

FILE NO. 211020

Petitions and Communications received from September 16, 2021, through September 23, 2021, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on September 28, 2021.

Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information will not be redacted.

From the Office of the Mayor, submitting memo regarding the September 15, 2021 meeting of the State Legislation Committee, and approved minutes from the July 14, 2021 meeting. Copy: Each Supervisor. (1)

From Pacific Gas and Electric, regarding request to increase rates. Copy: Each Supervisor. (2)

From Concerned Citizens of Alameda County, regarding the hiring of David Rocha. Copy: Each Supervisor. (3)

From California State Pipe Trades Council and Plumbers and Pipefitters UA Local 38, regarding proposal for expansion of requirements for alternate water sources for non-potable applications. File No. 210536. Copy: Each Supervisor. (4)

From Bay Area Chapter of Americans for Safe Access, regarding proposed cannabis gross receipt tax legislation. Copy: Each Supervisor. (5)

From Unite Here, Local 2, regarding Appeal of Final Mitigated Negative Declaration - Proposed 530 Sansome Street Project. File No. 210923. Copy: Each Supervisor. (6)

From the State of California Building Standards Commission, regarding determination of findings for Ordinance No. 77-21. Copy: Each Supervisor. (7)

From the State of California Office of Historic Preservation, regarding the listing of the Hobart Building in the National Register of Historic Places. Copy: Each Supervisor. (8)

From the Parent Teacher Community Council of the Japanese Bilingual Bicultural Program at Rosa Parks Elementary School, regarding the sale and conversion of Hotel Buchanan. 2 letters. Copy: Each Supervisor. (9)

From concerned organizations, regarding proposed purchase of light rail vehicles. File No. 210838. 2 letters. Copy: Each Supervisor. (10)

From concerned citizens, regarding the Great Highway. 5 letters. Copy: Each Supervisor. (11)

From concerned citizens, regarding proposed Creation of a “Beach to Bay” Car-Free Connection and Equitable Access to Golden Gate Park legislation. File No. 210944. 164 letters. Copy: Each Supervisor. (12)

From concerned citizens, regarding bicyclists blocking the Great Highway. 10 letters. Copy: Each Supervisor. (13)

From Fifth Church of Christ, Scientist, regarding Appeal of Conditional Use Authorization Approval - 450 O’Farrell project. File No. 210858 Copy: Each Supervisor. (14)

From Bay Area ASA, regarding Appeal of Conditional Use Authorization Approval - 5801 Mission Street. File No. 210801. Copy: Each Supervisor. (15)

From League of Women Voters of San Francisco, regarding the Redistricting Task Force. Copy: Each Supervisor. (16)

From Public Utilities Commission, submitting San Francisco Administrative Code, Chapters 12B and 14B, Waiver Requests. Copy: Each Supervisor. (17)

From California Apartment Association, regarding proposed COVID-19 tenant protections legislation. File Nos. 210962 and 210963. Copy: Each Supervisor. (18)

From Small Business Commission, regarding proposed legislation amending the Planning Code to allow business signs on awnings or marquees in addition to projecting signs in various neighborhood commercial and residential-commercial districts. File No. 210810. Copy: Each Supervisor. (19)

From Marvis Phillips, regarding Safer Tenderloin Streets. Copy: Each Supervisor. (20)

From API Cultural Center, regarding proposed legislation Small Business Zoning Controls in Chinatown and North Beach and on Polk Street. File No. 210600. Copy: Each Supervisor. (21)

From Angus McCarthy, regarding assessment of the Controller’s DBI Public Integrity Review report. Copy: Each Supervisor. (22)

From the Office of the Director of Planning, submitting response to the inquiry made by Supervisor Peskin at the Board meeting of September 7, 2021. Copy: Each Supervisor. (23)

From concerned citizens, regarding water recycling. 2 letters. Copy: Each Supervisor. (24)

From Francesca Pastine, regarding encampments. 2 letters. Copy: Each Supervisor. (25)

From Black Employee Alliance, regarding various concerns. 4 letters. Copy: Each Supervisor. (26)

From San Francisco Christian Center, regarding proposed 5801 Mission Street project. File No. 210801. Copy: Each Supervisor. (27)

From Emily Block, regarding proposed project at 249 Texas Street. File No. 210791 Copy: Each Supervisor. (28)

From Bay Area Council, regarding proposed legislation Issuance of Special Tax Bonds - Community Facilities District No. 2014-1 (Transbay Transit Center) - Not to Exceed \$35,000,000. File No. 210871. letters. Copy: Each Supervisor. (29)

From concerned citizens, regarding project at 1525 Pine Street. File No. 210901. 103 letters. Copy: Each Supervisor. (30)

From State of California Fish and Game Commission, regarding Notice of Final Consideration concerning the Pacific leatherback sea turtle. Copy: Each Supervisor. (31)

From State of California Fish and Game Commission, regarding Notice of Proposed Changes in Regulations concerning the Experimental Fishing Permit Program. Copy: Each Supervisor. (32)

From John Smith, regarding various concerns. 2 letters. Copy: Each Supervisor. (33)

From concerned citizen, regarding civic concerns. Copy: Each Supervisor (34)

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Jalipa, Brent \(BOS\)](#); [Carroll, John \(BOS\)](#)
Subject: FW: July 2021 State Legislation Committee Positions
Date: Thursday, September 23, 2021 10:00:00 AM
Attachments: [9.15.2021 SLC Positions Letter to the COB.pdf](#)
[SLC MINUTES 07.14.21.pdf](#)

From: Peacock, Rebecca (MYR) <rebecca.peacock@sfgov.org>
Sent: Wednesday, September 15, 2021 4:37 PM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>
Cc: McCaffrey, Edward (MYR) <edward.mccaffrey@sfgov.org>; Erica@SYASLpartners.com
Subject: July 2021 State Legislation Committee Positions

Hello Clerk Calvillo and Deputy Clerk Somera,

Please see attached memo regarding the September 15, 2021 meeting of the State Legislation Committee, and approved minutes from the July 14, 2021 meeting.

Draft minutes from the September 15 meeting will be available at sfgov.org/slc/meetings by the end of the week.

Let me know if you have any questions!

Rebecca Peacock ([they/them](#))
Office of Mayor London N. Breed
Legislative & Government Affairs
City & County of San Francisco



TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Edward McCaffrey, Office of Mayor London N. Breed
RE: State Legislation Committee Bill Positions September 15, 2021 Meeting
DATE: Wednesday, September 15, 2021

Dear Madam Clerk:

Please be advised that the State Legislation Committee did not take any positions on legislation pending before the California State Legislature at its September 15, 2021 meeting.

Present at the meeting were representatives from the Mayor's Office, Supervisor Dean Preston's Office, Supervisor Connie Chan's Office, the Assessor-Recorder's Office, the City Attorney's Office, the Controller's Office, and the Treasurer's Office.

In addition, please find attached the approved minutes from the July 14, 2021 meeting.

Should the Board of Supervisors wish to find more information on these matters, they may do so at the following link: <http://sfgov.org/slc/>.

Sincerely,

/s/

Edward McCaffrey
Manager of State and Federal Legislative Affairs



**STATE LEGISLATION COMMITTEE
MINUTES**

Wednesday, July 14, 2021

11:00am – 1:00pm

**Held Via Videoconference
(remote public access provided via teleconference)**

MEMBERS:

Mayor's Office (Chair) -- Edward McCaffrey
Supervisor Dean Preston -- Jen Snyder
Supervisor Connie Chan -- Ian Fregosi
Assessor's Office -- Holly Lung
City Attorney's Office -- Mary Jane Winslow
Controller's Office -- Dan Kaplan
Treasurer's Office -- Eric Manke

Meeting commenced at 11:04am

AGENDA

I. ROLL CALL

Present: Edward McCaffrey, Jen Snyder, Ian Fregosi, Holly Lung, Dan Kaplan, and Eric Manke

Absent: Mary Jane Winslow

II. APPROVAL OF MEETING MINUTES (Action Item). Discussion and possible action to approve the minutes from the meeting of June 9, 2021.

Public comment: A member of the public commented on the contents of the July 14, 2021 agenda.

Motion to Approve: Edward McCaffrey

Seconded by: Eric Manke

Approved: 6-0

III. STATE LOBBYIST OVERVIEW AND UPDATE (Discussion Item).

The City's state lobbyist will present to the Committee an update on State legislative matters.

Presenter: Karen Lange, Partner, Shaw Yoder Antwih Schmelzer & Lange

IV. PROPOSED LEGISLATION (Discussion and Action). Discussion and possible action item: the Committee with review and discuss state legislation affecting the City and County of San Francisco. Items are listed by Department, then by bill number.

New Business

Treasurer & Tax Collector

Presenter: Anne Stuhldreher

- 1.** AB 1452 (Ting) Pilot program: increased fee for low-income jurors: criminal trials.

Recommended Position: Support

This bill would authorize the Superior Court of San Francisco to implement the "Be The Jury" pilot program that would provide increased compensation to low-income San Franciscans who would like to serve on juries, but cannot because they would face a financial hardship.

No public comment.

Motion to Approve: Eric Manke

Seconded by: Ian Fregosi

Approved: 6-0

Department on the Status of Women

Presenter: Elizabeth Newman

- 2.** SB 357 (Wiener) Crimes: loitering for the purpose of engaging in a prostitution offense.

Recommended Position: Support

This bill would repeal provisions of the law that criminalize loitering for the intent to engage in sex work. This bill does not decriminalize soliciting or engaging in sex work.

No public comment.

Motion to Approve: Jen Snyder

Seconded by: Holly Lung

Approved: 6-0

Department of Technology

Presenter: Brian Roberts

- 3.** SB 556 (Dodd) Street light poles, traffic signal poles: small wireless facilities attachments.

Recommended Position: Oppose

This bill SB 556 would require local governments to (1) make streetlight and traffic poles available to wireless carriers for placing "small cell" facilities, (2) limit the amount local governments can charge carriers for these assets and (3) place time limits on how long local governments can take to process applications.

Public comment: A member of the public commented to suggest additional departments that could oppose the bill. The commenter supports the oppose position.

Motion to Approve: Ian Fregosi

Seconded by: Eddie McCaffrey

Approved: 6-0

V. GENERAL PUBLIC COMMENT

Members of the public may address the Committee on items of interest that are within the Committee's subject matter jurisdiction and that do not appear on the agenda.

A member of the public commented to suggest additional information to include on the meeting minutes and State Legislation Committee website.

VI. ADJOURNMENT

Meeting concluded at 11:46am.

DATE: August 26, 2021

TO: STATE, CITY AND LOCAL OFFICIALS

NOTICE OF PACIFIC GAS AND ELECTRIC COMPANY'S REQUEST TO INCREASE RATES FOR ITS 2022 COST OF CAPITAL APPLICATION (A.21-08-015)

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2021 SEP 16 PM 3:41

Why am I receiving this notice?

On August 23, 2021, PG&E filed its Cost of Capital (COC) application with the California Public Utilities Commission (CPUC). The "cost of capital" is the financial rate of return on invested capital that PG&E collects on its capital assets used to provide safe and reliable service. Capital assets include, but are not limited to, electric distribution poles and wires, natural gas pipelines, utility owned power plants, and information technology systems. In this application, PG&E is requesting to establish its authorized cost of capital for utility operations for the year 2022.

If the CPUC approves this application, it would result in a COC of 7.72%, an increase of 0.38%.

In total, the proposed changes in the COC application would increase PG&E's current authorized revenues by \$260 million (1.35%). If approved, PG&E's request would become effective beginning January 1, 2022.

Why is PG&E requesting this rate increase?

PG&E's proposal seeks to address the extraordinary impacts the COVID-19 pandemic and related government spending has had on utility financing. Utilities like PG&E fund the upfront costs of its capital assets with corporate loans (Long-term Debt) and equity/stock (Common Equity and Preferred Stock). PG&E then recovers its capital costs through customer rates over long periods of time, which for many capital assets, spans multiple decades. If approved, this request helps ensure that PG&E can remain competitive in the capital markets in securing the financing necessary to continue providing safe and reliable gas and electric service to its 16 million customers.

How could this affect my monthly electric rates?

Many customers receive bundled electric service from PG&E, meaning they receive electric generation, transmission and distribution services.

Based on rates currently in effect, the bill for a typical nonCARE bundled residential customer using 500 kWh per month would increase from \$139.68 to \$141.18, or 1.1%. For a typical CARE customer with a monthly usage of 500 kWh, the electric bill would increase from \$89.86 to \$90.84, or 1.1%.

Direct Access (DA) and Community Choice Aggregation (CCA) customers only receive electric transmission and distribution services from PG&E. These customers also receive the benefit of the California Climate Credit. In addition, eligible nonresidential DA and CCA customers receive the benefit of the greenhouse gas allowance returns. On average, these customers would see an increase of 1.4%.

Another category of nonbundled customers is Departing Load. These customers do not receive electric generation, transmission or distribution services from PG&E. However, these customers are required to pay certain charges by law or CPUC decision. On average, these customers would see an increase of 0.7%.

Actual impacts will vary depending on energy usage.

How will PG&E's application affect gas rates?

Based on rates currently in effect, the gas bill for a typical residential nonCARE customer averaging 33 therms per month of gas usage would increase from \$59.97 to \$60.94, or 1.6%. Actual impacts will vary depending on energy usage across months.

Detailed rate information will be sent directly to customers in a bill insert in September.

How does the rest of this process work?

This application will be assigned to a CPUC Administrative Law Judge and CPUC Commissioner who will consider proposals and evidence presented during the formal hearing process. The Administrative Law Judge will issue a proposed decision that may adopt PG&E's application, modify it or deny it. Any CPUC Commissioner may sponsor an alternate

decision with a different outcome. The proposed decision, and any alternate decisions, will be discussed and voted upon by the CPUC Commissioners at a public CPUC Voting Meeting.

Parties to the proceeding are currently reviewing PG&E's application, including the Public Advocates Office, which is an independent consumer advocate within the CPUC that represents customers to obtain the lowest possible rate for service consistent with reliable and safe service levels. For more information about the Public Advocates Office, please call **1-415-703-1584**, email **PublicAdvocatesOffice@cpuc.ca.gov**, or visit **PublicAdvocates.cpuc.ca.gov**.

Where can I get more information?

CONTACT PG&E

If you have questions about PG&E's filing, please contact PG&E at **1-800-743-5000**. For TTY, call **1-800-652-4712**. Para obtener más información sobre cómo este cambio podría afectar su pago mensual, llame al **1-800-660-6789** • 詳情請致電 **1-800-893-9555**.

If you would like a copy of the filing and exhibits, please write to the address below:

Pacific Gas and Electric Company
Cost of Capital Application (A.21-08-015)
P.O. Box 7442
San Francisco, CA 94120

CONTACT CPUC

Please visit **apps.cpuc.ca.gov/c/A2108015** to submit a comment about this proceeding on the CPUC Docket Card. Here you can also view documents and other public comments related to this proceeding. Your participation by providing your thoughts on PG&E's request can help the CPUC make an informed decision.

If you have questions about CPUC processes, you may contact the CPUC's Public Advisor's Office at:

Email: Public.Advisor@cpuc.ca.gov

Mail: CPUC
Public Advisor's Office
505 Van Ness Avenue
San Francisco, CA 94102

Call: 1-866-849-8390 (toll-free) or **1-415-703-2074**
For TTY, call **1-866-836-7825** (toll-free)

Please reference **Cost of Capital Application (A.21-08-015)** in any communications you have with the CPUC regarding this matter.

CONCERNED CITIZENS OF ALAMEDA COUNTYRECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2021 SEP 16 PM 3:41

September 1, 2021

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, Ca. 94102-4689

BY JA

Mary Ellen Carroll, Executive Director, Division of Emergency Services
1011 Turk Street
San Francisco, CA 94102

Adrienne Bechelli, Deputy Director, Division of Emergency Services
1011 Turk Street
San Francisco, CA 94102

City of San Francisco Supervisors and Division of Emergency Services Executive
Management,

The Concerned Citizens of Alameda County is a grass roots watchdog group and recently learned that your agency hired former Alameda County Fire Department (ACFD) Chief David Rocha to work in your emergency services division. We are concerned about this appointment because of Rocha's past questionable administration and management history at the ACFD that includes the following...

Racially offensive material sent out to the public

During the month of April 2019, a complaint was made by the Oakland Chinese Chamber of Commerce (OCCC) to the ACFD about a racially offensive Chinese Lunar New Years card. The OCCC has requested that Rocha investigate and remedy the racial offensive matter within the agency and to date, a solution from the ACFD has never been published. This shows a lack of overall leadership and sensitivity to racially cultural issues within the ACFD by Rocha and his management staff. A copy of one of the many newspaper articles is enclosed with this letter.

Racial Discrimination at the Alameda County Fire Dispatch center

In 2014, the ACFD under the leadership of Rocha paid out \$80,000 to an African American female fire dispatcher who suffered racial discrimination and harassment on the job. As the department's fire chief; David Rocha failed to intervene and stop the verbal attacks, hostile working environment and harassing racial remarks made at the dispatch facility. We feel this result strongly reflects the mismanagement by Rocha and his failure as a leader and department head. A copy of the newspaper article is enclosed with this letter.

California Personnel Employee Relations Board (PERB) Violation of the Brown Act

In 2016, the California PERB ruled against Fire Chief Rocha and his office for failing to provide the Oppenheimer Report to a female battalion chief. Rocha's office specifically ordered the independent investigation, but when the final report came back not in his favor, he specifically withheld the 40 page document from the employee, her union and the department. The report summarized the extreme hostile working environment between several highly ranked personnel, gender discrimination, gender bias, work place harassment and other serious various labor law violations a female fire chief had to endure under the supervision of Rocha. The subordinate female chief's "Firefighter's Bill of Rights" were also violated. A copy of this very detailed California PERB violation is enclosed with this letter. Enclosed with this letter is a 10 page supporting document.

Fraud, Unlawful Kickbacks and Improper Financial Relationships

The Alameda County Fire Department operates under the County of Alameda The ACFD and the county Emergency Medical Services (EMS) cooperate as partners in the over deliverance of ambulance services and overall emergency medical services to the county.

In 2018, it was reported that Alameda County agreed to pay the federal government \$50,000 in an ambulance kickback and improper financial relationships when a fraud investigation concluded. Back then, Assistant Fire Chief David Rocha was an exclusive department administrator, county department manager and member of the EMS partnership. We find it very likely that Rocha knew the fraudulent and illegal kickbacks and improper financial relationship. A copy of this article is enclosed.

Mistreatment of an external candidate at the Alameda County Fire Department

Back in 2014, an external candidate applied for an emergency management position at the ACFD. During this process, the candidate was subjected to poor and mistreatment by one of the interview panel members. Former Fire Chief David Rocha was on this interview board and failed to intervene and stop the insulting, hostility and mistreatment of the applicant by the other ACFD chief officer. We feel this attitude and behavior of David Rocha reflects his overall management style and demeanor and would become a permanent part of his current employment at the city of San Francisco. Enclosed is a document detailing the incident and the former applicant's contact email address.

Over two year long lawsuit against David Rocha and the Alameda County Fire Department

As a former fire chief, David Rocha forced a 14 year department member and former US Navy veteran to endure extreme hostile and toxic hostile working conditions at the ACFD. Rocha and his command staff violated this employee on so many levels including his right to Due Process, procedural fairness, on and off duty harassment, whistle blowing retaliation and his entitled state Firefighter Bill of Rights. Please review high lighted parts of the enclosed 58 page lawsuit document.

David Rocha's secondary chief officer was forced to self demote in lieu of termination.

As fire chief at the ACFD, David Rocha's second in command fire chief was Jason LeMoine. As a department administrator, LeMoine was deeply involved in the wrongful termination of Firefighter/Paramedic Alan Weeks. LaMoine was a key player in the work place violations, hostile working environment and employee law violations. Because of his found and confirmed actions in the case under the direct supervision of David Rocha, LeMoine was forced to demote to battalion chief in lieu of termination. This "self demotion" firmly reflects Rocha's failed overall management of personnel and operations at the Alameda County Fire Department. We feel these failures and mistreatment of people stung reflect how Rocha will act as a manager at the city of San Francisco once he is off probation. Enclosed is a copy of the Memorandum dated June 25, 2021 detailing the self demotion of Rocha's former subordinate.

David Rocha's former Human Resources Manager was recently terminated.

After months of internal reviews, audits and legal discovery, former Fire Chief David Rocha's human resources manager at the Alameda County Fire Department was forced to resign (terminated) because of her past actions within the organization. Brittney Frye was also a key player in the work place violations, hostile working environment and employee law violations. This September 3, 2021 termination firmly reflects Rocha's failed overall management of personnel and operations at the ACFD. This termination along with the other "self demotion" reflects Rocha's clear history of failed management and mistreatment of his personnel. Enclosed is a copy of the email dated August 30, 2021 detailing the self demotion of Rocha's former human resources manager and her departure from the ACFD. Please ask yourselves this question, is this type of employee really the person you want working at the city of San Francisco Emergency Management Division?

In closing, we hope and trust the San Francisco Board of Supervisors and executive staff at the Department of Emergency Management will please review all of the enclosed material and strongly consider if retired ACFD Fire Chief David Rocha is really a right fit as an employee of the city of San Francisco.

We feel that just the two incidents of racism that occurred under his supervision at the ACFD are very compelling events that define his personal character, management style and questionable ethical compass. Treating other employees with extreme harassment, purposely creating a hostile working environment, lying and being dishonest during depositions, withholding a department report from review and violating employee's constitutional and state rights are a serious concern to us. In our opinion, David Rocha is not a fit public servant, not a good citizen and should not be rewarded for his bad behavior with a new civil service position at the city of San Francisco.

Sincerely,

Concerned Citizens of Alameda County

Alameda County firefighters under fire for racially offensive holiday cards

Published May 6, 2019

News
KTVU FOX 2

SAN LORENZO, Calif. (BCN) - Members of the East Bay's Asian and Pacific Islander community held a news conference Monday morning in Oakland to call out a Lunar New Year card sent out by the Alameda County Fire Department.

Organizers of the news conference, scheduled for 11 a.m. at the Oakland Asian Cultural Center listed at 388 Ninth St., are calling for an investigation after personnel at Station 22 in San Leandro distributed a holiday card that they say depicts firefighters acting out racist stereotypes.

