaintiff with  
14 detailed cut sheets that identify the manufacturer, fuel-type, and horsepower of the 16 diesel-engine  
15 light towers. The interrogatory is also duplicative of information in the City’s permit application to  
16 BAAQMD and BAAQMD evaluations already in Plaintiff’s possession, which provide the requested  
17 information for the two prime generators. The City objects that this interrogatory is unduly  
18 burdensome and not proportional to the needs of the case because, insofar as it is not duplicative, it is  
19 irrelevant to any claim in Plaintiff’s Complaint, seeks information about “generators” that were not  
20 operated at the VTC and did not result in an emissions violation under the Clean Air Act, and demands  
21 information that exceeds any reasonable expectation of business records maintained for the VTC. The  
22 City further objects to the extent that this interrogatory seeks information protected by the attorney-  
23 client privilege, work product doctrine, and the constitutional right to privacy. The City objects to the  
24 extent that this interrogatory seeks information that is not relevant to any claim or defense in the  
25 present action and is not reasonably calculated to lead to the discovery of admissible evidence.

26 Subject to and without waiving these objections, and consistent with the above interpretation of  
27 the interrogatory, the City responds: (i) for each of the 16 diesel-engine light towers: Allmand, ultra-  
28 low sulfur diesel fuel, 5.1 horsepower; *see also* CCSF 000002–CCSF 000005 produced as Exhibit B to

1 the City’s response to Plaintiff’s First Set of Interrogatories; (ii) for the two prime generators: a) John  
2 Deere engine, ultra-low sulfur diesel fuel, 215 horsepower, and b) Isuzu engine, ultra-low sulfur diesel  
3 fuel, 170.8 horsepower; *see also* CCSF 000024–CCSF 000031 produced as Exhibit A to these  
4 responses; (iii) for the four personal generators belonging to VTC guests that are in locked storage at  
5 the VTC, the City cannot testify to the accuracy of any technical specifications, and based solely on  
6 non-expert visual inspection, the City responds that these appear to be four small generators ranging  
7 from 1200 watt to 5000 watts, requiring gasoline fuel, and bearing the following manufacturer names:  
8 PowerStar Plus, Honda, Predator, and RYOBI.

9 **INTERROGATORY NO. 7:**

10 Identify all sources of electricity used to provide power for ACTIVITIES at the VTC between  
11 January 1, 2022 to July 19, 2023. For the purposes of this interrogatory, “ACTIVITIES” includes but  
12 is not limited to lighting, wireless internet services, shower and bathroom services, and security and  
13 support services.

14 **RESPONSE TO INTERROGATORY NO. 7:**

15 The City incorporates the foregoing Preliminary Statement and General Objections as though  
16 fully set forth herein. The City objects that this interrogatory is unduly burdensome and not  
17 proportional to the needs of the case in that the requested information is entirely irrelevant to any  
18 claim or defense in the present action. Plaintiff purports to bring a citizen suit under the Clean Air  
19 Act, which requires Plaintiff to serve the City and regulatory bodies with a 60-day notice prior to  
20 commencing suit identifying the specific emissions standard or limitation under the Act at issue and  
21 the activity alleged to be in violation. Plaintiff’s 60-day notice for this action pertains to the operation  
22 of 16 diesel-engine light towers at the VTC about which the City has already furnished Plaintiff with  
23 detailed technical and operational information. The City objects that “all sources of electricity” used  
24 to provide power for activities broadly defined is vague and overbroad and, as drafted, the  
25 interrogatory precludes the City from providing a complete and accurate response because it exceeds  
26 the reasonable scope of the City’s knowledge, information, and belief. The City will interpret “all  
27 sources of electricity used to provide power for ACTIVITIES at the VTC” to mean the sources of  
28 electricity for lighting at the VTC and the electrical service existing at the VTC used to power an