The card features an image of three firefighters wearing conical bamboo hats, sometimes known as rice hats or paddy hats, and posing in a classic open-top fire engine parked inside the station.

"That is shocking to the community," spokesman Carl Chan said in an interview just before the news conference Monday morning.

"It also hurts the reputation of many firefighters who are saving lives every day," Chan said.

Chan also said that in late April his organization received anonymous allegations of racial discrimination and harassment at the fire department's dispatch center, and they want county leadership to make sure those issues get addressed.

Fire Chief David Rocha declined to be interviewed on the controversy, but a spokesman for the department issued a statement on his behalf saying that Alameda County Fire is taking the allegations seriously.

"It is inconsistent with our values and the respect we demand our employees demonstrate toward the communities we serve," Rocha said. "The matter is under investigation as a personnel matter; as such, we have no further comment."

Alameda County pays \$80,000 to black dispatcher over discrimination complaint

By [Matt O'Brien](#) | Bay Area News Group, Mercury News, The Chauncey Bailey Project
September 11, 2014 at 10:47 a.m.

LIVERMORE — Alameda County is paying \$80,000 to settle racial discrimination allegations by a black dispatcher who said she was verbally harassed by co-workers at the Alameda County Fire Department.

Amber Brown said fellow dispatchers made derogatory remarks against her and African-Americans generally, draped a Confederate flag over a locker and treated her as an “expert” when ambulance calls came from Oakland neighborhoods, asking her sarcastically if the paramedics would get robbed.

“Brown endured constant discriminatory conduct and remarks,” said a formal complaint filed with the county in May asking for \$180,000 in severance pay.

The Alameda County Board of Supervisors approved a \$80,000 out-of-court settlement after a closed-door session Tuesday, averting a possibly costlier lawsuit later.

Alameda County Fire Chief David Rocha, who took over the department earlier this year, declined to comment Thursday, but top county attorney Donna Ziegler said that “the Fire Department, including the dispatch center, take allegations of discrimination very seriously.”

Ziegler declined to address the allegations but said “you never want an employee to walk away with a sense that that’s the kind of work environment they’re in.”

Brown could not be reached for comment about her claims. Her attorney, Valerie Perdue, hung up on a reporter after declining to talk about the case.

Brown was one of only two African-American dispatchers at her Livermore office when she was hired in 2011 and became the only one after the other worker quit, according to her complaint.

She worked at the Alameda County Regional Emergency Communication Center, which is located inside the Lawrence Livermore Laboratory and takes 911 calls from cities served by the county Fire Department.

Over...

One colleague referred to her as a “monkey” in discussing a planned potluck, and another made remarks about “white power” and made a Nazi signal, then complained of censorship after a supervisor asked her to stop, according to Brown’s complaint.

In February 2012, she said she was subjected to fellow dispatchers loudly joking about how they would celebrate Black History Month by ordering fried chicken and watching “The Help,” a movie about black maids who work for a white woman in the South.

Supervisors held sensitivity training sessions after Brown complained about the conduct in 2012, but she said the co-workers resented it, telling her, “We’re only having this talk because you’re here.”

Other dispatchers complained of censorship, and the discrimination continued, Brown claimed. Last summer, after Brown’s father died, she said workers asked if he was her real father and if her sister had the same dad, questions she believed were racially motivated.

She sought psychological counseling in November 2013 and was placed on leave in January as the county began investigating the complaints.

CONCERNED CITIZENS OF ALAMEDA COUNTY

June 15, 2020

City Managers and National Laboratory Directors,

We are a small watch dog group located in the heart of Alameda County and been following various issues and problems at the Alameda County Fire Department (ACFD) over the last two years. In light of a current times and recent national headlines, we are reaching out to each of your offices and asking to please step up and address the issues of racism, discrimination and harassment at the ACFD.

First, as service contract receivers, each of your cities and national laboratories are part of a network tied to the ACFD and we feel this directly impacts you. If you look at the enclosed Mercury Newspaper article from 2014, you will see that atleast one African American fire dispatcher was subjected to racial harassment and insulting remarks while working under the ACFD. Some comments included being called a “monkey”, referring to “white power”, the Nazi party and insulting references to Black History month.

We at Concerned Citizens of Alameda County feel that racism does not have an expiration date and that 2014 was not that long ago. We also find this work place behavior extremely offensive, unethical and have no place within any Alameda County government offices. We are also upset that Fire Chief David Rocha let this happen on his watch, really did nothing to correct the situation and has even received a fire chief of the year award from his peers. After these confirmed incidents, he is still on the job today.

We are pleading with you now to please speak up and say some thing, any thing to the Alameda County Manager and the Board of Supervisors. Please don't just ignore this letter just as the past incidents at the fire department have been. As a service contract receiver, you pay very good money for fire services and this type of racism and work place harassment should have been addressed long ago. Additionally, the costs to investigate, fight and lawsuit awards get passed along to you and your city or government agency. Why should you have to pay out of your budget for the lapse of professional management at the ACFD? Why should we the taxpayers ultimately pay for the ACFD's internal executive management's screw ups and failure to keep their work place free of racism, discrimination and harassment?

In closing, we are begging you to please take action this time, please say something to the County of Alameda Board of Supervisors and County Manager. Please let them know that you do not endorse abusive behavior in your dispatch center and urge them to take corrective action against Fire Chief Rocha. We feel this department manager should never been allowed to just skate away from this issue and continue on with impunity.

Sincerely,

Concerned Citizens of Alameda County

41 PERC ¶ 69, 41 Pub. Employee Rep. for California ¶ 69, 2016 WL 6440991

California PERB Administrative Law Judge

International Association of Firefighters, Local 55, Charging
Party, v. Alameda County Fire Department, Respondent

No. SF-CE-1260-M

GINOZA

September 23, 2016

Related Index Numbers

15.43 Uniformed Services, Fire Fighters

22.372 Duties/Responsibilities/Rights, Presence at Grievance Procedures, Processing Grievances

23.32 Bargaining Situations, Representation of Member

41.7 Duty to Supply Information

72.77 Other Unfair Practices, Refusal to Supply Information

74.31 Types of Orders, Cease and Desist

74.3211 Types of Orders, Specific Affirmative Action, Supply Requested Information

Appearances:

W. David Holsberry, Attorney, for International Association of Firefighters, Local 55, Davis, Cowell & Bowe
Mary Ellyn Gormley, Assistant County Counsel, for Alameda County Fire Department

Judge / Administrative Officer

GINOZA

Ruling

In a proposed decision, PERB's ALJ decided that a county fire department violated MMBA provisions by failing to provide necessary and relevant information requested by the union. The requested information consisted of an investigator's report concerning allegations made in a certain grievance. Where the union was serving as the grievant's designated representative for the grievance, the ALJ reasoned, the union maintained a legitimate interest in viewing the report for purposes of assessing its option to arbitrate the grievance.

Fire department must provide union with copy of investigator's report

Meaning

The ALJ observed that an exclusive representative is entitled to all information that is "necessary and relevant" to the discharge of its duty of representation. Information sought for the purpose of processing grievances, including the arbitration step, is necessary and relevant, the ALJ explained.

Case Summary

The union brought an unfair practice charge against the employer-county fire department. It contended that the employer violated MMBA provisions by refusing to provide it with a copy of an investigator's report concerning the allegations made in a certain grievance. PERB's ALJ issued a proposed decision regarding the charge. The ALJ observed that the union served as the grievant's designated representative for the grievance through and including arbitration. The union maintained a legitimate interest in the report for purposes of assessing its option to pursue the grievance to arbitration, the ALJ reasoned. The ALJ decided that the employer violated MMBA Section 3505 by failing to provide necessary and

relevant information requested by the union. The ALJ issued a cease and desist order. The ALJ directed the employer to provide a copy of the investigator's report to the union, except to the extent accommodation was appropriate.

Full Text

Proposed Decision

Before Donn Ginoza, Administrative Law Judge.

Procedural History

International Association of Firefighters, **Local 55 (IAFF)** initiated this action by filing an unfair practice charge against the **Alameda County Fire Department** (Department) under the Meyers-Miliias-Brown Act (MMBA or Act)¹ on November 4, 2014. On January 15, 2016, the Office of the General Counsel of the Public Employment Relations Board (PERB or Board) issued a complaint alleging that the Department refused to provide a copy of an investigative report concerning allegations made by a grievant. This conduct is alleged to violate sections 3503, 3505, 3506, and 3506.5 of the Act and PERB Regulation 32603(a), (b), and (c).²

On February 17, 2016, an informal settlement conference was held, but the matter was not resolved.

On February 19, 2016, the Department filed its answer to the complaint denying the material allegations and raising a number of affirmative defenses.

On June 14, 2016, a formal hearing was conducted in Oakland.

On August 23, 2016, the matter was submitted for decision with the filing of post-hearing briefs.

Findings of Fact

IAFF is an "employee organization" within the meaning of section 3501(a) and an "exclusive representative" of a bargaining unit of public employees within the meaning of PERB Regulation 32016(b). The Department is a public agency within the meaning of section 3501(c).

IAFF represents a bargaining unit of battalion chiefs, assistant chiefs, the Fire Marshal, Deputy Fire Marshals, and the Emergency Medical Services Director. IAFF and the Department were parties to a memorandum of understanding (MOU) for a term of January 1, 2008 through June 30, 2011. In 2010, the MOU was extended through June 30, 2015. The MOU as extended contained a no-discrimination clause at section 2(A), which stated:

No persons employed by the **Alameda County Fire Department** shall be appointed, reduced, or removed or in any way favored or discriminated against because of political or religious opinions or affiliations, or because of race or nation origin and, to the extent prohibited by law, no person shall be discriminated against because of age, sex, or physical disability.

The grievance procedure, at section 18(A) defines a grievance as:

A grievance is defined as an allegation by an employee or group of employees that the Department has failed to provide a condition of employment which is established by written Department rules or by this Memorandum of Understanding, provided that the enjoyment of such right is not made subject to the discretion of the Department and, provided,

further, that the condition of employment which is the subject matter of the grievance is a matter within the scope of representation as defined in California Government code Section 3504.

The grievance procedure provides for five steps culminating in a determination by the "department head," who in this case was Fire Chief David Rocha. Thereafter, the MOU provides for binding arbitration and allows the grievant to select **IAFF** representation.

Battalion Chief Stephanie Radecke is a second-line supervisor over fire suppression firefighters. She is responsible for six to eight engine companies with captains being her direct reports. On January 31, 2014, Radecke filed a grievance on the Department's grievance form alleging violations of the MOU and the Department's Rules and Regulations, claiming that her supervisor, Division Chief Dan Benfield, and his wife Captain Amanda Benfield (a subordinate of Radecke) "acted in concert to retaliate against [her] for a past complaint, to harass, discriminate and utilize disparate treatment towards [her]." Radecke cited section 18(A) of the MOU and Rules and Regulations section 1206 (duty for complete and timely reports) and section 1208 (avoidance of conflict of authority) against both respondents, and additional rule violations separately as to each of them. Radecke named **IAFF** as her representative.

A meeting to resolve the grievance was held on February 24, 2014, with Rocha representing the Department. **IAFF** Executive Board Member Michael Blair attended the meeting with Radecke and served as her representative. Rocha held the initial meeting on the grievance after it was determined that the Deputy Chief Dave Lord and Division Chief Benfield were unable to address the grievance because of their direct involvement in the issues. During the meeting, Rocha stated the issues were "outside the scope" of the Department's factfinding abilities, and that a third-party neutral investigator would be retained by the Department to investigate the claims of harassment, discrimination, and retaliation by Division Chief Benfield. Since such an investigation could not be completed with the short response time provided by the MOU, the parties agreed to waive the timelines.

Radecke testified that the parties ended the meeting with an "understanding" that she would receive a copy of the investigator's findings. Blair testified that he only had an "expectation" that a copy of the report would be shared with Radecke and the union. Neither testified there was any express statement to that effect. Blair added that Rocha never stated that they would *not* receive a copy. Blair acknowledged that Rocha stated in passing that the investigatory process was confidential. In the absence of any other explicit advisements, Blair understood this statement merely to reflect that the parties should not disclose matters arising from the investigation to outside parties, consistent with "standard protocol" in sensitive investigations such as those involving gender bias allegations.

Rocha admitted that he made no statement asserting that the report could not be released to **IAFF** and/or Radecke, but testified that the report could be withheld pursuant to the Department's policy to only release the document when required by the Firefighters Bill of Rights. (Sec. 3250, et seq.) Under that policy such reports are confidential except when required to be released to the target of the investigation (i.e., where charges are sustained and discipline is imposed on the employee).³ Although Rocha never asserted the claims raised were non-grievable or outside the grievance procedure, he believed there was an understanding from the meeting that **IAFF** and Radecke were agreeing to move her claim outside of the grievance procedure. This was based on their agreement to have an outside factfinder. Rocha testified that as a result of the meeting he determined that Radecke's claims needed to be handled under a discrimination complaint process which had been a topic of negotiations between the parties. At some time not indicated in the record, the Department had made a proposal to remove discrimination claims arising under section 2(A) from the grievance procedure and address them under a separate complaint procedure to be developed in the future.

Shortly after the meeting, Radecke sent an email to all of the **IAFF** board members recounting some of what transpired at the February 24 meeting. The email was leaked to Division Chief Benfield.

By letter dated February 26, Rocha memorialized what transpired at the February 24 meeting. The letter was addressed to Radecke with a copy to Blair. The letter acknowledged that Radecke had filed a grievance alleging a violation of the MOU as well as the Department's rules. It also acknowledged that **IAFF** was Radecke's representative. Rocha ended the letter announcing that an investigator would be identified, interviews would follow, and that Radecke should not divulge any information "except to your representative." There is no mention of any agreement on **IAFF** or Radecke's part to treat the grievance as a complaint rather than a grievance.

On March 5, 2014, Captain Benfield filed a "formal complaint" (not a grievance) against Radecke alleging that Radecke had created a hostile work environment by yelling and cursing at her, sharing confidential information by disclosing a summary of the February 24 meeting with Rocha, and being an unwanted presence during her work time (working the same overtime shift and attending the same training class).

The Department commissioned Amy Oppenheimer, an attorney specializing in workplace investigations, to conduct the investigations of both the Radecke and Benfield claims. Oppenheimer interviewed the principals in the case, including Radecke and both Benfields, and prepared two reports.

On May 14, 2014, **IAFF** tentatively agreed to extend the MOU through June 30, 2020. The proposal for a new complaint procedure was adopted by the parties as an addendum to the extended MOU. Blair testified that the agreement was subject to ratification by the Department. He assumed that existing grievances would continue through the grievance procedure because there was no other hearing process in place at the time. A draft of the complaint procedure was not shared with **IAFF** until November 2014.

By letter dated June 17, 2014, Rocha informed Radecke of the results of the investigation in three separate letters, one each as to the "grievances" against Captain Benfield and Division Chief Benfield and one as to a "complaint" against Deputy Chief Lord, which "arose during the investigation of your January 31, 2014 grievance against Chief Dan Benfield" (i.e., charges of discrimination and unequal treatment). The Department sustained Radecke's gender discrimination charge against Division Chief Benfield and rejected the conflict of interest and retaliation charges. It rejected both charges against Captain Benfield, and rejected the charges against Lord. No factual details or reasoning supporting these findings were reported.

By letter to Rocha dated July 3, 2014, **IAFF**'s attorney, W. David Holsberry, objected to the Department's findings, contending that the requested remedy for the grievance had not been addressed. Holsberry also made a formal demand for a copy of Oppenheimer's investigative report concerning Radecke's claims which had been cited in the June 17 letter, claiming it was necessary to determine whether **IAFF** should pursue the grievance. A similar letter was sent by Holsberry on July 17, to Assistant County Counsel Mary Ellyn Gormley demanding a copy of the report. The Department declined to share the report. Both the Benfields and Lord objected to the Department's release of the report.

By letter dated October 6, 2014 to Gormley, Holsberry acknowledged he had received a copy of Oppenheimer's investigative report concerning Captain Benfield's complaint against Radecke. The report contained a number of redactions, including what appear to be the names of other witnesses in the case. Sometime after the Benfield report was issued to her, Radecke received a letter of reprimand. Radecke understood that she received a copy of the report because the letter of reprimand had been issued to her, which was consistent with Rocha's testimony about the Firefighters Bill of Rights. The Benfield report confirmed the existence of an Oppenheimer report on Radecke's charges. At the outset of the Benfield report, Oppenheimer states:

This is a Confidential Investigative report. It contains detailed information, witness accounts, relevant documentation, analyses and findings relating to the allegations. It is anticipated that this Report will be maintained confidentially by the decision-makers and will not be disseminated except as required by law or as determined by **Alameda County**.

At a later point, the author states:

The investigator admonished the witnesses to keep the contents of the interview and nature of the investigation confidential, and explained that the report of findings would be treated as confidential, subject to the limitation of the County's policies and the law.

On December 22, 2014, Radecke filed complaints with the U.S. Equal Employment Opportunities Commission and the Department with the California Department of Fair Employment and Housing the Department charging Division Chief Benfield with forcing Radecke to transfer to a different position and threatening her with disciplinary action.

On July 28, 2015, the Department's governing board adopted an anti-harassment policy containing the newly developed extra-contractual complaint procedure, which took effect on September 15, 2015. Rocha testified that gender bias, harassment, and retaliations claims in the past involving outside investigators were never treated as grievances (though he could not identify any that had been *initiated* as grievances).⁴ It was on this basis that he determined that Radecke's grievance should be treated as an extra-contractual matter and processed under the complaint process still in its developmental stages. Blair testified that the Oppenheimer report was necessary for IAFF to assess the value of pursuing the grievance to arbitration.

Issue

Did the Department violate its duty to meet and confer in good faith by failing and refusing to provide IAFF with a copy of the investigator's report concerning the allegations contained in Radecke's grievance?

Conclusions of Law

An exclusive representative is entitled to all information that is "necessary and relevant" to the discharge of its duty of representation. (*Stockton Unified School District* (1980) PERB Decision No. 143, p. 13.) The duty to provide information arises out of the duty to meet and confer in good faith. (Trustees of the California State University (1987) PERB Decision No. 613-H, adopting administrative law judge's proposed decision at pp. 11-12; see sec. 3505.) PERB employs a liberal, discovery-type standard to determine the relevance of requested information. (*Id.* at p. 13.) Information sought for purposes of processing of grievances, including the arbitration step, is necessary and relevant. (*Chula Vista City School District* (1990) PERB Decision No. 834, p. 51; *City of Burbank* (2008) PERB Decision No. 1988-M, pp. 11-12.) If the information is necessary and relevant, absent some other valid defense, such as the request being too burdensome, or the information requested is privileged or confidential, an employer's refusal to provide such information upon request is a per se violation of the employer's duty to meet and confer in good faith. (*Stockton Unified School District, supra*, PERB Decision No. 143, pp. 18-19; *Chula Vista City School District, supra*, PERB Decision No. 834, p. 52.) The employer carries the burden of establishing the affirmative defense. (*Bakersfield City School District* (1998) PERB Decision No. 1262, adopting administrative law judge's decision at p. 17.)

The Department first contends that IAFF failed to communicate a specific and legitimate need for the Oppenheimer report. IAFF could be expected, but failed, to demonstrate that Radecke or other unit members experienced discrimination or harassment *after* the Oppenheimer report that led to the rejection of Radecke's grievance. The Department also claims that IAFF provided no evidence that it needed the report in connection with any pending grievance or complaint by other bargaining members concerning the subject. The Department characterizes IAFF's only interests as ensuring the grievance procedure was being followed in this case and ensuring no discrimination against its members from the Benfields and Lord, which interests were merely "generalized" ones.

Contrary to its apparent position in the hearing, the Department does not contend that the investigation in Radecke's case pertained to a complaint rather than a grievance. Yet it ignores the unresolved grievance as it pertained to Radecke. IAFF had a legitimate interest in the report for purposes of assessing its option to pursue the grievance to arbitration, since it was Radecke's designated representative for the grievance through and including arbitration. (American Baptist Homes (2015) 362 NLRB No. 139, p. 5 [" [I]nformation is particularly helpful in the grievance context, where the union must decide whether to expend limited resources processing a grievance at all."].)

The Department next contends that the two "generalized" interests on IAFF's part are outweighed by the interest of third parties to privacy, the interest in promoting candor in investigations, and the interest in preventing retaliation against participants in the process. The Department cites State of California (Department of Consumer Affairs) (2004) PERB Decision No. 1711-S, and two decisions of the National Labor Relations Board (NLRB), Northern Indiana Public Service Co. (2006) 347 NLRB 210 and West Penn Power Co. (2003) 339 NLRB 585.⁵

State of California (Department of Consumer Affairs), supra, PERB Decision No. 1711-S is distinguishable. There, an employee filed a health and safety grievance against a customer of the agency because the customer's communications were disturbing and possibly threatening. The employee requested reassignment to another position in response to the perceived threat. A background investigation conducted by an outside agency delved into the customer's background to determine if he could be potential threat. Based on the background check the customer was determined to not be a credible threat. The grievance was accompanied by an information request seeking the report. The agency responded to the grievance by granting the customer's application, transferring the customer's case to another employee, and reporting that the outside investigation revealed no credible threat by the customer. Notwithstanding these actions, the union asserted that it needed to see the report to determine if it had been "thorough." On this basis, PERB found that the necessity of the information had diminished significantly in relation to the interests of confidentiality of a private citizen, so as to be outweighed by the privacy interest. (*Id.* at p. 27.) Here, the investigation report pertained to a grievance that did not come close to being resolved in Radecke's favor. Not only was her grievance denied, the Department issued a reprimand to Radecke for her conduct involving Captain Benfield. The report concerned the conduct of other employees in the Department, not a private citizen.