1 installed guard shack and office trailer and possibly wireless internet services, a phone charging  
2 station, and other operational services at the site. The City objects that this interrogatory is unduly  
3 burdensome and not proportional to the needs of the case because it is duplicative of Plaintiff's First  
4 Set of Interrogatories, including Interrogatory No. 3, in response to which the City has already  
5 provided Plaintiff with detailed cut sheets that identify the manufacturer, fuel-type, and horsepower of  
6 the 16 diesel-engine light towers; it is also duplicative of Interrogatory No. 6 above. The City objects  
7 that this interrogatory is unduly burdensome and not proportional to the needs of the case because,  
8 insofar as it is not duplicative, it is irrelevant to any claim in the present action, seeks information for a  
9 time period that extends beyond the filing of Plaintiff's Complaint, and demands information that  
10 exceeds any reasonable expectation of business records maintained for the VTC. The City further  
11 objects to the extent that this interrogatory seeks information protected by the attorney-client privilege,  
12 work product doctrine, and the constitutional right to privacy. The City objects to the extent that this  
13 interrogatory seeks information that is not relevant to any claim or defense in the present action and is  
14 not reasonably calculated to lead to the discovery of admissible evidence.

15 Subject to and without waiving these objections, and consistent with the above interpretation of  
16 the interrogatory, the City responds: from mid to late January 2022 until approximately December 22,  
17 2022, lighting at the VTC was powered by the 16 diesel-engine light towers (specifications at CCSF  
18 000002–CCSF 000005); thereafter, until approximately February 28, 2023, it was powered by seven  
19 of the 16 diesel-engine light towers and eight permanent solar light fixtures (specifications at CCSF  
20 000091–CCSF 000131 produced as Exhibit B to these responses); until approximately March 22,  
21 2023, it was powered by one of the 16 diesel-engine light towers and 16 of the permanent solar light  
22 fixtures; thereafter through the present, the lighting was powered by one of the 16 diesel-engine light  
23 towers and 17 of the permanent solar light fixtures. From approximately mid to late January 2022 to  
24 the present, electrical service of 240V, single phase, 200amp existing at the site of the VTC has been  
25 used to power a guard shack and office trailer and possibly wireless internet services, a phone charging  
26 station, and other operational services at the site.

27 **INTERROGATORY NO. 8:**

28 Describe in detail the reason or reasons why diesel fueled GENERATORS were used at the

1 VTC instead of renewable energy sources of electricity including but not limited to solar powered  
2 lighting.

3 **RESPONSE TO INTERROGATORY NO. 8:**

4 The City incorporates the foregoing Preliminary Statement and General Objections as though  
5 fully set forth herein. The City objects that this interrogatory is unduly burdensome and not  
6 proportional to the needs of the case in that the requested information is entirely irrelevant to any  
7 claim or defense in the present action. Plaintiff purports to bring a citizen suit under the Clean Air  
8 Act, which requires Plaintiff to serve the City and regulatory bodies with a 60-day notice prior to  
9 commencing suit identifying the specific emissions standard or limitation under the Act at issue and  
10 the activity alleged to be in violation. Plaintiff's 60-day notice for this action pertains to the operation  
11 of 16 diesel-engine light towers at the VTC about which the City has already furnished Plaintiff with  
12 detailed technical and operational information. The City objects that Plaintiff's definition of  
13 "GENERATORS" as "any engine that burns fuel to produce electricity" is vague and overbroad and,  
14 as drafted, the interrogatory precludes the City from providing a complete and accurate response  
15 because it exceeds the reasonable scope of the City's knowledge, information, and belief. The City  
16 will interpret "diesel fueled GENERATORS . . . used at the VTC" to mean the Allmand diesel-engine  
17 light towers more specifically described at CCSF 000002–CCSF 000005, which are the subject of this  
18 action, as the City is unaware of other diesel fueled generators used at the VTC. The City objects that  
19 this interrogatory is unduly burdensome and not proportional to the needs of the case in that it  
20 demands information that exceeds the burdens and expectations of records reasonably maintained in  
21 the ordinary course of business, fails to specify the city departments from which it seeks information,  
22 and is unlimited in time. The City further objects to the extent that this interrogatory seeks  
23 information protected by the attorney-client privilege, work product doctrine, and the constitutional  
24 right to privacy. The City objects to the extent that this interrogatory seeks information that is not  
25 relevant to any claim or defense in the present action and is not reasonably calculated to lead to the  
26 discovery of admissible evidence.

27 Subject to and without waiving these objections, and consistent with the above interpretation of  
28 the interrogatory, the City responds: the City's phased build-out of the VTC included plans to install

1 permanent solar light fixtures at the site, a process that required several months of lead time, including  
2 time to fabricate the fixtures. On or about February 28, 2022, the City placed an order for the  
3 permanent light poles and solar panels and completed the first part of the phased installation on or  
4 about December 22, 2022. Until the lights were completely installed, the City required the use of  
5 temporary light towers to ensure sufficient nighttime lighting for the safety and security of VTC guests  
6 and staff. Faced with the limited availability of alternative light sources and budget constraints, the  
7 City procured Tier 4 Final diesel-engine lights operated on ultra-low sulfur diesel fuel to satisfy the  
8 need for temporary security lighting at the VTC until permanent solar light fixtures were installed.

9  
10 Dated: August 18, 2023

11 DAVID CHIU  
12 City Attorney  
13 ROBB W. KAPLA  
14 KATHY J. SHIN  
15 Deputy City Attorneys

16 By:   
17 KATHY J. SHIN

18 Attorneys for Defendant  
19 CITY AND COUNTY OF SAN FRANCISCO  
20  
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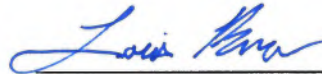
1 VERIFICATION

2 I, Louis Bracco, declare as follows:

3 I am the Shelter Programs Supervisor for the San Francisco Department of Homelessness and  
4 Supportive Housing and I am authorized to make this verification on behalf of Defendant City and  
5 County of San Francisco. I have read DEFENDANT'S RESPONSE TO PLAINTIFF'S SECOND  
6 SET OF INTERROGATORIES and know its contents. These responses are true to the best of my  
7 knowledge, information, and belief, recognizing that no individual City employee has personal  
8 knowledge of all matters stated in these responses, and some such matters are not within my personal  
9 knowledge. These responses were further prepared with the assistance of counsel for the City based  
10 on information and documents discovered to date in responding to discovery in this action. The  
11 responses are thus subject to correction for any inadvertent errors or omissions, if such errors or  
12 omissions are found.

13 I declare under penalty of perjury under the laws of the State of California that the foregoing is  
14 true and correct.

15 Executed this 18th day of August 2023, at San Francisco, California.

16  
17   
18 \_\_\_\_\_  
19 LOUIS BRACCO  
20  
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22  
23  
24  
25  
26  
27  
28