In *West Penn Power Co.*, the NLRB upheld an administrative law judge's decision that an investigative report of a workplace altercation resulting in compelled psychological evaluations of employees was confidential, relying on the balancing rule of *Detroit Edison v. NLRB* (1979) 440 U.S. 301. The case is distinguishable because it involved the issue of accommodation. The report was provided to the administrative law judge for in-camera inspection. The judge determined that a letter from the employer offered to the union summarizing the contents of the report satisfied the statutory obligation. (*West Penn Power Co.*, supra, 339 NLRB at p. 590.) Here, the Department offered no accommodation in terms of offering some disclosure of the contents of the report. In addition, the NLRB, without having the report itself, inferred that sensitive information was contained in the report because it likely was the basis for the employer requiring the employees to undergo the psychological evaluations. (*Id.*) No such sensitive concerns are identified in this case.

Northern Indiana Public Service Co. is more helpful to the Department, though not dispositive. There the NLRB held that the employer did not violate the statute by refusing to produce notes from interviews conducted by the employer in investigating an employee's complaint about threatening conduct on the part of his supervisor. The NLRB found as legitimate and substantial a confidentiality interest based on statements given under an express promise of confidentiality. (*Id.* at p. 211.) Upholding this interest was found to serve the important purposes of encouraging witnesses to participate in investigations of workplace misconduct and protecting these witnesses from retaliation because of such participation. The witnesses in that case would not have provided as much information but for the promise of confidentiality. (*Id.* at p. 212.) The NLRB noted that whether the confidentiality interest had been established was a question to be determined "within the factual context of each case." (*Id.* at p. 211.) The employer was found not to have violated the statute because it provided the names of the witnesses who were interviewed, though not the content of their statements. (*Id.* at p. 212.) Here, the Department has not provided the names of any employees interviewed. Nor has it provided the report for

in-camera inspection. There is no evidence that the confidentiality promises in the Captain Benfield report were made in the Radecke report.

However, since it is possible that such promises were offered, guidance to the parties is provided as it relates to the balancing question. The protection for statements obtained in exchange for an express promise of confidentiality was called into question in *American Baptist Homes*, supra, 362 NLRB No. 139. There the NLRB overruled prior precedent categorically exempting witness statements from production in favor application of the Detroit Edison balancing test, finding that the union's interest in witness statements outweighed the employer's interest in confidentiality. The NLRB recognized as potentially legitimate the risks that employers and unions would intimidate or harass those who have given statements and that witnesses would be reluctant to give statements for fear of disclosure. (Ibid.) After noting that witness statements prepared by employees who observed an employee sleeping while on duty, which ultimately led to the employee's termination, met the test of relevancy, the NLRB concluded that a blanket rule against disclosure was unwarranted and that the traditional balancing test should be applied. (*American Baptist Homes*, supra, 362 NLRB No. 139, slip opn. at pp. 3-7 overruling *Anheuser-Busch, Inc.* (1978) 237 NLRB 982.) Based on a reaffirmation of Detroit Edison, the employer bears the burden of proving it has a "legitimate and substantial confidentiality interest in the information that outweighs the requesting party's need for the information." (*Id.* at p. 7.) The NLRB rejected the argument that the refusal to disclose was justified because confidentiality is authorized by another statute, in that case, the Freedom of Information Act. (*Id.* at pp. 4-5.) Due to its determination to apply the rule prospectively only, the NLRB found the statements were justifiably withheld because they were obtained after explicit promises of confidentiality were made to the witnesses consistent with the *Anheuser-Busch* rule. (*Id.* at p. 8.)

PERB follows the NLRB in applying this balancing test when a privacy interest is asserted by the employer in response to an information request. (*Modesto City Schools and High School District* (1985) PERB Decision No. 479, pp. 9-10 [redaction can overcome asserted claim of privacy].) The Department made no offer of accommodation to IAFF at the time of the request and did not offer the report for in-camera inspection. The Department did not offer the reasoning and analysis of the investigator with redactions of witness names or portions of their statements. It cannot be known whether the report even contained witness statements from third persons other than the principals. Even if there were such witnesses, the names were not offered. Captain Benfield did not appear to fear retaliation from Radecke because she filed her own grievance against Radecke and because Radecke received a reprimand as a result of the matter. The Department's chief argument is that Captain Benfield, Division Chief Benfield, and Deputy Chief Lord had an interest in non-disclosure of their personnel records. There is no evidence the report or any of its derivative findings were entered into the personnel files of any of the three charged principals. Finally, as noted in *American Baptist Homes*, it is doubtful that even witness statements are exempt from disclosure unless they involve an "apparent threat to employee or public safety." (*Id.* at p. 6.) As to the question of potential harassment of witnesses or retaliation, the NLRB requires more than a mere policy of confidentiality. (*Id.* at p. 8.)

By refusing to provide a copy of the Oppenheimer report to IAFF, the Department violated its duty to meet and confer in good faith under the MMBA.

Remedy

Pursuant to section 3509, subdivision (a), the PERB, under section 3541.3, subdivision (i), is empowered to order remedies necessary to effectuate the policies of the Act.

The Department has been found to have violated section 3505 by failing to provide necessary and relevant information requested by IAFF. The ordinary remedies of providing the information requested and ceasing and desisting from its unlawful conduct are appropriate in this case. (*Chula Vista City School District*, supra, PERB Decision No. 834, pp. 75-76; *Trustees of the California State University*, supra, PERB Decision No. 613-H.)

As a result of the above-described violation, the Department has also interfered with the right of employees to participate in an employee organization of their own choosing, in violation of section 3506 and PERB Regulation 32603, subdivision (a), and has denied **IAFF** its right to represent employees in their employment relations with a public agency, in violation of section 3503 and PERB Regulation 32603 subdivision (b). The appropriate remedy is to cease and desist from such unlawful conduct. (*Rio Hondo Community College District* (1983) PERB Decision No. 292.)

It is also the ordinary remedy in PERB cases that the party found to have committed an unfair practice is ordered to post a notice incorporating the terms of the order. Such an order is granted to provide employees with a notice, signed by an authorized agent that the offending party has acted unlawfully, is being required to cease and desist from its unlawful activity, and will comply with the order. Thus, it is appropriate to order the Department to post a notice incorporating the terms of the order herein at its buildings, offices, and other facilities where notices to bargaining unit employees are customarily posted. Posting of such notice effectuates the purposes of the MMBA that employees are informed of the resolution of this matter and the Department's readiness to comply with the ordered remedy.

IAFF requests attorneys' fees as a result of the Department's bad faith in delaying production of the report. The request is denied. **IAFF** has not made a sufficient showing that the Department's litigation stance in this case was frivolous or solely intended to cause unnecessary delay. (*Hacienda La Puente Unified School District* (1998) PERB Decision No. 1280-E, p. 4.)

Proposed Order

Upon the foregoing findings of fact and conclusions of law, and the entire record in this case, it has been found that the **Alameda County Fire Department** (Department) violated the Meyers-Milias-Brown Act (Act) by failing to provide necessary and relevant information in response to a request by the International Association of Firefighters, **Local 55 (IAFF)**, in violation of Government Code section 3505 and Public Employment Relations Board (PERB or Board) Regulation 32603, subdivision (c) (Cal. Code of Regs., tit. 8, sec. 31001 et seq.). By this conduct, the Department also interfered with the right of employees to participate in the activities of an employee organization of their own choosing, in violation of Government Code section 3506 and PERB Regulation 32603, subdivision (a), and denied **IAFF** its right to represent employees in their employment relations with a public agency, in violation of Government Code section 3503 and PERB Regulation 32603 subdivision (b).

Pursuant to section 3509, subdivision (a), of the Government Code, it hereby is ORDERED that the Department, its governing board and its representatives shall:

A. CEASE AND DESIST FROM:

1. Failing and refusing to provide **IAFF** a copy of the Oppenheimer report regarding Battalion Chief Stephanie Radecke's claim of harassment and discrimination.
2. Interfering with bargaining unit members' right to participate in the activities of an employee organization of their own choosing.
3. Denying **IAFF** its right to represent employees in their employment relations with the Department.

B. TAKE THE FOLLOWING AFFIRMATIVE ACTIONS DESIGNED TO EFFECTUATE THE POLICIES OF THE ACT:

1. Provide a copy of the Oppenheimer report to **IAFF**, except to extent accommodation is appropriate.

2. Within 10 workdays of the service of a final decision in this matter, post at all work locations in the Department, where notices to employees customarily are posted, copies of the Notice attached hereto as an Appendix. The Notice must be signed by an authorized agent of the Department, indicating that the Department will comply with the terms of this Order. Such posting shall be maintained for a period of 30 consecutive workdays. Reasonable steps shall be taken to ensure that the Notice is not reduced in size, altered, defaced or covered with any other material.

3. Within thirty (30) workdays of service of a final decision in this matter, notify the General Counsel of PERB, or his or her designee, in writing of the steps taken to comply with the terms of this Order. Continue to report in writing to the General Counsel, or his or her designee, periodically thereafter as directed. All reports regarding compliance with this Order shall be served concurrently on IAFF.

Pursuant to California Code of Regulations, title 8, section 32305, this Proposed Decision and Order shall become final unless a party files a statement of exceptions with the Board itself within 20 days of service of this Decision. The Board's address is:

Public Employment Relations Board

Attention: Appeals Assistant

1031 18th Street

Sacramento, CA 95811-4124

(916) 322-8231

FAX: (916) 327-7960

E-FILE: PERBe-file.Appeals@perb.ca.gov

In accordance with PERB regulations, the statement of exceptions should identify by page citation or exhibit number the portions of the record, if any, relied upon for such exceptions. (Cal. Code Regs., tit. 8, § 32300.)

A document is considered "filed" when actually received during a regular PERB business day. (Cal. Code Regs., tit. 8, §§ 32135, subd. (a) and 32130; see also Gov. Code, § 11020, subd. (a).) A document is also considered "filed" when received by facsimile transmission before the close of business together with a Facsimile Transmission Cover Sheet or received by electronic mail before the close of business, which meets the requirements of PERB Regulation 32135, subdivision (d), provided the filing party also places the original, together with the required number of copies and proof of service, in the U.S. mail. (Cal. Code Regs., tit. 8, § 32135, subds. (b), (c), and (d); see also Cal. Code Regs., tit. 8, §§ 32090, 32091, and 32130.) Any statement of exceptions and supporting brief must be served concurrently with its filing upon each party to this proceeding. Proof of service shall accompany each copy served on a party or filed with the Board itself. (See Cal. Code Regs., tit. 8, §§ 32300, 32305, 32140, and 32135, subd. (c).)

Footnotes

- 1 The MMBA is codified at Government Code section 3500 et seq. Hereafter all statutory references are to the Government Code unless otherwise indicated.
- 2 PERB Regulations are codified at California Code of Regulations, title 8, section 31001, et seq.

- 3 Rocha admitted that in the past several investigations of discrimination had been investigated but the reports were not provided to any employees involved, though the one case explained in detail did not have a specific complainant. One of the reports was shared with members of upper management for purposes of possible corrective action.
- 4 Rocha noted that at the time Radecke filed her grievance she could also have filed a gender bias claim directly with him, with DFEH, or the Department's Diversity Program Unit.
- 5 When interpreting the MMBA, it is appropriate to take guidance from cases interpreting parallel provisions of the National Labor Relations Act. (*Fire Fighters Union v. City of Vallejo* (1974) 12 Cal.3d 608, 615-617.)

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APPENDIX

NOTICE TO EMPLOYEES
POSTED BY ORDER OF THE
PUBLIC EMPLOYMENT RELATIONS BOARD
An Agency of the State of California



After a hearing in Unfair Practice Case No. SF-CE-1260-M, *International Association of Firefighters, Local 55 v. Alameda County Fire Department*, in which the parties had the right to participate, it has been found that the Alameda County Fire Department (Department) violated the Meyers-Milias-Brown Act (Act), Government Code section 3505 and PERB Regulation 32603, subdivision (e) (Cal. Code of Regs., tit. 8, sec. 31001, et seq.) by failing and refusing to provide necessary and relevant information requested by the International Association of Firefighters, Local 55 (IAFF). This conduct also violated Government Code section 3506 and PERB Regulation 32603, subdivision (a), by interfering with the right of bargaining unit members to participate in an employee organization of their own choosing, and Government Code section 3503 and PERB Regulation 32603, subdivision (b), by denying IAFF its right to represent employees in their employment relations with the Department.

As a result of this conduct, we have been ordered to post this Notice and we will:

A. CEASE AND DESIST FROM:


1. Failing and refusing to provide a copy of the Oppenheimer investigative report regarding a bargaining unit member to IAFF.
2. Interfering with bargaining unit members' right to participate in the activities of an employee organization of their own choosing.
3. Denying IAFF its right to represent employees in their employment relations with the Department.

B. TAKE THE FOLLOWING AFFIRMATIVE ACTIONS DESIGNED TO EFFECTUATE THE POLICIES OF THE ACT:

1. Provide a copy of the Oppenheimer report to IAFF, except to the extent accommodation is appropriate.

dated: October 29, 2016

ALAMEDA COUNTY FIRE DEPARTMENT

By: 
Authorized Agent

FOR IMMEDIATE RELEASE
Monday, August 27, 2018

Ambulance Company and its Municipal Clients Agree to Pay Over \$21 Million to Settle Allegations of Unlawful Kickbacks and Improper Financial Relationships

Seven ambulance industry defendants have agreed to pay the government a total of over \$21 million to settle a False Claims Act lawsuit alleging that they knowingly submitted claims to the Medicare and Medicaid programs that violated the Anti-Kickback Statute, the Justice Department announced today.

The Anti-Kickback Statute prohibits offering, paying, soliciting, or receiving remuneration to induce referrals of items or services covered by Medicare, Medicaid, and other federally funded programs. The Anti-Kickback Statute is intended to ensure that medical providers' judgments are not compromised by improper financial incentives and are instead based on the best interests of their patients.

The settlements announced today resolve allegations brought in a whistleblower action filed under the False Claims Act in the U.S. District Court for the Eastern District of Texas by Stephen Dean. Dr. Dean alleged that East Texas Medical Center Regional Healthcare System, Inc. and East Texas Medical Center Regional Health Services, Inc. (together, "the ETMC Defendants"), and their affiliated ambulance company, Paramedics Plus, LLC ("Paramedics Plus"), offered kickbacks to several municipal entities to secure their lucrative ambulance business, including Emergency Medical Services Authority ("EMSA"), Alameda County, California, and Pinellas County Emergency Medical Services Authority in Florida ("Pinellas EMSA"). The False Claims Act authorizes private parties to file suit for false claims on behalf of the United States, and permits the United States to intervene in such suits, as it did here in part.

Over...

Prior to intervening in Dr. Dean's lawsuit, the United States settled with Alameda County and Pinellas EMSA. Alameda County agreed to pay the government \$50,000, and Pinellas EMSA agreed to pay the United States \$66,000, plus an additional \$5,200 to the State of Florida. After filing suit against the ETMC Defendants, Paramedics Plus, EMSA, and its former president and CEO, Herbert Stephen Williamson, the United States settled with the ETMC Defendants and Paramedics Plus for \$20.649 million and EMSA for \$300,000. Williamson agreed to pay the United States and the State of Oklahoma \$80,000. The latter two settlements were based on the defendants' ability to pay.

"The United States' efforts in this case ended abusive practices in the ambulance industry," said Acting Assistant Attorney General Chad A. Readler for the Justice Department's Civil Division. "These settlements demonstrate our commitment to ensuring that health care decisions are made based on patient needs, not a health care provider's financial interests."

"Paramedics Plus paid millions of dollars in illegal inducements over the course of a number of years," said U.S. Attorney Joseph D. Brown for the Eastern District of Texas. "Williamson allegedly received gifts and also directed Paramedics Plus to make political contributions to local Oklahoma politicians, which EMSA could not do on its own. Sophisticated health care companies do not simply give away millions of dollars to referral sources without expecting something in exchange. *Quid pro quo* arrangements for the referral of health care business are illegal."

The matters alleged in Dr. Dean's action were investigated by the U.S. Attorney's Office for the Eastern District of Texas, the Civil Division of the U.S. Department of Justice, the U.S. Department of Health and Human Services Office of Inspector General (HHS-OIG), and the states of California, Florida, Indiana, and Oklahoma.

The False Claims Act claims resolved by this settlement are allegations only and there has been no determination of liability. The case is captioned *United States ex rel. Dean v. Paramedics Plus, LLC, et al.*, 4:14-CV-203. Dr. Dean will receive over \$4.9 million as his share of the settlements.

Topic(s):

False Claims Act

Component(s):

Civil Division

USAO - Texas, Eastern

COMPLIANT- TREATMENT OF ACFD JOB APPLICANT

Sometime during 2014, Tom Dominguez from Coalinga, California applied and interviewed for an Emergency Management Coordinator position with the Alameda County Fire Department. Present during the interview was former Deputy Fire Chief Dave Lord, Deputy Fire Chief Dave Rocha and two younger women from administration.

Sometime during the interview, Dominguez was questioned about his formal education and explained he has earned a Bachelors of Science in Occupational Studies and a Masters of Science in Emergency Services Administration. After Dominguez described his educational background, Lord responded in a rude and disrespectful manner to the effect of- "Anyone can sit on their butt in a classroom and earn a degree." Dominguez found Lord's comment and overall attitude to be insulting, condescending and belittling. At no time did Chief Rocha step in, speak up or attempt to change the hostile interview environment. Dominguez also felt that he did not receive a fair and non-bias evaluation from the chief officers or the ACFD. Mr. Dominguez did not receive as passing score from the interview panel.

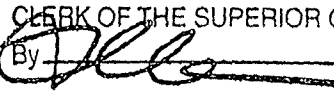
The actions of the chief officers are unacceptable, unprofessional and not inconsistent with our values and the respect the ACFD demands their employees to demonstrate toward the communities they serve. Mr. Dominguez took time out of his busy schedule to plan and commute to the Bay Area from Central California for this important interview. The County of Alameda should send Mr. Dominguez a letter of apology and invite him to interview for future open management positions at the Alameda County Fire Department.

Tom Dominguez contact email- tomdeltazulu@hotmail.com

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FILED
ALAMEDA COUNTY

OCT 1 - 2020

CLERK OF THE SUPERIOR COURT
By  Deputy

Attorney for Plaintiff:
ALLAN T. WEEKS

SUPERIOR COURT OF CALIFORNIA

ALAMEDA COUNTY

ALLAN T. WEEKS

Plaintiff,

v.

ALAMEDA COUNTY FIRE
DEPARTMENT, a Governmental Entity;
BLACK CORPORATION; WHITE
COMPANY; and DOES 1 to 100, inclusive,
and each of them

Defendants.

CASE NO. HG-19014207

*Re-Assigned For All Purposes To The
Honorable Stephen Kaus - Dept. 19*

MEMORANDUM OF POINTS AND
AUTHORITIES IN SUPPORT OF MOTION
FOR LEAVE TO FILE FIRST AMENDED
COMPLAINT

[Verified First Amended Complaint

Hearing Date: November 18, 2020

Time: 3:00 PM

Department: 19

Judge: Stephen Kaus

Reservation Number: R-2205660

[Complaint filed: April 9, 2019]

[Trial Date: April 23, 2021]

//

1 Plaintiff promptly served written Discovery on May 1, 2019, and also served Deposition
2 Notices for the depositions of the following then known potential witnesses.

<u>Deponent</u>	<u>Deposition Date</u>
3 Charles Palmer	August 8, 2019
4 Jason Lemoine	August 28, 2019
5 Jim Martinez	September 4, 2019
6 Stephen Keating	September 11, 2019
7 David Winnacker	September 18, 2019
8 David Rocha	September 25, 2019
9 Jim Call	October 15, 2019

10 Defendant objected to those depositions on frivolous ground and repeatedly failed to
11 produce witnesses. Even Defense witnesses who had been served with a subpoena were not
12 timely produced or did not appear despite subpoena.

13 Plaintiff, required by rule of Court to complete an IDC process before being allowed to
14 file a Motion to Compel, went through a series of IDCs and Motion practice to complete the
15 deposition of Jim Call, and address other Discovery issues.

16 On February 13, 2020, Defendant filed a Motion for Summary Judgment.

17 The Covid SIP Order was issued by the Governor on March 13, 2020. The Courts
18 closed. Nevertheless, Plaintiff filed a timely Opposition to the MSJ (notwithstanding that
19 Plaintiff's Counsel was out of the Office for an extended period of time due to total knee
20 replacement surgery on 4/28/2020).

21 As part of the Opposition to the MSJ, Plaintiff requested a continuance under CCP
22 437c(h) to allow completion of Discovery. That request was granted.
23

24 Plaintiff renewed efforts to take depositions and was successful with witnesses not under
25 control of Defendant. But delay or refusal to produce witnesses in the control of Defendant
26 persisted.

1 In June of 2020, the Court stayed all Deposition Discovery for sixty (60) days. On
2 August 18, 2020, the Stay was lifted at a Case Management Conference, a Trial Date that had
3 been vacated due to the Covid Emergency was reset for April 23, 2021 and the MSJ was reset
4 for February 2, 2021. Plaintiff renewed efforts to compel depositions of Defendant percipient
5 witnesses.

6 On September 14, 2020, Plaintiff reserved a date for a Motion to Amend the Complaint
7 and filed the Motion on October 1, 2020, with a hearing date from the Court of November 18,
8 2020.

9 Review of WEEKS' Personnel File does not contain any evidence of any act or threat of
10 violence involving Mr. WEEKS (other than the uncorroborated allegation by Martinez).
11 Martinez is a witness that Defendant has not produced. Plaintiff has deferred his deposition for
12 now, waiting to see if the SIP Emergency Order restricting face to face depositions is lifted.

13 ACFD hired an outside Investigator to investigate WEEKS.

14 An employee named Martinez claims to have heard WEEKS threaten to do physical
15 harm to a coworker and that another ACFD employee, Menise, witnessed the event.

16 The ACFD Investigator was told by multiple ACFD employees that Martinez was
17 unreliable, a "teller of tales."

18 Plaintiff has information that Martinez has bragged to former ACFD employees that he
19 remains in touch with Call, the subpoenaed witness who refused to appear and then walked out
20 of his deposition after a few hours. Martinez is said to brag to former employees that he and
21 Call are delaying the case development and Discovery.

22 Martinez told the ACFD Investigator that he invited WEEKS to his Truckee Home right
23 after WEEKS is alleged to have threatened bodily harm to ACFD employee Keating.