# **Exhibit 3**

4.0

from OEHHA

SB 535 Disadvantaged Communities Map

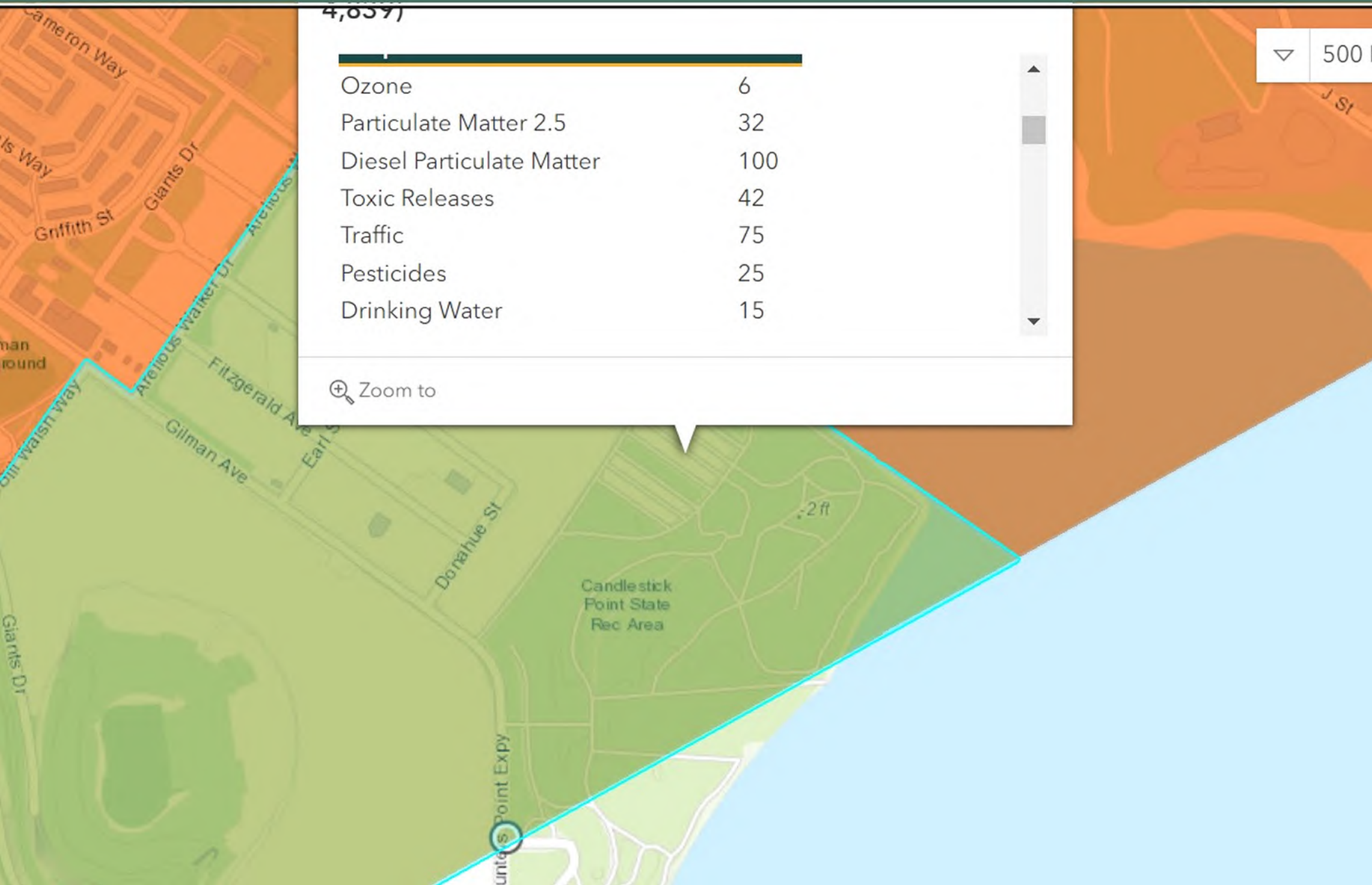
CalEnviroScreen Website

4,657)

Ozone	6
Particulate Matter 2.5	32
Diesel Particulate Matter	100
Toxic Releases	42
Traffic	75
Pesticides	25
Drinking Water	15

Zoom to

500



# **Exhibit 4**

# DPP

**From:** Pamela Leong <[PLeong@baaqmd.gov](mailto:PLeong@baaqmd.gov)>  
**Sent:** Thursday, June 23, 2022 2:44 PM  
**To:** Damian Breen <[dbreen@baaqmd.gov](mailto:dbreen@baaqmd.gov)>  
**Subject:** FW: Candlestick Point - Generator Permit Inquiry

Damian,  
First put the unhoued next to Recology stockpiles, now energize the RV village w/ deadly diesel PM. What is SF doing?

They want a meeting w/ Engineering to permit these. I thought you told Greg it was premature. Not sure what's going on.