1 Martinez is known to have engaged in bizarre behavior in the workplace and away from
2 the worksite. He has a reputation for not being truthful according to the report of the ACFD
3 Investigation.

4 He is far from a model citizen. He imagines, according to statements made to the ACFD
5 Investigator that WEEKS is a sort of "Rambo". These facts are detailed in the First Amended
6 Complaint.

7
8 Martinez, Palmer, Lemoine, Lord and Keating all see WEEKS as some sort of super-
9 human 'RAMBO' who might go berserk and engage in wild violence in the workplace because
10 he was a Navy Corpsman and former member of the Navy SEALs. They all have told the
11 ACFD Investigator such tales in interviews and those statements are contained in the proposed
12 First Amended Complaint (FAC).

13 Defendant, when it deposed WEEKS, asked him no questions about his mistreatment by
14 Department Senior Managers, particularly Jim Call.

15 The proposed FAC, which WEEKS is prepared to verify under penalty of perjury,
16 details the efforts of Jim Call, retired ACFD Chief of Operations, to impose discipline on
17 WEEKS and end his career.

18 That effort, after a series of fabricated investigations against WEEKS for approximately
19 five (5) years, finally gets WEEKS fired based on pretext.

20 In reality, WEEKS is a "Whistleblower". He reported training practices safety
21 violations to Cal/OSHA. He confronted Call when Call panicked at a fire scene. He protested
22 unsafe, ineffective training practices and programs instituted by Jim Call. Those programs
23 caused serious injury to ACFD personnel.
24
25

1 As the FAC shows, it was known in the rank and file of ACFD that Call was out to get
2 WEEKS. There is evidence that a trier of fact could find to be pretextual reasons for discharge
3 of WEEKS. Call was at the center of these events. Exculpatory information was ignored by
4 ACFD's investigation and the statements of employees that Call was out to get WEEKS was
5 not investigated further.

6 WEEKS was kept off work for two (2) years based upon allegations for which there was
7 no corroboration, and which WEEKS denied. Even after the ACFD investigation showed no
8 corroboration of the alleged threat, and WEEKS was cleared by the Workplace Violence
9 Investigator he was not allowed to return to work.

11 POINTS AND AUTHORITIES

12 The Court may, in furtherance of Justice, and on such terms as may be proper, allow a
13 party to amend any pleading or proceeding.... The Court may likewise, in its discretion, after
14 notice to the adverse party, allow, upon such terms as may be just an amendment to any
15 pleading or proceeding in other particulars ... [CCP §473].

17 It is Judicial policy to resolve all disputes between the parties on their merits, and to
18 allow amendment of the pleadings to put all such disputes at issue at the time of Trial.

19 While a motion to permit an amendment to a pleading to be filed is one addressed to the
20 discretion of the Court ... it is a rare case in which a Court will be justified in refusing a party
21 leave to amend his pleadings so that he may properly present his case... If the Motion to
22 Amend is timely made and the granting of the Motion will not prejudice the opposing party, it is
23 error to refuse permission to amend and where the refusal also results in a party being deprived
24 of the right to assert a meritorious cause of action or meritorious defense, it is not only error, but
25

1 an abuse of discretion.” [*Calif. Cas. Gen. Ins. Co. v. Sup. Ct. (Gorgei)* (1985) 173 CA3d 274,
2 278, 218 CR 817, 819 (emphasis added)].

3 Trial Courts are vested with the discretion to allow amendments to pleadings in
4 furtherance of Justice. Trial courts are to liberally permit such amendments, at any stage of the
5 proceeding, has been established policy in this State...resting on the fundamental policy that
6 cases should be decided on their merits.” [*Hirsa v. Superior Court (Vickers)* (1981) 118 CA3d
7 486, 488-489, 173 CR 418, 419 (emphasis in original)].

8
9 Where a change in law or discovery of new facts subsequent to filing the original
10 Complaint demonstrates the possibility of recovery on a new legal theory, but the same general
11 set of facts, Courts should permit amendment of the Complaint to set forth such theory.
12 [*Marasco v. Wadsworth* (1978) 21 C3d 82, 145 CR 843].

13 THE PROPOSED AMENDMENT

14 The proposed amendment sets forth a “Third Cause of Action”, Discrimination on the
15 basis of Veteran Status. It also details a series of events over a period of years, in which false
16 allegations were made against WEEKS in what appears to be an effort to harm WEEKS.
17

18 Call, and members of his management team, used WEEKS’ exemplary military record
19 as a Navy Corpsman (medic) in the U.S. Navy SEALs to falsely portray him as a crazed
20 “Rambo” like figure who might go “Postal” in the worksite, committing random acts of
21 violence in the workplace.

22 But the evidence shows that this is baseless discrimination against WEEKS due to his
23 Military Service and Veteran Status.
24

25 //

26 //

CONCLUSION

Since the filing of the original Complaint, Plaintiff obtained a copy of the ACFD Investigation. That report establishes the following facts.

1. After WEEKS' criticism of unsafe and abusive training practices by Jim Call, Call targeted WEEKS with a series of fabricated charges and allegation over a series of years.
2. Call conducted an unsound training exercise that nearly killed Captain Quintana and needlessly injured other firefighters. WEEKS, and others, reported these safety violations to Cal/OSHA. Cal/OSHA issued citations.
3. WEEKS had an exemplary record, with strong performance reviews before he voiced policy disagreements with Jim Call and confronted Call for panicking at a fire scene.
4. Call used his position as Deputy Chief to target WEEKS.
5. The allegation that WEEKS threatened a coworker, made by Martinez, who had a reputation as not trustworthy had no corroboration. The witness identified by Martinez denied ever hearing a threat.
6. The ACFD Investigator was told by multiple ACFD employees that Call was conducting a "witch hunt" to get WEEKS.
7. WEEKS was placed on Administrative Leave for nearly two (2) years and never told why.
8. WEEKS was forced to submit to a psychological exam by a Workplace Violence Risk Assessment Expert, Dr. Cawood. He found WEEKS not to be any significant risk. This was concealed from WEEKS and he was told that the Investigator had sustained the charge.
9. Other than the discredited Martinez alleged threat there is no evidence of any act or threatened act of violence or aggression by WEEKS.
10. Call, Martinez, Lemoine, Palmer all prejudicially believed that WEEKS, because he had been a Navy Corpsman in the U.S. Navy SEALs, was a risk of "Rambo Like" workplace violence and made statements to the effect to the ACFD Investigation.
11. ACFD Rocha and HR Manager Frye attended a meeting with WEEKS in April of 2017, along with a Union Attorney and a Union Representative.
12. The meeting was voice recorded with the prior consent of all parties present. ACFD had a standard practice of recording such meeting.

1
2 13. Rocha and Frye told WEEKS he would be returned to duty if he got treatment in this
recorded meeting. WEEKS agreed to do so.

3
4 14. At that meeting Rocha and Frye both told WEEKS he had an anger management
problem and needed psychological counseling.

5
6 15. In support of Defendant's MSJ, Rocha and Frye signed declarations under penalty of
perjury stating that they had no knowledge of any kind of disability or medical condition
and that WEEKS had any need for any medical treatment or disability accommodation.

7
8 16. WEEKS filed internal Complaints against Rocha and Frye alleging disability and
Veterans Discrimination.

9
10 17. WEEKS was denied Arbitration under the Union contract, accommodation regarding the
Skelly Hearing, and never given any hearing regarding the Discrimination Complaints
filed by him against Rocha and Frye.

11
12 18. As part of a Worker's Compensation Claim filed by WEEKS for on the job injuries, a
Qualified Medical Examiner gave WEEKS a diagnoses of Post-Traumatic Stress
Disorder (PTSD) as a temporary disability. This was known by ACFD before it
13 discharged WEEKS.

14 19. WEEKS was fired based on a pretext, since no other allegation against him stuck.

15
16 20. WEEKS and Palmer swore at each other for a few seconds when Palmer would not
leave WEEKS alone at a Boatyard in Discovery Bay. Both were off duty at the time.
WEEK was subject to a "Stay Away/No Contact" Order by ACFD at the time.

17
18 21. Palmer knew this but persisted in attempting to interact with WEEKS at the Boatyard
despite the Order against WEEKS wishes.

19
20 22. Defendants have refused to produce Palmer for deposition multiple times. This has been
subject of an IDC.

21
22 23. No member of ACFD has ever been fired for swearing at another coworker when off
duty away from the worksite in the history of ACFD.

23 For all of these reasons, Good Cause exists to permit this Amendment.

24 Dated: September 30, 2020

Respectfully Submitted,

25 LAW OFFICES OF JOHN B. McMORROW

26 By: 


27 JOHN B. McMORROW

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FILED
ALAMEDA COUNTY

OCT 1 - 2020

CLERK OF THE SUPERIOR COURT

By  Deputy

6 Attorney for Plaintiff:
7 ALLAN T. WEEKS

9 **SUPERIOR COURT OF CALIFORNIA**

10 **ALAMEDA COUNTY**

11 ALLAN T. WEEKS

12
13 Plaintiff,

14 v.

15 ALAMEDA COUNTY FIRE
16 DEPARTMENT; a Governmental Entity;
17 BLACK CORPORATION; WHITE
18 COMPANY; and DOES 1 to 100, inclusive,
and each of them

19 Defendants.

CASE NO. HG-19014207

*Re-Assigned For All Purposes To The
Honorable Stephen Kaus - Dept. 19*

**DECLARATION OF JOHN B.
McMORROW IN SUPPORT OF
APPLICATION FOR LEAVE TO FILE
FIRST AMENDED COMPLAINT**

**Hearing Date: November 18, 2020
Time: 3:00 PM
Department: 19
Judge: Stephen Kaus
Reservation Number: R-2205660**

[Complaint filed: April 9, 2019]
[Trial Date: April 23, 2021]

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27
28 Declaration of John B. McMorrow in Support of Application For Leave to File First Amended
Complaint

1 I, JOHN B. McMORROW, declare:

2 1) I am an attorney licensed to practice law in the State of California and if called as a
3 witness in this matter, could competently testify under oath as follows.

4 2) I represent Plaintiff, ALLAN T. WEEKS, in this matter.

5 3) Discovery in this case has been very difficult. Plaintiff initially noticed the
6 depositions of most of the ACFD actors in these events in August of 2019. Defendant refused
7 to produce any witnesses, without any basis in fact or law insisting it had priority of
8 Depositions.

9 4) Just to move the matter along Plaintiff allowed the deposition of WEEKS to
10 proceed first.

11 5) Defendant still refused to produce witnesses and rather than get mired in Motion
12 practice, Plaintiff began subpoenaing witnesses.

13 6) Some like Jim Call defied the subpoena, others have walked out of depositions.
14 But Plaintiff has persisted, and some IDC's have taken place. Defendant has delayed
15 Discovery.

16 7) For example, WEEKS was forced to submit to a psychological exam by a
17 Workplace Violence Expert, Dr. Cawood. Plaintiff sent an RFP for the Report. It was
18 produced, but the page containing the Expert's conclusion, which found WEEKS not to be a
19 risk was omitted. The conclusion was later obtained from Cawood, the Expert when he was
20 deposed. Plaintiff noticed the deposition of Dr. Cawood, not under control of the ACFD
21 Attorney. Based upon statements made to me by Cawood's personal Attorney, it was my
22 conclusion that Defendant was attempting to discourage the witness from appearing and
23 producing his file.

24 8) Considerable time has been spent analyzing the Investigation report of the so
25 called "Independent Investigator" which contains recorded statements of coworkers
26

1 interviewed as part of that investigation. Plaintiff also has retrieved a recorded statement of a
2 five (5) person meeting in April of 2017. Plaintiff argues that the transcript, also recorded by
3 ACFD, but not produced in response to relevant RFP's, contradicts in the recorded voice of
4 Rocha, former ACFD Fire Chief, and the Senior HR Representative, Brittney Frye, sworn
5 declarations by both filed by Defendant in support of their Motion for Summary Judgment
6 which the ACFD denies ANY KNOWLEDGE of a disability had by WEEKS.

7 9) Despite the efforts to prevent Discovery, only touched on here in this declaration,
8 there is evidence that would permit the trier of fact to conclude that, AS THE ACFD
9 INVESTIGATOR WAS TOLD IN HIS INVESTIGATION, Jim Call was conducting a "witch
10 hunt" to "get WEEKS."

11 10) Those facts are alleged in detail in this proposed First Amended Complaint and
12 tell a compelling tale.

13 11) While Defendant was delaying and obstructing Discovery, it also was seeking
14 early Summary Judgment.

15 12) Despite the delay of Discovery, the Shelter in Place (SIP) shutting down the
16 Courts, Plaintiff's Counsel own availability due to total knee replacement surgery, Plaintiff
17 filed a timely Opposition to the MSJ.

18 13) Consistent with standard practice, the Plaintiff also requested a Continuance of
19 that Motion under CCP 437c(h) to permit additional Discovery. The Court granted that
20 request.

21 14) The Court also stayed Deposition Discovery for a sixty (60) day period. Plaintiff
22 proceeded with more written Discovery. IDC's regarding those efforts are ongoing.

23 15) The First Amended Complaint also adds a Cause of Action for Veteran's
24 Discrimination based upon evidence discovered contained in the ACFD's Investigator Report.
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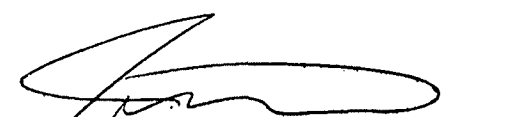
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16) This proposed amendment has not been filed for any improper purpose. There are still approximately seven (7) months between the filing and service of the Motion and Trial.

17) The purpose of the continuance request with the MSJ was to permit Discovery. The Discovery done by Plaintiff both before and since that request is set forth in the fact allegations contained in the FAC which will be verified pleading by Plaintiff if the Court permits it to be filed.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct, except as to any matters stated on information and belief and as to that, I am informed and believe it to be true.

Executed on this 30th day of September 2020 at Fremont, County of Alameda, of the State of California.



JOHN B. McMORROW

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FILED
ALAMEDA COUNTY
OCT 1 - 2020

CLERK OF THE SUPERIOR COURT
By:  Deputy

Attorney for Plaintiff:
ALLAN T. WEEKS

SUPERIOR COURT OF CALIFORNIA
ALAMEDA COUNTY

ALLAN T. WEEKS
Plaintiff,

v.

ALAMEDA COUNTY FIRE
DEPARTMENT, a Governmental Entity;
BLACK CORPORATION; WHITE
COMPANY; and DOES 1 to 100, inclusive,
and each of them

Defendants.

CASE NO. HG-19014207
*Re-Assigned For All Purposes To The
Honorable Stephen Kaus – Dept. 19*

PROOF OF SERVICE

Hearing Date: November 18, 2020
Time: 3:00 PM
Department: 19
Judge: Stephen Kaus
Reservation Number: R-2205660

[Complaint filed: April 9, 2019]
[Trial Date: April 23, 2021]

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PROOF OF SERVICE - CCP 1013a AND 2015.5

STATE OF CALIFORNIA, COUNTY OF ALAMEDA

CASE SHORT NAME:	Weeks v. Alameda County Fire Department, et al. Alameda County Superior Court Case No.: HG-19014207
-------------------------	--

I, **Theresa Deibert**, declare as follows:

I am over eighteen years of age and not a party to the within action. My business address is Law Offices of John B. McMorrow, A Professional Corporation, 39650 Liberty Street, Suite 250, Fremont, California 94538-2226. I am employed in Alameda County, California.

I am readily familiar with my employer's practices for collection and processing of correspondence for mailing with the United States Postal Service, as well as facsimile transmissions and Federal Express routing.

On October 1, 2020, I served a copy of the within: **Notice of Motion For Leave To File First Amended Complaint; Memorandum of Points and Authorities in Support of Motion For Leave to File First Amended Complaint; Declaration of John B. McMorrow in Support of Application For Leave to File First Amended Complaint; and Proof of Service**
on the interested parties in the within action by:

U.S. Mail

By following ordinary business practices and placing for collection and mailing at Fremont, California, a true copy of the above-referenced document(s), enclosed in a sealed envelope, postage pre-paid, was addressed as indicated on the Service List.

Electronic Service

Pursuant to consent of the parties, I caused each such document to be served by Electronic Service and/or File and ServeXpress on the interested parties on the Service List.

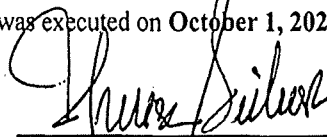
Federal Express

I caused each such document(s) to be deposited with Federal Express, in a pre-paid envelope, in Fremont, California, addressed to each of the interested parties on the Service List.

"SERVICE LIST"

**Africa E. Davidson, Esq.
Clariza Garcia, Esq.
FOSTER EMPLOYMENT LAW
3000 Lakeshore Ave.
Oakland, CA 94610**

I DECLARE UNDER PENALTY OF PERJURY under the laws of the State of California that the foregoing is true and correct, and this Declaration was executed on October 1, 2020 at Fremont, California.



**_____
THERESA DEIBERT**

1 JOHN B. McMORROW, ESQ. SBN 71911
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6 Attorney for Plaintiff:
7 ALLAN T. WEEKS

FILED
ALAMEDA COUNTY

OCT 1 - 2020

CLERK OF THE SUPERIOR COURT
By  Deputy

9 **SUPERIOR COURT OF CALIFORNIA**
10 **ALAMEDA COUNTY**

12 ALLAN T. WEEKS

13 Plaintiff,

15 v.

16 ALAMEDA COUNTY FIRE
17 DEPARTMENT, a Governmental Entity;
18 BLACK CORPORATION; WHITE
19 COMPANY; and DOES 1 to 100, inclusive,
20 and each of them

19 Defendants.

CASE NO. HG-19014207
*Re-Assigned For All Purposes To The
Honorable Stephen Kaus – Dept. 19*

**NOTICE OF MOTION FOR LEAVE TO
FILE FIRST AMENDED COMPLAINT**
[Verified First Amended Complaint]

Hearing Date: November 18, 2020
Time: 3:00 PM
Department: 19
Judge: Stephen Kaus
Reservation Number: R-2205660

[Complaint filed: April 9, 2019]
[Trial Date: April 23, 2021]

24 **TO: DEFENDANT AND TO THEIR ATTORNEY OF RECORD:**

25 **PLEASE TAKE NOTICE** that on November 18, 2020, at 3:00 PM, or as soon
26 thereafter as the matter may be heard in Department 19 of the above-captioned Court, located at
27

28 Notice of Motion For Leave To File First Amended Complaint


U.V.L. v. M. 44553

1 1221 Oak Street, Oakland, California, 94612, Plaintiff, ALLAN T. WEEKS, will move the
2 Court for an Order permitting Plaintiff Leave to file First Amended Complaint, which is
3 attached hereto and a copy of which is served herewith.

4 This Motion will be made upon the ground that it is in furtherance of justice to allow the
5 filing of such amended Complaint, and will be based upon this Notice of Motion, the
6 accompanying Memorandum of Points and Authorities, and the Declaration of John B.
7 McMorrow and on the records and files herein and on such other and further documentary
8 evidence that may be presented at the hearing of this Motion.
9

10 Dated: October 7, 2020

LAW OFFICES OF JOHN B. McMORROW

11
12
13 By: 
14 JOHN B. McMORROW
Attorney for Plaintiff

ATTACHMENT

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6 Attorney for Plaintiff:
7 ALLAN T. WEEKS

9 SUPERIOR COURT OF CALIFORNIA

10 ALAMEDA COUNTY

11
12 ALLAN T. WEEKS

13 Plaintiff,

14 v.

15 ALAMEDA COUNTY FIRE
16 DEPARTMENT, a Governmental Entity;
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Re-Assigned For All Purposes To The
Honorable Stephen Kaus – Dept. 19

**(PROPOSED) FIRST AMENDED
COMPLAINT FOR VIOLATION OF THE
CALIFORNIA FAIR EMPLOYMENT AND
HOUSING ACT (FEHA) FAILURE TO
ACCOMMODATE; WRONGFUL
DISCHARGE IN VIOLATION OF A
FUNDAMENTAL PUBLIC POLICY; AND
DISCRIMINATION BASED UPON
VETERAN STATUS IN VIOLATION OF
FEHA AND VETERANS CODE 394**

[UNLIMITED JURISDICTION]

[JURY DEMANDED]

[Complaint filed: April 9, 2019]

[Trial Date: April 23, 2021]

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First Amended Complaint for Violation of the California Fair Employment and Housing Act
(FEHA) Failure to Accommodate; Wrongful Discharge in Violation of a Fundamental Public
28 Policy; and Discrimination Based Upon Veteran Status in Violation of FEHA and Veterans
Code 394

1 to amend this Complaint to state the true names and capacities of said Defendants, and
2 each of them, when the same becomes known and ascertained.

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4 **IV.**

5 Plaintiff is informed and believes and based upon said information and belief,
6 alleges that at all times herein mentioned, Defendants, and each of them, were and are, the
7 agents and employees of each of the remaining Co-Defendants and were acting within the
8 course and scope of said agency and employment and with the consent, knowledge and
9 permission of said Co-Defendants, and each of them.

10 **V.**

11 Defendants and each of them, were and are, Agencies and Employers within
12 the meaning of the *California Fair Employment and Housing Act (FEHA)*, set forth in
13 California Government Code § 12940 *et seq.*, and are subject to suit pursuant to the
14 terms and conditions of said Act, insofar as said Defendant regularly employs five or
15 more persons in the State of California.

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17 **VI.**

18 On or about February 28, 2019, Plaintiff filed a Charge of Discrimination with
19 the *California Department of Fair Employment and Housing (DFEH)* alleging
20 Discrimination in violation of the provisions of said Act.

21 **VII.**

22 On or about February 28, 2019, the *California Department of Fair*
23 *Employment and Housing* issued a *Notice of Case Closure and Right to Sue Letter*
24 with regard to the Charge of Discrimination filed.
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VIII.

Plaintiff was a Medical Corpsman with the First Marine Division. In 1992, Plaintiff attended the U.S. Navy Instructor Course in which Plaintiff was trained in the psychology of training and instructing students earning NEC 9502 Navy Instructor Designation. During his training he attended the Special Forces Medical Training at Fort Bragg where WEEKS completed requirements and passed the National Registry Exam_earning a Certification as a Nationally Registered Paramedic, a certification which he held from 1995 to 2018 when his credentials lapsed while being placed on two (2) years of Administrative Leave by ACFD.

IX.

In 1995 after completion of the necessary training, Plaintiff became a member of the U.S. Navy SEALs. As a SEAL, Plaintiff held Instructor/Supervisory roles in almost every high risk operation performed in Navy Special Warfare. Plaintiff also developed an advance medical course for the First Marine Division that is still being taught by the U.S. Marines today, First Marine Division, Litter Bearer Course. Plaintiff was also involved in training hundreds of other Instructors for the First Marine Division.

X.

During Plaintiff's service in the U.S. Military he performed Instructor/Supervisory roles in many disciplines, including, but not limited to, Free Fall Jump Master, Static Line Jump Master, Helo Rope Master, NSW Parachute Rigger, Load Master, Range Safety Officer, Dive Supervisor and Advanced Medical Training.

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XI.

While stationed overseas for the U.S. Military, Plaintiff conducted Foreign Internal Defense Training involving Special Operations high risk training for members of Saudi Arabia, Bahrain, United Arab Emirates, Jordan, Oman, Egypt, Pakistan, Australia, Israel, German, Norway, and New Zealand, Foreign Militaries.

XII.

Following September 11, 2001, Plaintiff served in a number of Combat Operations before retiring with an Honorable Discharge. During his service as a Medical Corpsman he was awarded a Bronze Star with Valor for saving lives and attending to wounded soldiers during combat. Plaintiff received an Honorable Discharge in 2003 with a rank of Chief Petty Officer. He was recommended for Officer Training school.

XIII.

Following discharge from the U.S. Military, Plaintiff applied for and was accepted as a recruit for the ACFD Training Academy and completed the training becoming a full-time employee in 2005.

XIV.

Following completion and graduation from the ACFD Training Academy Plaintiff, given his background as a Certified Navy Trainor and Medical Corpsman, WEEKS volunteered to help in Training Division and began to work closely with Jim Call, who was later to rise to the rank of Deputy Chief of Operations of ACFD. WEEKS and Call assisted in the training of new recruits and sustainment training of

1 existing ACFD Personnel. Over time, a sharp philosophical disagreement in the
2 fundamentals of training philosophy began to emerge between Call and WEEKS.

3 **XV.**

4 Upon completing the Academy and being certified to work "Online" Plaintiff
5 was involved in EMS Training Classes, Advanced Navigation, and the Water Rescue
6 Program, both training and curriculum design. Beginning in 2006 and for years
7 thereafter Plaintiff conducted Introduction Classes for the Recruit Academy.
8 Beginning in 2007 until 2014, WEEKS conducted hundreds of hours of training to
9 establish a Water Rescue Program
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11 **XVI.**

12 In 2011 Plaintiff was recruited by Jim Call into Heavy Rescue at Station 24.
13 This assignment was considered a "centerpiece" of the Department and recruits are
14 rotated through that Station for training.
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16 **XVII.**

17 By 2013 philosophical differences regarding the fundamentals of training with
18 Call came to a head. Contrary to Industry Standards, Call insisted in training
19 firefighters to run at fire scenes instead of training calm and deliberate actions by
20 firefighters fully aware of their surroundings moving calmly, deliberately, and safely
21 across the fireground and scene. When a recruit was struggling to achieve standards,
22 Call viewed the role of the Training Officer as forcing the recruit to fail. Plaintiff,
23 with his strong background in the art and discipline of training knew that a failing
24 student was a direct reflection on the failure of the Trainor. In one particular incident,
25 WEEKS demonstrated that with proper training technique, any student can pass. After

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1 brief instruction, the student surpassed all training requirements with WEEKS'
2 competent instruction. Call had been trying to fail the recruit. WEEKS helped the
3 recruit excel and surpass all performance standards and the member is still employed
4 by ACFD today.

5 XVIII.

6 Close in time with this event, WEEKS confronted Call when Call panicked at
7 the Hayes fire scene and began to run, abandoning his partner and all safe standard
8 practice. This happened at the Hayes fire. It damaged morale of crew by destroying
9 trust.
10

11 XIX.

12 In 2013, WEEKS bid out of the Rescue Crew and transferred to Station 18 in
13 Dublin, California. The relationship with Call was now beyond repair. Call took great
14 offense to Plaintiff "Breaking Up Crew". Call became an object of ridicule in the
15 ranks for his leadership failure.
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17 XX.

18 During the same timeframe that Plaintiff confronted Call about his panicking at
19 a fire scene, Plaintiff voluntarily bid to another Station after Call failed to mitigate
20 harassment from an abusive Battalion Chief, Dan Ohara. WEEKS exercised his right
21 to demand Union Representation. The demand for Union Representation triggered
22 statements by the members of the Management structure of ACFD that they would
23 "get" Plaintiff. People who made or acquiesced to those statements were ACFD
24 Managers Lemoine, Palmer, Call, and Lord.
25

1 **XXI.**

2 In 2015, Call was promoted, ultimately becoming Deputy Chief of Operations.

3 **XXII.**

4 Within a short period of time, Call began a course of action that over time
5 became clear was an effort by Call to damage and harm the career of WEEKS as a
6 firefighter with an apparent goal of forcing WEEKS out of the Department.
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8 **XXIII.**

9 In approximately 2014, Call was promoted to the rank of Battalion Chief,
10 Division Chief, and then to Chief of Operations.

11 **XXIV.**

12 As Chief of Operations, Call acted in a series of events in an effort to impose
13 discipline on WEEKS. During this timeframe and thereafter WEEKS continued, when
14 appropriate, to be a vocal critic of training practices inconsistent with sound training
15 practices and which needlessly exposed firefighters to an unnecessary and preventable
16 risk of serious physical harm and severe bodily injury. One such event was the
17 Quintana injury event which became a subject of citations by Cal/OSHA for safety
18 violations. WEEKS was one of many firefighter personnel who made reports to
19 Cal/OSHA about this event. WEEKS did so, using the Cal/OSHA Confidential
20 Complaint Line
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22 **XXV.**

23 Among the allegations brought against WEEKS with the involvement of Call
24 were the following.
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- 1 1. Discipline attempted against WEEKS for wearing an *authorized* Breast
2 Cancer support symbol at an off duty training event during Breast Cancer
3 Awareness month.
- 4 2. Unsupported allegation regarding a signature in an administrative Task
5 Book and retaliation. When WEEKS demanded Union Representation as
6 was his right under the Union Contract (MOU), he was told by Chief Dave
7 Lord, outside before meeting and in the presence of witnesses stated “you
8 fuck with me, I’ll destroy you.” (Chief Dave Lord and Chief Jason
9 Lemoine are related to each other.)
- 10 3. False allegation of mishandling of a medical narcotic (fentanyl) from a
11 paramedic bag.
- 12 4. Engine 18 ordered to train recruits to “eat smoke” during a Wild Land fire
13 training exercise that nearly kills Captain Quintana. WEEKS, acting as a
14 paramedic was instrumental in saving Quintana’s life and speaking out
15 about this unsound training practice. ACFD was subject to an OSHA
16 investigation and citation. Quintana forced into medical retirement due to
17 a serious cardiac event. Many other members suffered heat injuries in this
18 unsanctioned training event.
- 19 5. WEEKS reported these safety violations to Cal/OSHA. Cal/OSHA
20 conducted an investigation, and safety violation citations were issued.
21 Workers who report safety violations are protected from Retaliation.

1 6. April 2016, WEEKS' scheduled Vacation Leave was removed, and he was
2 placed administratively AWOP (Absent without Pay) causing significant
3 financial loss.

4 7. June 16, 2016, Probationary Fire Captain Keating on his first Grass Fire
5 assignment gets lost on the way to a fire scene, does not wear headphones
6 so that WEEKS, a crew member who knew the way, can correct Keating's
7 error. Keating then nearly kills or seriously injures the crew by almost
8 driving over a downed high voltage powerline. Keating did not see the
9 downed powerline until "emergency traffic" passed on radio warning to all
10 in the area. This was required to be reported as a "Near Miss incident". It
11 is a safety violation to not report the incident. The idea is so industry can
12 learn from others' incidents. *It was not by ACFD*, Battalion Chief, or
13 Probationary Captain Keating, which was required by policy. On the same
14 shift against advice from WEEKS, Keating disregards dispatch of Engine
15 18 to Livermore Laboratory, a high security weapons lab, despite being
16 told by WEEKS that they will be denied entry due to lack of security
17 badges.
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20 8. On the same day as numerous mistakes by Probationary Captain Keating
21 were made causing morale to fall, another crew member physically charged
22 at WEEKS stating fighting words. WEEKS backed away and reported the
23 event for discipline consistent with Department Policy. Probationary
24 Captain Keating then violates policy and does not report this event to chain
25 of command. WEEKS, the victim, is initially charged with impeding a fire
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1 scene by Call. Subsequent investigation clears WEEKS but that is not
2 revealed until Discovery in this case. The Winnacker/Call Investigation
3 listed subject as: Armstrong verbal assault of Weeks.

4 9. In October of 2016, WEEKS is informed by voice-mail that he is being
5 placed on leave and to stay away from all ACFD property and to have no
6 contact with the Department. WEEKS is not told why. He is told the
7 reason is Confidential. This is done by voice-mail. No information is given
8 to WEEKS, he asks for Union help and is told the Union has not been
9 given any information. Ultimately, he is off on Administrative Leave for
10 twenty-five (25) months. During this period, WEEKS' paramedic
11 credentials expire as he is prevented from attending training keeping them
12 current. Without credentials he cannot work as a Paramedic or Firefighter
13 for any entity.

14 10. In January of 2017, WEEKS is told he is off duty for a violation of the
15 Workplace Violence Policy and to report for psychological assessment.
16 WEEKS is ordered to submit to an evaluation by a Workplace Violence
17 Evaluator and forced to submit to being read Miranda warnings, the same
18 Miranda warning read to people arrested for crimes by Police Officers. He
19 is not informed of the charges.

20 11. WEEKS is cleared by Workplace Violence Expert, Dr. Cawood, in the
21 Sperry Investigation, who does not find him to be a risk of workplace
22 violence. But that finding is concealed from WEEKS until disclosure was
23 forced in Discovery in this case. In April of 2017, WEEKS is told by Chief

1 Rocha that the Cawood investigation sustained the charges. That statement
2 is false. Unknown to WEEKS a broad investigation takes place regarding a
3 claim by an employee, Martinez, that WEEKS threatened to harm Keating
4 and that the threat was witnessed by Engineer Menise. Menise denies
5 witnessing the threat and has repeated his denial in this case under oath.
6 Martinez has a reputation of untruthfulness and aberrant behavior, but his
7 second-hand report was relied upon by Call to keep WEEKS off duty.

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9 12. In April of 2017, Chief Rocha and Brittney Frye (HR Representative) tell
10 WEEKS he will be returned to duty if he gets Treatment/Counseling for
11 what they perceive is a Medical/Anger Management Problem. WEEKS
12 has denied wrongdoing or a need for treatment, but nevertheless agrees to
13 do so, so he can be returned to duty.

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15 13. During this timeframe, the Department's investigation is completed and
16 was unable to find any evidence that corroborated the Martinez allegation
17 that WEEKS had threatened Keating. That investigation does find
18 information that many coworkers believe that Call is subjecting WEEKS to
19 a "witch hunt". That information is not pursued by the investigator or the
20 Department, by Rocha, or disclosed to WEEKS. When Rocha and Frye
21 meet with WEEKS and others to tell him the investigation sustained the
22 charges against him, a false statement, it is not disclosed to WEEKS that
23 the investigation had been told by multiple sources that Call was
24 conducting a "witch hunt" against WEEKS. Those allegations are
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1 contained in the Investigation Report. Despite conclusion of the report,
2 WEEKS is not returned to duty.

3 **XXVI.**

4 Persons supervised and directed by Call: Lemoine, Palmer, Martinez, and
5 Keating used similar language to describe what they imagined as to why WEEKS
6 posed a risk of violence when talking to the ACFD Investigator.

7 **XXVII.**

8 **Lemoine stated:** WEEKS was a Navy SEAL in the Middle East for thirteen
9 (13) years suggestive of high level of operation. What does that mean to the
10 protections of my family?
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12 **XXVIII.**

13 **Martinez stated:** His background of being trained as a Navy SEAL. You have
14 a guy who knows how to shoot. If I go to Discovery Bay I might get taken out (by
15 WEEKS) at a distance of 200 yards. This guy has the potential at 200 yards away
16 shoot you and kill you. This guy is trained, it is what he does. Your trained as a Navy
17 SEAL, you can do everything. You have to learn how to work every gun there is. He
18 could be a walking time bomb. I got some guy sharp shooting taking me out. He's
19 got a house full of guns, guns and knives, who knows what he has. He's been trained
20 in making explosives. Navy SEALs have been trained in explosives.
21

22 **XXIX.**

23 **Palmer stated:** Knowing of Mr. WEEKS' past military training put me at a
24 disadvantage of self-defense. He's a Navy SEAL. Navy SEALs are trained in combat
25 training, in my opinion doing things for our Country that we don't talk about. As a

1 part of the military your trained in defending and killing. And defending our Country
2 by all means. You can watch on television some of the expectations that our
3 government puts on Navy SEALs. He was trained in doing things our government
4 does not want to talk about.

5 **XXX.**

6 The above statements were made to the ACFD Investigator, Sperry.
7

8 **XXXI.**

9 In reality U.S. Navy SEALs are men of extraordinary discipline and ability to
10 control their emotions. Allan WEEKS had no record of any assaultive or potentially
11 violent behavior during his tenure with ACFD or anywhere else in civilian life, despite
12 significant provocation by Call with his series of unfounded investigations. WEEKS'
13 military record was excellent. (Exhibit "A"). His reviews by the ACFD Supervisors
14 under whom he served, were excellent.
15

16 **XXXII.**

17 Prior to being placed on leave, WEEKS' performance reviews were uniformly
18 very strong with the highest rankings possible.

19 **XXXIII.**

20 After Plaintiff bid out for a new assignment at Station 18 in Dublin, California,
21 he became a target of series of false allegations over a period of years. In 2013, Dave
22 Lord, the Operations Chief, threatened WEEKS in the presence of witnesses stated
23 that he would "destroy you (WEEKS)." He also stated on tape during the recorded
24 interview Sperry investigation when he was representing his relative Jason Lemoine
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1 “we have enough to put the nails in his coffin”, referring to WEEKS. Lemoine stated
2 “He does not care if WEEKS is unemployed.”

3 **XXXIV.**

4 In August of 2015, WEEKS had charges brought against him alleging
5 mishandling of narcotic medications from a paramedic bag. The charges were false,
6 without any basis in fact. Call was involved in this false allegation. The investigation
7 was conducted in secret, WEEKS was never told the results.
8

9 **XXXV.**

10 In March of 2016, a written complaint was launched by Battalion Chief Jason
11 Lemoine, calling for an investigation of Plaintiff and the involvement of Deputy Chief
12 Call and the Fire Chief, claiming that Plaintiff was improperly aggressive toward
13 Chiefs at ACFD and a risk of violence. Allegations that Plaintiff had an anger
14 management problem were made.
15

16 **XXXVI.**

17 In April of 2016, Jim Call, Operations Chief, assigned Engine 18 and Training
18 Division to conduct an unorthodox Wildland training exercise. This exercise involved
19 intentionally exposing firefighter recruits to “eat smoke” and intentionally expose the
20 recruits to excessive heat, in Dublin. Plaintiff was assigned to Engine 18. Captain
21 James Quintana was in command of that Engine. This exercise was contrary to sound
22 operating or training practices, unnecessarily exposed recruits to excessive heat and
23 smoke for no legitimate training purpose and was contrary to standard operating
24 practice in the industry. The exercise almost caused Captain Quintana loss of his life
25 due to a major cardiac event. It triggered a Cal/OSHA investigation. Plaintiff,
26

1 instrumental in saving Captain Quintana's life, also complained to Cal/OSHA using a
2 confidential line maintained by that agency.

3 **XXXVII.**

4 In May of 2016, Plaintiff attempted to take previously scheduled vacation time
5 off. Plaintiff was placed in an administrative position AWOP (Absent Without Pay)
6 and investigation threatened by Call. The Department's actions violated the
7 Department's own written Vacation Policies. Plaintiff filed a Grievance with the
8 Department, as was his right under the Memorandum of Understanding (MOU). Chief
9 Chuck Palmer denied the grievance and functionally denied Plaintiff a determination
10 of his grievance process. At this time, Palmer confirmed in a meeting with a witness
11 that he was working with Call to harm WEEKS.
12

13 **XXXVIII.**

14 In June of 2016, Probationary Fire Captain Keating was assigned a twenty-four
15 (24) hour temporary overtime shift at WEEKS' regular assigned Station 18. The
16 Captain supervises a crew of two people, a driver (called Engineer) and a Firefighter.
17 It is a low-level supervisory position. During this shift Captain Keating in a series of
18 actions demonstrated wide ranging incompetence. Assigned to respond to a Grass
19 Land fire, he wanted to initially take the wrong type of Fire Truck. WEEKS had to
20 correct him. Then in commanding the Engine on the way to the fire, Keating did not
21 know that he was to wear radio headphones. As a result, he could not communicate
22 with the Crew. Keating gave wrong directions to the driver (Engineer) and became
23 lost not following GPS directions. WEEKS in the back of the vehicle tried to correct
24 Keating's errors but could not do so since Keating was not wearing headphones.
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26 Keating's errors but could not do so since Keating was not wearing headphones.

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XXXIX.

Upon arriving at the fire scene, Keating directed the driver to place entire crew close to a downed powerline. Contact likely would have killed all occupants of the Engine. WEEKS' efforts to give assistance to the inexperienced and apparently incompetent Probationary Captain was greeted as insubordination. Later that same day, the crew was assigned to respond to a call at Livermore National Weapons Laboratory. That laboratory is a Nuclear Weapons Lab and always operates at the highest level of security. Keating chose to take the wrong vehicle. When informed by WEEKS that Keating was *taking the wrong equipment and did not have security passes so that entry into the Lab would be refused*, Keating dismissed Plaintiff's comments as insubordinate. When the crew arrived at the Lab, they were denied entry and had wrong equipment. They could not perform their mission. Dissent and discord rose with the crew. Wally Armstrong, the driver of the vehicle, exchanged angry words with WEEKS. Upon returning to the Station and exiting the vehicle Armstrong physically charged at WEEKS as if to attack him. WEEKS, well able to defend himself, just backed away and reported the behavior as an Assault per Department Policy. Keating never makes report to chain of command as required.

XL.

Armstrong later apologized to WEEKS and shook hands. Keating wrote illegal paper on WEEKS and never advised WEEKS, WEEKS' direct Supervisor, Battalion Chief, or anyone in WEEKS' chain of command that he was making a formal complaint. The complaint was false. A false allegation. This action also violated the MOU, the Department OAG's, and Firefighter Bill of Rights.

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XXI.

In October of 2016, Plaintiff was notified by voice-mail by Keating's Battalion Chief, Tom Pappas, that WEEKS is on leave and not permitted to have any contact with the Department or be on Department property. Plaintiff is not told for months as to why he was placed on Administrative Leave.

XXII.

Call after receiving an unconfirmed second-hand threat, contacts the County Workplace Violence Task Force, acting as Chief Liaison in the Department to that Agency. Call was instructed by multiple people assigned to that agency to confirm the alleged threat and to contact Law Enforcement. Call did not follow those instructions. WEEKS was not told why he was placed off work with a "Stay Away/No Contact Order" and the rules or regulation permitting such a restriction against WEEKS were never identified to him or to his Union Representative.

XXIII.

Over the duration of the Stay Away/No Contact Order, WEEKS demanded rights guaranteed by the MOU and the Firefighters Bill of Rights as guaranteed by California Law. WEEKS was denied his right to the Discipline process, the right to Arbitration and the protection of the Firefighters Bill of Rights (Gov't Code §§ 3254 and 3260) by Call, Rocha and the HR Representative, Frye.

XXIV.

It is now known that a Department employee named Martinez claimed to have heard WEEKS threaten physical harm to Keating and also claimed that the threat was witnessed by an employee named Menise. Martinez did not report alleged incident to

1 Battalion Chief as per policy, but waited several days to report personally to his friend
2 Steve Keating

3 **XLV.**

4 ACFD conducted an investigation. Menise, the alleged witness, denied
5 hearing any such threat or to have ever witnessed WEEKS act in a non-professional
6 manner. WEEKS denied the allegation to the investigator. Menise denied witnessing
7 the alleged event to the Investigator. The ACFD was told by the Investigation Report
8 that Martinez had a reputation of being untruthful and unreliable and engaged in
9 bizarre workplace and offsite behavior. Martinez admitted to inviting WEEKS to be a
10 guest in his home right after WEEKS is alleged to have threatened to harm a
11 coworker. The investigator was also told by a number of ACFD employees that Jim
12 Call was out to get WEEKS. The ACFD investigator was told "No coworker had ever
13 witnessed WEEKS to act inappropriately at work." All his reviews by his direct
14 Supervisors at ACFD gave WEEKS the highest rating.
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17 **XLVI.**

18 In January of 2017, Plaintiff was forced by ACFD to submit to a Violence Risk
19 Assessment under oath with a workplace violence evaluator, named Dr. Cawood.
20 WEEKS still had not been told why he was on Administrative Leave. Before the
21 interview WEEKS was read his Miranda rights, the same rights read to a criminal
22 suspect upon arrest. Dr. Cawood cleared WEEKS, finding him not to be a risk.
23 ACFD concealed that finding from WEEKS. In fact, Rocha, the ACFD Department
24 Chief told WEEKS in April of 2017 that the charges against WEEKS had been
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1 sustained. This was false. In truth no one ever corroborated any violence allegations
2 against WEEKS.