Pam

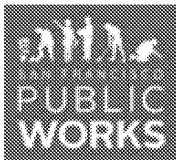
**From:** Macaraeg, Marc (DPW) <[marc.macaraeg@sfdpw.org](mailto:marc.macaraeg@sfdpw.org)>  
**Sent:** Thursday, June 23, 2022 2:24 PM  
**To:** Barry Young <[BYoung@baaqmd.gov](mailto:BYoung@baaqmd.gov)>  
**Cc:** Lee, Jessica (DPW) <[jessica.m.lee@sfdpw.org](mailto:jessica.m.lee@sfdpw.org)>; John Marvin <[JMarvin@baaqmd.gov](mailto:JMarvin@baaqmd.gov)>; Park, Joanne (HOM) <[joanne.park@sfgov.org](mailto:joanne.park@sfgov.org)>; Oates, Dennis (DPW) <[Dennis.Oates@sfdpw.org](mailto:Dennis.Oates@sfdpw.org)>; Pamela Leong <[PLeong@baaqmd.gov](mailto:PLeong@baaqmd.gov)>  
**Subject:** RE: Candlestick Point - Generator Permit Inquiry

Some people who received this message don't often get email from [marc.macaraeg@sfdpw.org](mailto:marc.macaraeg@sfdpw.org). [Learn why this is important](#)

I'll take the 9-10am time slot. We would like to understand the process from start to finish, I'd like to take a look at all the paperwork involved, and the timeline. It may just be me and Jessica Lee joining the call, but will keep the invitation open to Joanne with HSH (client department) and Dennis if they'd like to attend.

Are you able to send out an invitation?

Thanks,  
-Marc



Marc Macaraeg, PE  
Construction Manager  
San Francisco Public Works | City and County of San Francisco  
49 South Van Ness Ave - Suite # 1000 | San Francisco, CA 94103  
cell (415) 819-1773

**From:** Barry Young <[BYoung@baaqmd.gov](mailto:BYoung@baaqmd.gov)>  
**Sent:** Thursday, June 23, 2022 1:16 PM  
**To:** Macaraeg, Marc (DPW) <[marc.macaraeg@sfdpw.org](mailto:marc.macaraeg@sfdpw.org)>  
**Cc:** Lee, Jessica (DPW) <[jessica.m.lee@sfdpw.org](mailto:jessica.m.lee@sfdpw.org)>; John Marvin <[JMarvin@baaqmd.gov](mailto:JMarvin@baaqmd.gov)>; Park, Joanne (HOM) <[joanne.park@sfgov.org](mailto:joanne.park@sfgov.org)>; Oates, Dennis (DPW) <[Dennis.Oates@sfdpw.org](mailto:Dennis.Oates@sfdpw.org)>; Pamela Leong <[PLeong@baaqmd.gov](mailto:PLeong@baaqmd.gov)>  
**Subject:** RE: Candlestick Point - Generator Permit Inquiry

# **Exhibit 5**



# San Francisco Property Information Map - Map Viewer

Search by address, parcel or planning application, or click on the map



## Map Layers

### PROPERTY

- Parcels (Block/Lots)
- Parcel History
- Blocks
- Addresses
- Planning Districts
- Neighborhoods
- Current Planning Teams
- City Properties
- Schools (K-12)
- Port Facilities
- Supervisor Districts 2022-2032
- Supervisor Districts 2012-2022
- Census Tracts (2020)
- Transportation Analysis Zones
- Year Built
- Zip Codes

### PRESERVATION

- Historic Evaluations
- Article 10 Designated Landmarks, Historic Districts, and Work Program Properties
- Article 11 Preservation Designation
- National Register Historic Districts
- National Register Individuals
- California Register Historic Districts
- Historic Resource Evaluation Responses
- Historic Resource Assessments
- Historic Resource Reviews
- Active SF Survey Areas
- Past Surveys
- Historic Context Statements
- Mills Act
- Legacy Business Registry
- Property Photos

### PLANNING APPLICATIONS

- All Planning Applications
- Active Planning Applications
- Conditional Use Authorizations
- Discretionary Review - Mandatory
- Discretionary Review - Public Initiated
- Discretionary Review - Public Initiated - Last 2 Years
- Environmental Review Applications - Active
- Environmental Review Applications
- Preliminary Project Assessments