3 **XLVII.**

4 WEEKS was placed on leave by Call based on a second-hand report of an
5 alleged threat. The ACFD investigation found no corroboration and evidence that
6 Martinez was truthful. It did find evidence that Call was conducting a "witch hunt"
7 against WEEKS. That information was not investigated.
8

9 **XLVIII.**

10 In April of 2017, WEEKS along with a Union Representative, and a Union
11 Attorney, attended a meeting with Rocha and Brittney Frye, the HR Representative of
12 ACFD. Rocha told WEEKS that he had a medical psychological condition likely
13 dating back to his distinguished record of service to the Country in the United States
14 Military and that he needed psychological treatment, counseling, or intervention of
15 some sort. Plaintiff hearing that allegation that he has threatened to harm Keating,
16 denied it.
17

18 **XLIX.**

19 Plaintiff was told that if he agreed to get treatment he would be returned to
20 duty and no discipline would be issued.
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22 **L.**

23 Chief Rocha and Brittney Frye filed a sworn declaration with the Court in this
24 case denying that they ever had any knowledge of any condition that required
25 treatment or care or counseling. Defendant ACFD also filed legal papers in this case
26 in response to a Request for Admission denying under oath that it ever had any notice

1 that WEEKS had any sort of disability requiring any form of medical or psychological
2 treatment. That statement is false.

3 **LI.**

4 In July of 2017, while at a boatyard in Discovery Bay, uninvited and
5 unwelcome, WEEKS was approached by Chuck Palmer, off duty. WEEKS asked him
6 to stay away, mindful of the Stay Away/No Contact Order since he was still out on
7 Administrative Leave and Palmer had previously threatened WEEKS. Palmer refused,
8 persisted in approaching, triggering an exchange of locker room speech for about three
9 to five seconds. Palmer immediately contacted Call to bring further charges against
10 WEEKS.

11 **LII.**

12 Plaintiff sought a Civil Restraining Order from the Contra Costa County
13 Superior Court due to this event to keep Palmer away from him and because of
14 Palmers previous efforts to harm Plaintiff. The request was denied by the Contra
15 Costa County Superior Court. The Court could not issue a Civil Restraining Oder,
16 since no threat or act of violence took place.

17 **LIII.**

18 Plaintiff was fired for this event.

19 **LIV.**

20 In reporting his complaints about Management's mistreatment of coworkers,
21 Plaintiff was acting consistent with Policies and Procedures that governed the employment
22 relationship between himself as an Employee and the Fire Department Employer.
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1 LV.

2 During Plaintiff's work as described above, Plaintiff also sustained on the job
3 injuries resulting in a nose fracture, closed head injury, loss of consciousness and other
4 injuries that required medical care and treatment.

5 LVI.

6 In connection with industrial injuries sustained by WEEKS, arising out of the
7 course and scope of his employment, Plaintiff received a diagnosis from the Qualified
8 Medical Examiner of Post-Traumatic Stress Disorder (PTSD) secondary to his combat
9 service in the U.S. Military, and the industrial injuries sustained by Plaintiff acting in
10 the course and scope of employment as a Firefighter for the ACFD.
11

12 LVII.

13 The *California Fair Employment and Housing Act* is binding on all Employers
14 in the State of California, including Governmental Entities such as the ALAMEDA
15 COUNTY FIRE DEPARTMENT. Relevant provisions of said Act require that an
16 Employer engage in an *Interactive Process* with an Employee who has a *Known*
17 *Disability*, to see if as a result of providing a *Reasonable Accommodation* that
18 Employee can continue as a productive worker and remain in the workforce after
19 having received such an *Accommodation*.
20

21 LVIII.

22 Plaintiff has a disability as a result of his industrial injuries within the meaning
23 of the *California Fair Employment and Housing Act (FEHA)*.
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1 LIX.

2 Plaintiff has a unique background and skillset by virtue of the training that he
3 received as a U.S. Navy SEAL. That skillset, together with training he received as a
4 Firefighter, qualifies Plaintiff to perform many other job duties other than his job at
5 date of discharge.
6

7 LX.

8 Call surrounded himself in his role as Chief of Operation with Battalion Chiefs
9 and Captains whom he promoted. In 2016, it was alleged that WEEKS had threatened
10 an employee named Stephen Keating. This is not true. The Keating alleged "threat"
11 was not substantiated by the Department's investigation since it showed that the
12 claimed eyewitness, Menise, never witnessed the false event. Despite this, WEEKS
13 was kept on Administrative Leave for two (2) years which allowed his credentials to
14 begin to lapse. The statements of coworkers in the investigation stating that Call was
15 orchestrating a "witch hunt" against WEEKS were ignored by Call and Fire Chief
16 Rocha, as well as Brittney Frye, the Human Resources Senior Representative.
17

18 LXI.

19 WEEKS filed claims of Disability and Veterans Discrimination with the
20 Department Diversity Coordinator Office, and County Diversity Program Office. The
21 County Coordinator was Sal Morales and Brittney Frye was the designated Diversity
22 Coordinator for the Fire Department during the relevant time period. Complaints were
23 made against Rocha and Frye. In deposition testifying as the Person Most
24 Knowledgeable for ACFD, Frye denied this and has also denied being aware of the
25
26

1 fact that ACFD acting through Chief Rocha has claimed that Plaintiff has an anger
2 management disability.

3 **LXII.**

4 Notwithstanding Plaintiff's Post-Traumatic Stress Disorder (PTSD) temporary
5 disability diagnosis, he is qualified by his background, education, experience and
6 training, to accept *Reasonable Accommodations*, had they been offered by his
7 Employer in connection with its duty to engage in the *Interactive Process* to
8 determine if he could perform other job duties within the Department, other than
9 Online Services, and therefore remain a productive Employee. The alleged disability,
10 if true, was a Temporary Disability.

12 **LXIII.**

13 Job duties WEEKS is qualified to perform include, but are not limited to, the
14 following: Training Division; Train and Supervise Yearly Recruit Academy, and the
15 sustainment training required for Online Personnel Training and Evaluation and
16 Probationary Personnel. In the Special Operations Division; training and support for
17 the following programs: Heavy Rescue Team, Water Rescue Team, USAR-Urban
18 Search and Rescue, Hazardous Material Response Team, SCBA Program-
19 (Management of Self Contain Breathing Apparatus Equipment), Bulldozer Program-
20 (Train and Operate and Transport of Heavy Equipment); Emergency Medical Service
21 Division; ACFD Vehicle Maintenance Facility; (Training in Support of All
22 Emergency Medical Technicians and Paramedics and within Fire Prevention Building
23 Inspection and Fire Investigations).

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LXIV.

Defendants, and each of them, have known of Plaintiff's diagnosis of Post-Traumatic Stress Disorder (PTSD) since at least December of 2017, as a result of a *Qualified Medical Examiner* Report prepared in connection with Worker's Compensation claims arising out of industrial injuries sustained by Plaintiff, acting in the course and scope of his employment. Prior to the QME Report, Chief Rocha and Brittney Frye told WEEKS he needed treatment and counseling on or about April of 2017.

LXV.

Notwithstanding Defendants knowledge of the fact that Plaintiff had a disability within the meaning of the provisions of the *California Fair Employment and Housing Act* and notwithstanding the fact that Defendants knew, or should have known, of that condition and of their Statutory obligation to engage in an *Interactive Process* to see if Plaintiff could be continued as an employee by offering a *Reasonable Accommodation* to Plaintiff for his disability, Defendants failed and refused to engage in any *Interactive Process* whatsoever in violation of the provisions of the *California Fair Employment and Housing Act* contained in California Government Code §12940 *et seq.* Defendants have admitted this.

LXVI.

Defendants did not engage in any *Interactive Process* with Plaintiff. Instead Defendants terminated Plaintiff from his position for pretextual reasons. No member of the ACFD has ever been terminated for being involved in mutual swearing with another ACFD employee, off duty and away from the worksite with no nexus to

1 employment. Defendants never considered the option to transfer Plaintiff to duties for
2 which he was well qualified to perform given his unique skillset by virtue of his
3 background, education, experience, knowledge and training as hereinabove alleged,
4 duties that he could have competently performed, notwithstanding his known
5 disability as hereinabove alleged.

6 **WHEREFORE**, Plaintiff prays judgment against Defendants, and each of
7 them, as hereinafter set forth.
8

9 **FIRST CAUSE OF ACTION**

10 **Violation of the California Fair Employment and Housing Act, By Refusal to**
11 **Engage in The Interactive Process**
12 **(Gov't Code §12940 et seq)**

13 **I.**

14 Plaintiff realleges and incorporates by reference, each and every, all and
15 singular, of the General Allegations in paragraphs I through LXVI of the Complaint
16 on file herein.

17 **II.**

18 Defendants failure and refusal to engage in the *Interactive Process* constitutes
19 a violation of the *California Fair Employment and Housing Act (FEHA)*.

20 **III.**

21 There were numerous positions that Plaintiff could have filled, notwithstanding
22 his disability.
23

24 **IV.**

25 As a proximate result of Plaintiff's discharge, he has been harmed in that he
26 has suffered a loss of wages, salary, benefits and additional amounts of money that

1 Plaintiff would have received if he had been permitted to continue in his employment.
2 Plaintiff is presently unable to state the true and exact amount thereof and will seek
3 leave of Court to amend this Complaint to state the true and exact amount thereof
4 when the same becomes known and ascertained, said sum coming within the
5 Unlimited Jurisdiction of the Superior Court. The analysis of Plaintiff's loss of
6 earnings and benefits is the subject of Forensic Econometric testimony at Trial.
7

8 **V.**

9 As a proximate result of Defendants conduct as hereinabove alleged, Plaintiff
10 has suffered and continues to suffer humiliation and emotional distress, physical pain
11 and anguish, all to his damage in a sum coming within the Unlimited Jurisdiction of
12 the Superior Court. Plaintiff is also entitled to recover attorney's fees under *FEHA*.
13

14 **WHEREFORE**, Plaintiff prays judgment against Defendants, and each of
15 them, as hereinafter set forth.

16 **SECOND CAUSE OF ACTION**

17 **Wrongful Discharge in Violation of Fundamental Public Policy**

18 **I.**

19 Plaintiff realleges and incorporates by reference, each and every, all and
20 singular, of the General Allegations in paragraphs I through LXVI of the Complaint
21 on file herein.
22

23 **II.**

24 Plaintiff realleges and incorporates by reference, each and every, all and
25 singular, of the allegations in paragraphs I through V of the First Cause of Action of
26 the Complaint on file herein.

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III.

The provisions of the *California Fair Employment and Housing Act (FEHA)* constitutes a Fundamental Public Policy of the State of California. It is also a Fundamental Public Policy of the State of California that U.S. Veterans are protected from Discrimination against (Veterans Code § 394).

IV.

Defendants knew that Plaintiff had a disability within the meaning of *FEHA* and was obligated to engage in the *Interactive Process* to determine if there were duties within the Department that Plaintiff could perform, notwithstanding Plaintiff's disability secondary to his employment.

V.

Defendants did not comply with this obligation under *California Fair Employment and Housing Act* to engage in the *Interactive Process*. The obligation to do so is not dependent upon a demand by the employee. Defendants had a duty to initiate the process since it had actual knowledge of Plaintiff's disability.

VI.

Both the provisions of *FEHA* and Section 6310 of the California Labor Code protect employees who make workplace related complaints of Cal/OSHA Health and Safety Code Violations. Plaintiff made numerous complaints to the Department about unsafe training practices by Call and related professional training standards violations and Cal/OSHA violations, particularly related to the Quintana event. Plaintiff also complained about Keating's unsafe operation on the occasion of the grass land fire in which Keating had a near miss incident.

1 **VII.**

2 Retaliation against WEEKS by Call and by the Department for these events is
3 a violation of a Fundamental Public Policy of the State of California as provided by
4 Labor Code 6310 and other statutes.

5 **VIII.**

6 The discharge of Plaintiff was based upon pretext, as hereinabove alleged. An
7 employee discharged in violation of the provisions of Labor Code 6310 is entitled to
8 lost wages and benefits and reinstatement.

9 **WHEREFORE**, Plaintiff prays judgment against Defendants, and each of
10 them, as hereinafter set forth.

11 **THIRD CAUSE OF ACTION**

12 **Violation of the California Fair Employment and Housing Act, Based Upon**
13 **Veterans Discrimination**
14 **(Gov't Code § 12940(a) and Military & Veteran Code § 394)**

15 **I.**

16 Plaintiff realleges and incorporates by reference, each and every, all and
17 singular, of the General Allegations in paragraphs I through LXVI of the Complaint
18 on file herein.

19 **II.**

20 Plaintiff realleges and incorporates by reference, each and every, all and
21 singular, of the allegations in paragraphs I through V of the First Cause of Action of
22 the Complaint on file herein.

23 //

24 //

1 III.

2 Plaintiff realleges and incorporates by reference, each and every, all and
3 singular, of the allegations in paragraphs I through VIII of the Second Cause of Action
4 of the Complaint on file herein.

5 IV.

6 As hereinabove alleged, the following members of ACFD, Managing and
7 Supervisory Agents thereof engaged in Discrimination against Plaintiff due to his
8 status as a Veteran of the U.S. Military in violation of Government Code § 12940(a)
9 and Military and Veterans Code § 394 which prohibits Discrimination in employment
10 based upon an employee's status as a Veteran of the U.S. Military.

11 V.

12 As hereinabove alleged, Call, Palmer, Martinez, Lemoine, and Keating acted
13 together and in concert to falsify an allegation against WEEKS claiming that he had
14 threatened to harm a coworker and to concoct a story that WEEKS due to his status as
15 a former member of the U.S. Military posed an extreme risk of workplace violence
16 due to his military training as a U.S. Navy SEAL such that he might "go RAMBO" in
17 the workplace and engage in extreme commando acts of physical violence against the
18 Department or its Officers, Directors and Managing agents or employees.

19 VI.

20 The allegation was false and a complete fabrication. During his tenure as a
21 Firefighter for the ACFD there is no documented threat of violence by WEEKS or any
22 act of violence by WEEKS during his performance of his job duties, or while off duty
23 away from the worksite.

VII.

1
2 Call, Palmer, Lemoine, and Martinez combined to falsely accuse WEEKS of
3 having threatened to cause bodily injury to Keating. Investigation by the ACFD found
4 that the alleged witness to the threat denied ever hearing any threat. The Workplace
5 Violence "Expert" found WEEKS not to be a threat. The ACFD investigation
6 uncovered evidence that many employees of the Department believe that Call was
7 conducting a "witch hunt" to discredit and terminate WEEKS. This information was
8 presented to the ACFD Fire Chief, Rocha, and the HR Representative, Frye, in the
9 Investigator's Report. Both Frye & Rocha concealed these findings contained in the
10 investigation report when they met with WEEKS in a recorded interview in April of
11 2017. Both had a duty to speak the truth to WEEKS who at that point had been off
12 duty for approximately six (6) months based upon false allegations by Martinez.
13 WEEKS was denied Worker's Compensation benefits, the Discipline process,
14 Arbitration, and the protection of Firefighters Bill of Rights, his allegations of
15 Disability and Veterans Discrimination discarded without a hearing. He was told he
16 had a psychological condition that required Counseling and Treatment. WEEKS'
17 rights under Firefighters Bill of Rights as hereinabove alleged were violated. Palmer,
18 working closely with Call, knew of the terms of the "No Contact/Stay Away"
19 restriction imposed on WEEKS when the Martinez allegation was made and despite
20 that continued to contact WEEKS against his will, refused to stay away from WEEKS
21 and provoked a brief swearing exchange lasting approximately thirty (30) seconds,
22 when Palmer refused to leave WEEKS alone. That event became the pretext to
23 terminate WEEKS, depriving WEEKS of employment, his pension, and his career,

1 causing significant financial loss, and emotional distress, according to proof, said sum
2 coming within the Unlimited Jurisdiction of the Superior Court.

3 **VIII.**

4 This pretext was used to discharge WEEKS. No member of ACFD in its
5 history had ever been discharged for cursing when off duty away from the worksite in
6 a swearing exchange with a fellow Union member and coworker.

7 **IX.**

8 Palmer, Call, Martinez, Lemoine and Keating all concocted a claim that
9 WEEKS was a violence threat due to his military service, discriminating against
10 WEEKS due to his Veteran status in violation of California Law as hereinabove
11 alleged.

12 **X.**

13 Rocha knowing that the Martinez allegation had been discredited by the
14 Department's own investigation, nevertheless kept Plaintiff off work and discharged
15 him, and falsely told him the allegations against WEEKS had been sustained.

16 **WHEREFORE**, Plaintiff prays judgment against Defendants, and each of
17 them, as hereinafter set forth.

- 18
- 19 1. For general damages according to proof;
 - 20 2. For damages from mental suffering and emotional distress;
 - 21 3. For loss of earnings according to proof, including front pay;
 - 22 4. For costs of suit incurred herein; and
 - 23 5. For attorney's fees pursuant to Government Code §12940, *et seq.*, (FEHA)
24 and all other relevant statutes.
- 25

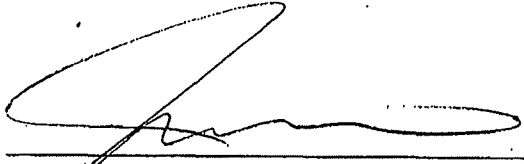
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6. For reinstatement pursuant to the California Labor Code § 6310 and Gov't Code § 8547 *et seq.*;

7. For such other and further relief as the Court deems just and proper.

Dated: October 7, 2020

LAW OFFICES OF JOHN B. McMORROW

By: 

JOHN B. McMORROW

Attorney for Plaintiff, Allan T. Weeks

SUPERIOR COURT OF CALIFORNIA

ALAMEDA COUNTY

ALLAN T. WEEKS

Plaintiff,

v.

ALAMEDA COUNTY FIRE
DEPARTMENT, a Governmental Entity;
BLACK CORPORATION; WHITE
COMPANY; and DOES 1 to 100, inclusive,
and each of them

Defendants.

CASE NO. HG-19014207

*Re-Assigned For All Purposes To
Hon. Stephen Kaus – Dept. 19*

PLAINTIFF'S NOTICE OF TAKING
ORAL DEPOSITION OF DAVID ROCHA

Deponent: David Rocha

Date: September 25, 2019

Time: 10:00 AM


Location: Law Offices of John B. McMorrow
39650 Liberty Street, Suite 250
Fremont, CA 94538

[Complaint filed: April 9, 2019]

NOTICE IS HEREBY GIVEN that Plaintiff, ALLAN WEEKS, by and through his attorney John B. McMorrow, will take the deposition upon oral examination of DAVID ROCHA, whose address is known to Defendant.

ALAMEDA COUNTY FIRE DEPARTMENT

MEMORANDUM

DATE: June 25, 2021
TO: All Personnel
FROM: William L. McDonald, Fire Chief 
SUBJECT: Deputy Chief LeMoine Voluntary Demotion

Deputy Chief LeMoine has requested a voluntary demotion to the rank of Battalion Chief. I have approved his request. His first day as a Battalion Chief will be August 15, 2021. His assignment will be Battalion 7, C-shift.

From: De Jong, Irene V., ACFD <Irene.DeJong@acgov.org>
Sent: Monday, August 30, 2021 4:02 PM
To: ALL ACFD <ALLACFD@acgov.org>
Subject: ACFD HR Transition
Importance: High

Hi All,

HR Manager Brittney Frye will be resigning from the County, and her last day with the Fire Department is Friday, September 3. Brittney has spent several years with ACFD as HR Trainee, HR Officer and most recently as HR Manager, and we appreciate her service to the organization.

Effective September 6, 2021, Megan O'Donoghue will be acting HR Manager, and Carmel Figueroa will be acting HR Officer. If you have any HR-related questions or inquiries, please reach out to Megan or Carmel.

As both Megan and Carmel step in their new roles, I would like to encourage all personnel to assist and support them in this transition.

.

Sincerely,

Irene de Jong, Administrative Services Director

Alameda County Fire Department

6363 Clark Avenue, Dublin, CA 94568

(925) 833-3473 ext 1112 Office | (925) 875-9387 Facsimile

ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

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601 GATEWAY BLVD., SUITE 1000
SO. SAN FRANCISCO, CA 94080

TEL: (650) 589-1660
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KEVIN T. CARMICHAEL
CHRISTINA M. CARO
JAVIER J. CASTRO
THOMAS A. ENSLOW
KELILAH D. FEDERMAN
ANDREW J. GRAF
TANYA A. GULESSERIAN
KENDRA D. HARTMANN*
DARIEN K. KEY
RACHAEL E. KOSS
AIDAN P. MARSHALL
TARA C. MESSING

Of Counsel
MARC D. JOSEPH
DANIEL L. CARDOZO

**Not admitted in California.
Licensed in Colorado.*

September 8, 2021

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
SEP 17 PM 3:40
BY [Signature]

Sent Via Email and Overnight Mail

Public Safety and Neighborhood Services Committee Members
c/o John Carroll, Assistant Clerk
San Francisco Board of Supervisors
City Hall, 1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
john.carroll@sfgov.org

Michael Carlin
Acting General Manager
San Francisco Public Utilities Commission
525 Golden Gate Avenue
San Francisco, CA 94102
MCarlin@sfgwater.org

**Subject: Agenda Item 5, September 9, 2021, Public Safety and
Neighborhood Services Committee (File # 210536); Proposal for
Expansion of Requirements for Alternate Water Sources
for Non-Potable Applications**

Dear Mr. Carlin and Mr. Bintliff,

I am writing on behalf of the California State Pipe Trades Council and Plumbers and Pipefitters UA Local 38 in strong support of adoption of proposed Ordinance 210536 - Alternate Water Sources for Non-Potable Applications. Among other actions, the proposed ordinance amends the City Health Code to (1) lower the threshold from 250,000 to 100,000 square feet of gross floor area for requiring that new buildings be constructed, operated, and maintained using specified alternate water sources for required non-potable uses; (2) exempt certain affordable housing

4846-002j

September 8, 2021

Page 2

projects and property uses from that requirement; (3) require that certain categories of new buildings use specific sources of non-potable water for specific purposes; and (4) requires completion of reports on purified water, recycled water, and Non-potable District Systems.

This proposal before you was developed pursuant to Section 909, subdivision (c) of Ordinance 200701 (All-Electric Building Standard), which requires: “Concurrent with implementation of the All-Electric building requirement, the San Francisco Public Utilities Commission will evaluate opportunities for the expansion of non-potable onsite water treatment systems, graywater heat recovery systems, and solar thermal water heating, and shall present findings and recommendations to the Board of Supervisors by no later than March 1, 2021.”

The California State Pipe Trades Council and UA Local 38 would like to thank Supervisor Mandelman for his leadership in moving this ordinance forward, along with the co-sponsors, Supervisors Mar, Malgar and Ronen. We would also like to thank the leadership and staff at the SFPUC and the San Francisco Department of Environment. In particular, Michael Carlin, Paula Kehoe, John Scarpulla, Barry Hooper and Cyndy Comerford have been invaluable in identifying a pathway to expand the City’s water re-use requirements in a reasonable and feasible way.

We look forward to continued collaboration with the City particularly as it seeks to identify and implement recommendations from the reports required under this ordinance related to expansion of the City’s recycled water treatment facilities and purple water district maps, renewable gas pilot projects and opportunities to implement more efficient water pre-heating technologies such as thermal solar systems, geothermal hot water systems, and gray/wastewater pre-heating systems.

In addition, we would like to thank Sierra Club, NRDC and Blue Green Alliance for their longstanding work on water conservation issues and their recognition of the natural relationship between building decarbonization efforts and building water efficiency efforts. We would also like to thank them for their commitment to recognizing the need to identify a just transition path where greenhouse gas reduction policies inequitably impact certain classes of workers.

September 8, 2021

Page 3

Currently 100% of California is experiencing drought conditions, with 96% of the state in severe drought conditions and 88% in extreme drought conditions.¹ California Reservoirs, such as Lake Oroville are at historic low levels. Reservoirs fed by the Colorado River have also fallen to historically low levels.² Droughts of this severity are expected to increase in frequency as a result of climate change.

The California Department of Water Resources recently released a report finding that “Climate change is expected to affect California’s water supply conditions over the long term, with a significant impact being reduction in mountain snowpack.”³ The Governor’s Office of Planning and Research, the California Energy Commission, and the California Natural Resources Agency released their Fourth Climate Change Assessment in 2018, which concluded that “**[b]y 2050, the average water supply from snowpack is projected to decline to 2/3 from historical levels.** If emissions reductions do not occur, water from snowpack could fall to less than 1/3 of historical levels by 2100.”⁴ The Public Policy Institute of California, a non-profit non-partisan think tank noted “California’s climate is warming and becoming more variable. **Rising temperatures are making droughts more intense, and dry years are occurring more frequently.**”⁵

Water reuse is one of the most efficient and cost-effective ways to improve drought resilience in California. Currently, most buildings use potable water to supply the non-potable water demands from toilet and urinal flushing, floor trap priming, cooling towers, and air-conditioning devices. Dual plumbing of buildings allows those non-potable water demands to be met by non-potable water sources such as recycled water or onsite-treated graywater, rainwater and foundation drainage. Onsite treatment and reuse of available onsite rainwater, graywater and foundation drainage in buildings provides a proven avenue for reducing the use of potable water in non-potable water building applications where recycled water is not available for such uses. Water reuse also reduces long term operational costs for a building, particularly as potable water costs rise with supplies not meeting demand. This reduction in annual utility costs particularly benefits owners and tenants of multi-family affordable housing units.

¹ <https://www.drought.gov/states/california>.

² <https://www.dailymail.co.uk/news/article-9962047/California-droughts-reduce-Lake-Oroville-levels-historic-low-24-cent-capacity.html>.

³ DWR: Drought in California 2021 at p. 10.

⁴ California’s Fourth Climate Change Assessment, summary brochure pg.5, https://www.energy.ca.gov/sites/default/files/2019-11/20180827_Summary_Brochure_ADA.pdf

⁵ [Public Policy Institute. Water and a Changing Climate at p. 1-2.](#)
4846-002j

September 8, 2021
Page 4

The City's current mandates to re-use graywater and wastewater in order to reduce water demand are no longer sufficient. The SFPUC has estimated that the proposed changes in this ordinance could double the amount of water savings in residential and mixed-use buildings to 30% of total indoor potable water demand and offset up to 75% of total indoor potable water demand in commercial buildings, up from the 15% conserved under current requirements. These additional savings would offset the water use of roughly 5,500 San Francisco residents per day.

This ordinance not only expands those water reuse requirements it also provides the dual benefit of ensuring that plumbers who may lose jobs due to building electrification mandates are provided a just transition. This ordinance fulfills the promise of a new green economy by replacing lost jobs installing gas piping with new plumbing jobs making buildings drought resistant. Adopting water-reuse requirements concurrently with building electrification requirements reduces impacts on workers at minimal additional cost to builders. Where gas piping is eliminated, dual piping for non-potable water uses will be installed in its place.

This ordinance is a major step forward for San Francisco in creating buildings for the 21st century that are less greenhouse gas intensive, are drought-resistant, and continue to provide good jobs for plumbers and other construction workers in San Francisco. The California State Pipe Trades Council and UA Local 38 respectfully urges adoption of this ordinance.

Sincerely,



Thomas A. Enslow

TAE:lj

cc: Jacob Bintliff, jacob.bintliff@sfgov.org

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Cannabis is already over taxed.
Date: Monday, September 20, 2021 1:34:00 PM

From: Tony Bowles <tonebowles@gmail.com>
Sent: Sunday, September 19, 2021 5:36 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Cannabis is already over taxed.

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

Dear Supervisors,

I am writing to you as Chair of the Bay Area Chapter of Americans for Safe Access in regards to Cannabis Gross Receipt Tax legislation that is due by the end of the year. Prop D, which was deferred a year due to Covid, is due to take effect at 5% on January 1, 2022, if a new law, lowering the rate, is not passed by then.

We encourage efforts to buy SF Canabis who is working with Supervisor Rafael Mandelman to craft a bill that is not as draconian.

We urge you to support these efforts. Cannabis is already over taxed, patients and consumers should not have to pay taxes over 50 times other products.

I would love to discuss this matter more with you. I look forward to your response.

Sincerely, and in solidarity,
Tony Bowles, Chair, Bay Area ASA
202-509-6119
www.facebook.com/BayAreaASA

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS Legislation, \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Letter of support, 530 Sansome Street Project
Date: Monday, September 20, 2021 4:20:00 PM
Attachments: [530 Sansome support letter .docx](#)

From: Cynthia Gómez <cgomez@unitehere2.org>
Sent: Monday, September 20, 2021 4:02 PM
To: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; hilary.ronen@sfgov.org; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Letter of support, 530 Sansome Street Project

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

Dear President Walton and honorable members of the Board of Supervisors,

Please find the attached letter, in support of the approved mixed-use project at 530 Sansome Street.

Thank you,

--

Cynthia Gómez
Senior Research Analyst
she/her/hers
UNITE/HERE, Local 2
209 Golden Gate Avenue
San Francisco, CA 94102
cgomez@unitehere2.org
[415.864.8770](tel:415.864.8770), ext. 763



UNITE HERE!

September 20, 2021

The Honorable Shamann Walton
President, Board of Supervisors
City and County of San Francisco

Dear President Walton and honorable members of the Board of Supervisors,

We are pleased to write this letter in support of the proposed project at 530 Sansome Street.

As a union representing hospitality employees, we are concerned with whether new jobs created in this industry will serve to lift up the community by providing leading wages and working conditions for the hardworking people who work in our city's hotels. Hotel developers have historically supported the creation of good quality jobs by agreeing to remain neutral and present no encumbrances to efforts by their employees to form a union. The developer of this project has worked with our union to sign such an agreement, and has also signed an agreement that will cover the building trades for the construction of the hotel.

This project will undertake to provide the city with a new and improved fire station, which we understand is sorely needed and will better meet the needs of the hardworking firefighters who protect our city and its residents.

We support this project for its various benefits, including, most crucially, its guarantees of good quality jobs in this critical industry for San Francisco.

Please feel free to contact me if you have further questions.

Sincerely,

Cynthia Gómez
Senior Research Analyst
Unite Here, Local 2

Michael Casey
President

Chito Cuéllar
Vice-President

Tina Chen
Secretary-Treasurer

DEPARTMENT OF GENERAL SERVICES
BUILDING STANDARDS COMMISSION

2525 Natomas Park Drive, Suite 130
Sacramento, California 95833-2936
(916) 263-0916

RECEIVED
GOVERNOR GAVIN NEWSOM
BOARD OF SUPERVISORS
SAN FRANCISCO

2021 SEP 20 PM 3:42

BY JA

August 23, 2021

Angela Calvillo, Clerk of the Board
City Hall
City and County of San Francisco
1 Dr. Carlton B Goodlett Place, Room 244
San Francisco, CA 94102-4689

RE: Ordinance # 077-21

Dear Ms. Calvillo:

This letter is to advise you of our determination regarding the referenced ordinance with express findings received from your agency on 6/18/21.

Our review finds the submittal to contain five ordinances modifying provisions of the 2019 California Building Standards Code in Title 24, California Code of Regulations (code), and express findings complying with Health and Safety Code Sections 17958.7 and 18941.5. The code modifications are accepted for filing and are enforceable. This letter attests only to the satisfaction of the cited law for filing of local code amendment supported by an express finding with the California Building Standards Commission (CBSC). CBSC is not authorized by law to evaluate the merit of the code modification or the express finding.

Local modifications to the code are specific to a particular edition of the code. They must be readopted and filed with CBSC in order to remain in effect when the next triennial edition of the code is published.

On a related matter, should your city and county receive and ratify Fire Protection District ordinances making modifications to the code, be advised that Health and Safety Code Section 13869.7(c) requires such ratified ordinances and express findings to be filed with the Department of Housing and Community Development, Division of Codes and Standards, State Housing Law Program, rather than CBSC. Also, ordinances making modifications to the energy efficiency standards of the code may require approval from the California Energy Commission pursuant to Public Resources Code Section 25402.1(h)(2).

If you have any questions or need any further information, you may contact me at (916) 263-0916.

Sincerely,


Enrique M. Rodriguez
Associate Construction Analyst

cc: CBSC Chron
Local Filings


**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

Telephone: (916) 445-7000 FAX: (916) 445-7053

 calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

Armando Quintero, Director

 RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2021 SEP 20 PM 3:43

 BY JA

September 17, 2021

 San Francisco County Board of Supervisors
Clerk of the Board
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, California 94102

RE: Hobart Building Listing in the National Register of Historic Places

Dear Board of Supervisors:

I write to notify you that on September 10, 2021, the above-named property was placed in the National Register of Historic Places (National Register). As a result of being placed in the National Register, this property has also been listed in the California Register of Historical Resources, pursuant to Section 4851(a)(2) of the Public Resources Code.

Placement on the National Register affords a property the honor of inclusion in the nation's official list of cultural resources worthy of preservation and provides a degree of protection from adverse effects resulting from federally funded or licensed projects. Registration provides a number of incentives for preservation of historic properties, including special building codes to facilitate the restoration of historic structures, and certain tax advantages.

There are no restrictions placed upon a private property owner with regard to normal use, maintenance, or sale of a property listed in the National Register. However, a project that may cause substantial adverse changes in the significance of a registered property may require compliance with local ordinances or the California Environmental Quality Act. In addition, registered properties damaged due to a natural disaster may be subject to the provisions of Section 5028 of the Public Resources Code regarding demolition or significant alterations, if imminent threat to life safety does not exist.

If you have any questions or require further information, please contact the Registration Unit at (916) 445-7004.

Sincerely,

 Julianne Polanco
State Historic Preservation Officer

Enclosure: National Register Notification of Listing

September 17, 2021

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 9/10/2021 THROUGH
9/17/2021

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference
Number, NHL, Action, Date, Multiple Name

CALIFORNIA, SAN FRANCISCO COUNTY,
Hobart Building,
582-592 Market St.,
San Francisco, SG100006911,
LISTED, 9/10/2021



JAPANESE BILINGUAL
BICULTURAL PROGRAM

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2021 SEP 20 PM 3:57

BY

JA

Parent, Teacher and
Community Council of the
Japanese Bilingual
Bicultural Program
(PTCC-JBBP)

2021-2022
Board of Directors

Co-Chairs:
Kei Fujimura
Josh Williams

Co-Secretaries:
Amber Baur
Laura Schmidt-Nojima

Treasurer:
Erik Satow

Family Members:
Kacey Nakashima
Yukari Noguchi

Staff Members:
Cindy Mar
Kaori Waki

Community Members:
Naomi Nishioka
Robert Rusky

Advisory Board Members:
Karen Kai
Anne Matsuno
Glynis Nakahara
Naomi Nishioka
Robert Rusky
Richard Wada
Bruce Waters

September 15th, 2021

Board of Supervisors
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102

Dear Board of Supervisors,

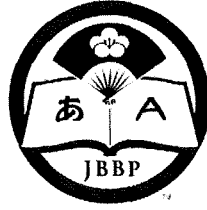
The Parent Teacher Community Council of the Japanese Bilingual Bicultural Program (PTCC-JBBP) at Rosa Parks Elementary School opposes the sale and conversion of Hotel Buchanan into permanent units for the unhoused proposed by the City's Department of Homelessness and Supportive Housing (HSH).

Founded almost 50 years ago in 1973 as one of the School District's first bilingual programs, JBBP has introduced thousands of students to Japanese and Japanese American language and culture. JBBP has especially prospered at Rosa Parks Elementary School in the Western Addition since 2006, where it benefits from its close proximity to Japantown and is able to be actively part of the neighborhood community.

Our program has seen how important a strong local merchant base is to the economic and cultural life of a community. Our students take field trips across Geary Blvd. to learn about their cultural history through meeting Japantown's Japanese and Japanese American merchants. This is an important part of our program as one of our principles is to preserve

and advance not only the Japanese language but also culture for future generations. Faced with the pandemic and commercial shutdown, however, our merchants are struggling to survive. The sale and conversion of the Hotel Buchanan, one of the few affordable tourist hotels in the neighborhood, will cause deep economic harm to this already struggling community and to the cultural resource they embody. And that, in turn, will cause serious harm to the educational experience of current and future students.

Additionally, JBBP has a direct connection to the Nihonmachi Little Friends (NLF) through both its preschool and afterschool programs, which many Rosa Parks JBBP students attended and still attend. We heard testimonies from the 8/26/2021 HSH community meeting about how the NLF staff remove used hypodermic needles and human feces left from the temporary residents



JAPANESE BILINGUAL
BICULTURAL PROGRAM

Parent, Teacher and
Community Council of the
Japanese Bilingual
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(PTCC-JBBP)

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Kei Fujimura
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Robert Rusky

Advisory Board Members:
Karen Kai
Anne Matsuno
Glynis Nakahara
Naomi Nishioka
Robert Rusky
Richard Wada
Bruce Waters

sheltered at the next-door Buchanan Hotel. We heard testimony about the belligerence that families currently face when dropping off their preschoolers at NLF. One father spoke about how he and his child had to run and seek shelter in the preschool to escape from a belligerent resident individual. We heard that there is an increase of second-hand smoke from the hotel residents, which presents a health hazard to the developing lungs of preschoolers, where consequences include more and frequent asthma attacks, respiratory infections and ear infections (www.cdc.gov). We learned that when HSH's retained shelter managers were approached with these serious health and safety concerns, they simply stated that these occur outside the hotel and there is nothing that they can do about it. Given these experiences and the lack of support provided to the neighborhood, we are deeply concerned about the safety and wellbeing of current and future students, should the sale move forward.

Lastly, much has already been said about the rushed and non-inclusive process HSH applied to this process, and we share those sentiments. Of the 100s of options, the Hotel Buchanan was the only tourist hotel selected in the final set. In addition to being adjacent to a preschool, it is next to a community center and cultural hub that supports neighborhood youths and seniors, as well as several assisted living and elder care facilities that are home to Japanese American community elders. This sale would be hugely detrimental to our community. We ask Mayor Breed, the Board of Supervisors, and DSHS to prioritize supporting the economic, cultural, and educational interests of the Japantown community and halt the planned sale of Hotel Buchanan.

Sincerely,

The Parent Teacher Community Council of the Japanese Bilingual Bicultural Program at Rosa Parks Elementary School

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Please reconsider the acquisition of Hotel Buchanan
Date: Tuesday, September 21, 2021 11:17:00 AM

From: JBBP Info <info@jbbpsf.org>
Sent: Friday, September 17, 2021 12:18 PM
To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: McSpadden, Shireen (HOM) <shireen.mcspadden@sfgov.org>; PTCC JBBP Board 2011-12 <boardmembers2011@jbbpsf.org>
Subject: Please reconsider the acquisition of Hotel Buchanan

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

September 17th, 2021

Honorable London Breed
The Mayor
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place
City Hall, Room 200
San Francisco, CA 94102

Board of Supervisors
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102

Dear Mayor Breed and the Board of Supervisors,

The Parent Teacher Community Council of the Japanese Bilingual Bicultural Program (PTCC-JBBP) at Rosa Parks Elementary School opposes the sale and conversion of Hotel Buchanan into permanent units for the unhoused proposed by the City's Department of Homelessness and Supportive Housing (HSH).

Founded almost 50 years ago in 1973 as one of the School District's first bilingual programs, JBBP has introduced thousands of students to Japanese and Japanese American language and culture. JBBP has especially prospered at Rosa Parks Elementary School in the Western Addition since 2006, where it benefits from its close proximity to Japantown and is able to be actively part of the neighborhood community.

Our program has seen how important a strong local merchant base is to the economic and cultural life of a community. Our students take field trips across Geary Blvd. to learn about their cultural history through meeting Japantown's Japanese and Japanese American merchants. This is an important part of our program as one of our principles is to preserve and advance not only the Japanese language but also culture for future generations. Faced with the pandemic and commercial shutdown, however, our merchants are struggling to survive. The sale and conversion of the Hotel Buchanan, one of the few affordable tourist hotels in the neighborhood, will cause deep economic harm to this already struggling community and to the cultural resource they embody. And that, in turn, will cause serious harm to the educational experience of current and future students.

Additionally, JBBP has a direct connection to the Nihonmachi Little Friends (NLF) through both its preschool and afterschool programs, which many Rosa Parks JBBP students attended and still attend. We heard testimonies from the 8/26/2021 HSH community meeting about how the NLF staff remove used hypodermic needles and human feces left from the temporary residents sheltered at the next-door Buchanan Hotel. We heard testimony about the belligerence that families currently face when dropping off their preschoolers at NLF. One father spoke about how he and his child had to run and seek shelter in the preschool to escape from a belligerent resident individual. We heard that there is an increase of second-hand smoke from the hotel residents, which presents a health hazard to the developing lungs of preschoolers, where consequences include more and frequent asthma attacks, respiratory infections and ear infections (www.cdc.gov). We learned that when HSH's retained shelter managers were approached with these serious health and safety concerns, they simply stated that these occur outside the hotel and there is nothing that they can do about it. Given these experiences and the lack of support provided to the neighborhood, we are deeply concerned about the safety and wellbeing of current and future students, should the sale move forward.

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Supervisors, and DSHS to prioritize supporting the economic, cultural, and educational interests of the Japantown community and halt the planned sale of Hotel Buchanan.

Sincerely,

The Parent Teacher Community Council of the Japanese Bilingual Bicultural Program
at Rosa Parks Elementary School

cc:

Ms. Shireen McSpadden

Director

Department of Homelessness and Supportive Housing (HSH)

P.O. Box 427400

San Francisco, CA 94142

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Wong, Linda \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: SUPPORT- Agenda Item 6. Option for 30 Light Rail Vehicles
Date: Monday, September 20, 2021 1:40:00 PM
Attachments: [SPUR-BOS-Item 6 SFMTA LRV.pdf](#)

From: Laura Tolkoff <ltolkoff@spur.org>
Sent: Monday, September 20, 2021 12:05 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: SUPPORT- Agenda Item 6. Option for 30 Light Rail Vehicles

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

Dear President Walton and San Francisco Board of Supervisors:

SPUR supports moving forward with the request to exercise an option to purchase 30 new light rail vehicles. These vehicles provide important upgrades to Muni's fleet, including reduced operating costs and more reliable service—both of which are important building blocks for SFMTA's financial future and will help serve San Francisco residents better.

Best regards,

Laura Tolkoff, AICP (she • her)
Transportation Policy Director | [SPUR](#)
ltolkoff@spur.org



The [SPUR Regional Strategy](#) has landed

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SPUR

San Francisco | San Jose | Oakland

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

September 19, 2021

Re: Agenda Item 6. Option for 30 Light Rail Vehicles

Dear President Walton and San Francisco Board of Supervisors,

SPUR supports moving forward with the request to exercise an option to purchase 30 new light rail vehicles. These vehicles provide important upgrades to Muni's fleet, including reduced operating costs and more reliable service—both of which are important building blocks for SFMTA's financial future.

Thank you for providing the opportunity to support this procurement, which will help make Muni better able to support San Francisco's residents. Please do not hesitate to reach out with any questions or concerns.

Sincerely,

Laura Tolhoff
Transportation Policy Director

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Wong, Linda \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Support for Item 6, Contract Option for Light Rail Vehicles
Date: Tuesday, September 21, 2021 10:11:00 AM
Attachments: [SFTR Comment re Item 6 09.21.21 Light Rail Vehicles.pdf](#)

From: Cat Carter <cat@sftransitriders.org>
Sent: Tuesday, September 21, 2021 9:04 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: MTABoard <MTABoard@sfmta.com>; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>; Kirschbaum, Julie (MTA) <Julie.Kirschbaum@sfmta.com>; Breedstaff@sfgov.org; Sweet, Alexandra C. (MYR) <alexandra.c.sweet@sfgov.org>
Subject: Support for Item 6, Contract Option for Light Rail Vehicles

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

Hello,

Find attached our letter of support for the option to purchase light rail vehicles.

Best,
Cat

--

Cat Carter
Communications & Policy Director
Pronouns: she, her
San Francisco Transit Riders
[It's Transit Month!](#)



September 21, 2021

President Shamann Walton
Members, San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: Item 6, SFMTA Contract Option for 30 Light Rail Vehicles

Dear President Walton and Members of the Board of Supervisors,

San Francisco Transit Riders works for efficient, affordable, and growing public transit to serve all San Franciscans. We urge approval of the proposed contract option to secure savings now to potentially expand SFMTA's fleet of light rail vehicles in the future.

As you are aware, this contract provides flexibility to cancel, while securing significant savings if SFMTA determines to proceed with procurement. Further, SFMTA has until June of 2025 to make the decision and won't incur costs until 2026.

Growing transit ridership is key to our city's efforts to address our declared climate emergency, to make our streets safer, to improve our air quality, and to increase mobility, equity, and access. This option provides flexibility to serve the growing ridership necessary to meet our city's goals, while delivering significant savings.

The increased efficiency of the new vehicles combined with the cost savings of this contract means more resources can be put towards other needs of the Muni system. Since SFMTA faces an enormous backlog in repairs, maintenance, and capital improvements, we urge approval of this contract as a step towards addressing that backlog and building for the future.

Please vote to approve the contract option.

Sincerely,

A handwritten signature in black ink, appearing to be "Cat Carter". The signature is fluid and cursive, with the first name "Cat" and last name "Carter" clearly distinguishable.

Cat Carter
Policy & Communications Director
San Francisco Transit Riders

Cc: The Honorable London Breed, Mayor of San Francisco
Board of Directors, SFMTA
Jeff Tumlin, Director of Transportation, SFMTA
Julie Kirschbaum, Director of Transit, SFMTA

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: 5 Letters regarding the Great Highway
Date: Tuesday, September 21, 2021 10:17:24 AM
Attachments: [5 Letters regarding the Great Highway.pdf](#)

Hello,

Please see attached, 5 Letters regarding the Great Highway.

Regards,

John Bullock
Board of Supervisors - Clerk's Office
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184

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

From: [Teresa Shaw](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors, \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); info@openthegreathighway.com; [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); clerk@sfcta.org
Subject: Re: Great Highway: Closure at Friday 12PM does not work -
Date: Sunday, September 19, 2021 9:53:44 PM

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

My name is Teresa Shaw
My email address is terishaw@pacbell.net

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

The first week of the Mayor's compromise plan under which the Great Highway is open to cars Monday through Friday until noon is now behind us. Aside from a couple of Critical Mass-like stunts by the no-compromise zealots, and a few issues with signage and the timing of the gate closures, the new arrangement seemed to go smoothly and to accommodate all interests.

However, the point of the compromise arrangement is to allow drivers to use the Highway during the week, when they are taking kids to school, traveling to and from jobs, etc. There seems to be little rhyme or reason to closing the Highway so early on Fridays, forcing people who are trying to get home to start their weekends to be caught up in the traffic mess that the closed Highway brings. Friday also tends to be "getaway" day, with many folks trying to leave town (including many who want the Highway closed to drivers), and cutting off this access route makes little sense. Indeed, the traffic conditions reverted to "horrendous" this first Friday once the Great Highway was closed, just as the work week was winding down.

That said, I ask that you adjust the closure hours so that the Great Highway is available to drivers through Friday's evening commute. Keep in mind, once it's dark, no one is using it but vehicles. Rather than closing it at noon on Fridays, let the closure wait until 6:00 a.m. on Saturday, consistent with Monday's 6:00 a.m. reopening.

Thank you for your time.

Sincerely,
Teresa Shaw

<https://www.openthegreathighway.com/gh-friday-closure-at-12pm>

From: [LeeHues](#)
To: [Mayor Myra \(BOS\)](#), [Evelyn Chan \(BOS\)](#), [Lenny Mitt \(BOS\)](#), [Board of Supervisors \(BOS\)](#), [Breen, Hilary](#), [Watson, Sherman \(BOS\)](#), [Walker, Scott - Senator](#), [Salinas, Catherine \(BOS\)](#), [Pucklin, Aaron \(BOS\)](#)
Subject: FW: The Great Walkway is not for cars
Date: Sunday, September 19, 2011 8:55:39 AM

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

FYI
Lee Heidhues

In Solidarity
Sent from my Sprint Phone.

----- Original message -----

From: leerosh <leerosh@gmail.com>
Date: 9/19/21 5:06 AM (GMT-08:00)
To: 'Chan, Connie (BOS)' <connie.chan@sfgov.org>, 'ChanStaff (BOS)' <chanstaff@sfgov.org>, myrna.melgar@sfvov.org, Mar Gordon <gordon.mar@sfgov.org>, 'Board of Supervisors, (BOS)' <board.of.supervisors@sfgov.org>
Cc: Elizabeth Heidhues <eheidhues@gmail.com>, jeff.cretani@sfgov.org, andy.lynych@sfgov.org
Subject: The Great Walkway is not for cars

Editorial: SF jumped the gun in its Great Highway reopening. That can't happen at JFK <https://avanan.url-protection.com/v1?url=https://www.sfchronicle.com/opinion/openforum/article/Editorial-SF-jumped-the-gun-in-its-Great-Highway-16469050.php&gclid=CNjZjzJA1MInlyOWZlODhmYg==&h=NDgSNGNnSjQsMjY0NjhhMzI5ZWJjNTk1NzFmYTlRkZgc0NmIjYjMyMGZAYTNzTjJyZk0Mj0MFWUwMmZlMmY3Ng==&p=YYAaOnNmZHQyOmF2YWShbjpOmIZTlyMDRjN2NmMDA3ZjhhNmIzY2I4M2NlODQ2YTc2OwYx>

Dear City Hall
Check this out fossil fuel love loving Supervisors
Backroom deal makers of August
Those who blow off their close political allies
Those who are engaging in needless compromise subservience with City Hall need to stand firm
IN SOLIDARITY

In Solidarity
Sent from my Sprint Phone.

From: [Pramjit Kaur](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors, \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); info@openthegreathighway.com; [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); clerk@sfcta.org
Subject: Re: Great Highway: Closure at Friday 12PM does not work -
Date: Friday, September 17, 2021 7:07:04 AM

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

My name is Pramjit Kaur
My email address is gurdialavtar@gmail.com

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

The first week of the Mayor's compromise plan under which the Great Highway is open to cars Monday through Friday until noon is now behind us. Aside from a couple of Critical Mass-like stunts by the no-compromise zealots, and a few issues with signage and the timing of the gate closures, the new arrangement seemed to go smoothly and to accommodate all interests.

However, the point of the compromise arrangement is to allow drivers to use the Highway during the week, when they are taking kids to school, traveling to and from jobs, etc. There seems to be little rhyme or reason to closing the Highway so early on Fridays, forcing people who are trying to get home to start their weekends to be caught up in the traffic mess that the closed Highway brings. Friday also tends to be "getaway" day, with many folks trying to leave town (including many who want the Highway closed to drivers), and cutting off this access route makes little sense. Indeed, the traffic conditions reverted to "horrendous" this first Friday once the Great Highway was closed, just as the work week was winding down.

That said, I ask that you adjust the closure hours so that the Great Highway is available to drivers through Friday's evening commute. Keep in mind, once it's dark, no one is using it but vehicles. Rather than closing it at noon on Fridays, let the closure wait until 6:00 a.m. on Saturday, consistent with Monday's 6:00 a.m. reopening.

Thank you for your time.

Sincerely,
Pramjit Kaur

<https://www.openthegreathighway.com/gh-friday-closure-at-12pm>

From: [Tris Thomson](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors, \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); info@openthegreathighway.com; [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); clerk@sfcta.org
Subject: Re: Great Highway: Closure at Friday 12PM does not work -
Date: Thursday, September 16, 2021 12:35:43 PM

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

My name is Tris Thomson
My email address is tris.thomson@comcast.net

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

Closure at Noon Fridays is insane. That just brings back the permanent-closure-MISERY to everyone who went somewhere Friday morning only to find the permanent-closure IMPOSSIBILITY to cross Golden Gate Park in any rational manner.

The first week of the Mayor's compromise plan under which the Great Highway is open to cars Monday through Friday until noon is now behind us. Aside from a couple of Critical Mass-like stunts by the no-compromise zealots, and a few issues with signage and the timing of the gate closures, the new arrangement seemed to go smoothly and to accommodate all interests.

However, the point of the compromise arrangement is to allow drivers to use the Highway during the week, when they are taking kids to school, traveling to and from jobs, etc. There seems to be little rhyme or reason to closing the Highway so early on Fridays, forcing people who are trying to get home to start their weekends to be caught up in the traffic mess that the closed Highway brings. Friday also tends to be "getaway" day, with many folks trying to leave town (including many who want the Highway closed to drivers), and cutting off this access route makes little sense. Indeed, the traffic conditions reverted to "horrendous" this first Friday once the Great Highway was closed, just as the work week was winding down.

That said, I ask that you adjust the closure hours so that the Great Highway is available to drivers through Friday's evening commute. Keep in mind, once it's dark, no one is using it but vehicles. Rather than closing it at noon on Fridays, let the closure wait until 6:00 a.m. on Saturday, consistent with Monday's 6:00 a.m. reopening.

Thank you, Tris N. Thomson

Thank you for your time.

Sincerely,
Tris Thomson

<https://www.openthegreathighway.com/gh-friday-closure-at-12pm>

From: [Mary Ann Nihart](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors, \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); [clerk@sfcta.org](#); [info@openthegreathighway.com](#)
Subject: Re: Great Highway: A Temporary Success Story -
Date: Monday, September 20, 2021 12:05:26 PM

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

My name is Mary Ann Nihart
My email address is mnihart@gmail.com

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

I am writing in response to Mayor London Breed's recent decision to reopen the Upper Great Highway. I appreciate this first step to relieving the distress and inconvenience that many residents in the Sunset and Richmond Districts, as well as others throughout the city and beyond, have experienced since the Highway was abruptly closed sixteen months ago. This may be a good start, but it is not enough.

The Upper Great Highway will still remain closed from Friday afternoon until Monday morning and on holidays, during which time all of the impacts of diverting thousands of cars into a quiet, residential neighborhood, and traffic congestion in Golden Gate Park will continue. Cars and trucks will clog quiet streets; pedestrian and traffic safety will be at risk; greenhouse gas emissions due to drivers spending more time in their cars while they detour around the Great Highway will increase; and emergency vehicle response will be slowed, when a few seconds can mean the difference between life and death.

Additionally, there are plans to replace this temporary Emergency Order with a pilot program that could again completely close the Great Highway for two more years, continuing the problems that have plagued the Western part of San Francisco for over a year. And this pilot program will be conducted without an Environmental Impact Report as mandated by the California Environmental Quality Act.

Friday night becomes a disaster on the Great Highway. The neighborhood is totally impacted by frustrated drivers and bicycles that manage some how to not get hit. Friday night the park is totally blocked so you are forced to go to Lincoln to get to Sunset Blvd. My beautiful, quiet twenty minute commute to get across the western part of the City has turned into an hour long nightmare to end my week on Fridays. We got through the worst of the pandemic and we understood and were patient, but closing Friday afternoon is nuts - take Saturday and Sunday but we really need it reopened on Friday evening. Many employees of the VA live in the blvd and take this path to work. We have been working through the entire pandemic only to be confronted with this obstruction.

Please resist those who do not want the highway shared, and who have proposed introducing a skatepark, food trucks, and entertainment on the Upper Great Highway in total disregard of the impacts that will be suffered by the residential community, the pristine quiet beach, and the National Wildlife Sanctuary.

I urge you to fully reopen the Upper Great Highway as soon as possible and to keep it open until the City conducts an EIR to study the impacts of any pilot project. Any change to its use should be done only after a full and fair review of all of the impacts resulting from a closure.

As the Sierra Club has written: "Evaluating environmental damage after a Pilot Project has been in place for two years - or in this case a potential total of over 3 years - is a bit like closing the barn door after the horse has escaped."

Please, stop this Highway Robbery.

Thank you for your time.

Sincerely,
Mary Ann Nihart

<https://www.openthegreathighway.com/ugh-next-steps>

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Major, Erica \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: 155 Letters for File No. 210944
Date: Tuesday, September 21, 2021 10:37:00 AM
Attachments: [155 Letters regarding File No. 210944.pdf](#)

Hello,

Please see attached letters for File No. 210944.

File No. 210901 – Creation of a “Beach to Bay” Car-Free Connection and Equitable Access to Golden Gate Park.

Regards,

John Bullock
Board of Supervisors - Clerk's Office
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-7706

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

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Major, Erica \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Supervisor Chan's Resolution (210944), re: "Beach to Bay"
Date: Monday, September 20, 2021 1:47:00 PM

From: Julian Drake <juliangdrake@hotmail.com>
Sent: Monday, September 20, 2021 1:17 PM
To: Major, Erica (BOS) <erica.major@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Supervisor Chan's Resolution (210944), re: "Beach to Bay"

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

Hello Supervisors,

I am writing to show my support of Supervisor Chan's leadership in looking for solutions that create equitable access to Golden Gate Park and to ask that her proposal be revised to expand access for people with disabilities, address the operational impact of the de Young's loading dock being cut off, and to address the challenges that museum staff face with the road closure.

The de Young Museum and the California Academy of Sciences are two of the finest cultural and educational institutions in the Country. It does not make sense to essentially restrict access to so many different groups of people through road closure and by limiting parking access. The stretch of road on JFK between 8th Ave and 25th Ave is very wide with multi-use paths on both sides. Surely a solution can be reached that can accommodate all groups fairly. As an avid cyclist myself, I look forward to seeing this design develop.

Thank you,

Julian Drake

Sent from [Outlook](#)

From: [Canzhi Ye](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 5:12:32 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thanks,
Canzhi

From: [Kristel Leow](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 4:03:09 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you for listening.

From: [Lev Lazinskiy](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 3:35:41 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Sincerely,

Lev Lazinskiy
Resident of San Francisco District 1

From: [Yann B-D](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 2:58:41 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

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Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3-minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Yann Benetreau, D5 resident

From: [Nancy Arbuckle](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save car-free JFK and amend the resolution to remove the private car cut-through at 8th Avenue
Date: Monday, September 20, 2021 2:37:36 PM

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

Dear Supervisors Melgar, Peskin, and Preston,

As a senior, a pedestrian, a museum-goer, and a nature lover, I love car-free JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Walk SF's efforts to save this rare car-free space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

As a frequent museum-goer, I know the park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you for the opportunity to weigh in on this important matter.

Sincerely,

Nancy Arbuckle
94109

From: [Brian Hoang](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 2:07:26 PM

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Supervisors Melgar, Peskin, and Preston,

My name is Brian Hoang and am a resident of District 5.

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Through the pandemic, car free JFK has given me a safe and pleasant route to really enjoy Golden Gate Park. Even though I have lived in San Francisco for 4 years now, this is when Golden Gate Park has been most enjoyable for me. I have been able to ride through without the stress of dealing with cars and truly soak in what Golden Gate Park has to offer. I have been able to take friends and family, both from the Bay Area and away from the Bay Area and have been able to show them what San Francisco is all about. On top of that, car free JFK has given me a scenic, faster, and most importantly safer route to tons of areas on the west side of town. I am happy to hear that Supervisor Chan's resolution aims to continue this for me and my fellow residents of San Francisco.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

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with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

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2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Heidi Moseson](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue
Date: Monday, September 20, 2021 2:05:41 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,
Heidi

(D4 resident)

Sent from my iPhone

From: [Andrew Casteel](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 1:58:06 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Hansel P](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 1:49:34 PM

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

Supervisors Melgar, Peskin, and Preston,

I love car-free JFK, and want it to become permanent safe open-space without a private car cut-through at 8th Avenue. I support Kid Safe SF and other organization's efforts to save this serene, safe, and joyous space in the middle of our beloved Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the severely underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all. **However, I *strongly* oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.** Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with many others, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. Again, the garage was built for free ADA drop offs even during peak days.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. **All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Prop J, which was passed by the voters in 1998, promised a "pedestrian oasis" on the Music Concourse, while corking vehicle access at 8th Ave and we'd like that promise honored today.** Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Kind regards,
Hansel Palarca, Inner Richmond resident

From: [Jesse Miller](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue
Date: Monday, September 20, 2021 1:27:39 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK

resolution?

Jesse Miller
jesseedmiller.com

From: [Garrick M](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 1:07:13 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

The Stanyan/Oak/Fell intersection is the final dangerous barrier many people need to cross before entering a safe haven away from cars and noise. Every time I have visitors to SF I bring them to JFK and they are blown away at the activity. We already lost the Great Walkway, please don't reintroduce cars to this small slice of JFK.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. That 8th St intersection is already bustling with people without cars. Adding cars to that will have dangerous consequences.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Garrick Kitchen (D5)

From: [Kieran Farr](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 1:03:54 PM

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Supervisors Melgar, Peskin, and Preston,

Our family uses JFK as the only east/west safe bicycle travel route to take our daughter and son to the dentist in the Sunset from our home in the Mission.

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Tom Fenwick](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 12:47:52 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger, confusion, and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Colden Kimber](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 12:44:19 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Kelila Krantz](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 12:38:19 PM

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

Supervisors Melgar, Peskin, and Preston, I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all. However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage. I, along with Kid Safe SF, ask that the resolution be amended to: 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Nishant Kheterpal](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 12:37:43 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thanks,
Nishant Kheterpal

From: [Jörg Fockele](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 12:26:59 PM

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

Dear Supervisors Melgar, Peskin, and Preston,

In today's Board of Supervisors Land Use Committee Hearing please ensure that JFK Drive in Golden Gate Park stays kid safe and pedestrian and cyclist friendly. As a resident of Duboce Triangle who visits the Park and rides his bike to the ocean at least a couple of times every week, I want Kid Safe JFK to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park - not just for the children but for all of us in San Francisco and the Bay Area. It's high time we take our public spaces back and stop building our cities around car traffic.

Thank you,

Jörg Fockele
Producer/Director

jorg@fockele.com

917.371-8890

www.eclecticmedialab.com

From: [zrants](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#)
Subject: Fwd: Land Use and Transportation Committee item 210934
Date: Monday, September 20, 2021 11:58:10 AM
Attachments: [2007 - Signed Saturday JFK Drive Closure Agreement.pdf](#)

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cc: Board of Supervisors, sent earlier to the Land Use and Transportation Committee. I'm adding a copy of the 2007 agreement.

September 19, 2021

SF Land Use and Transportation Committee

Chair Myrna Melgar, and Supervisors Dean Preston, and Aaron Peskin:

re: Land Use and Transportation Committee item 210934 - Creation of a "Beach to Bay" Car-Free Connection and Equitable Access to Golden Gate Park]

Beach to Bay Trails

There are numerous streets that connect bike lanes across the city and many run through the Panhandle and Golden Gate Park. Why do the maps of Golden Gate Park not include the many bike lanes and pedestrian trails throughout the park that were set up to make traveling through the park easy and safe? I know they exist before I have ridden on those trails.

What is the point of setting aside more bike only streets and bike lanes when cyclists refuse to use them? Why do cyclists insist on riding in the car lanes on the streets that have bike lanes? The lack of cyclists use of the areas set aside for them should be addressed before any further street alterations for them should be considered in San Francisco. How can you punish drivers for not following the law and endangering cyclists when you allow cyclists to taunt and harass drivers and pedestrians? As I understand it, the City is transit first, not cyclists first.

Don't leave the subject of weather out of the conversation. There is a reason the Saturday closures were limited to the months of April through September. The park is located in a cold, foggy windy part of the city that makes a car the most popular way to visit the park. There is no reason to assume this winter will be different.

Sincerely,

Mari Eiiza,
CSFN Land Use and Transportation Chair
East Mission Improvement Association

Attached: 2007 agreement signed by neighborhood leaders:
I hope you will read this document to see how much friendlier and cordial the relationships were in 2007 and consider how the board of supervisors may return to operating in a more friendly manner with your constituents.

DOCUMENT OF AGREEMENT

On April 12 and 13, 2007, parties met to discuss alternatives to the current Saturday closure proposal for John F. Kennedy Drive in Golden Gate Park (file number 070269). Supporters and opponents of the current closure proposal spent several hours working to identify a mutually amenable compromise on this issue.

Both parties agree to amend the current Saturday closure proposal pending at the Board of Supervisors in the following ways:

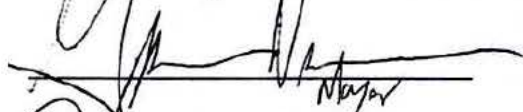
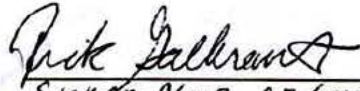
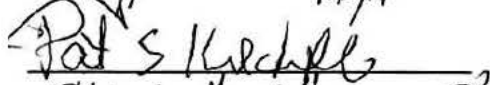
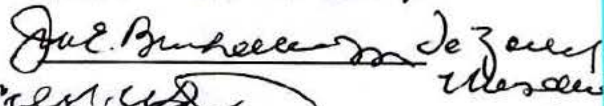
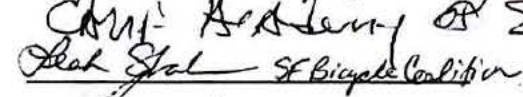

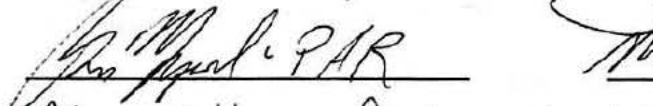
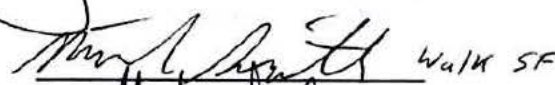
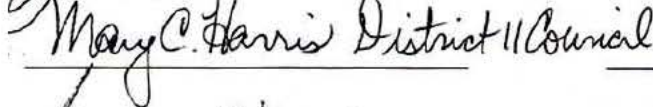
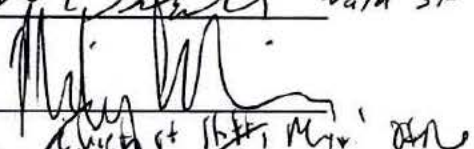
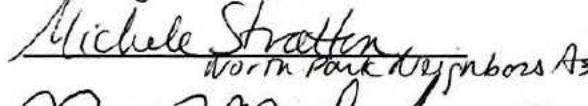
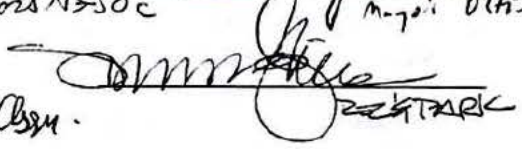
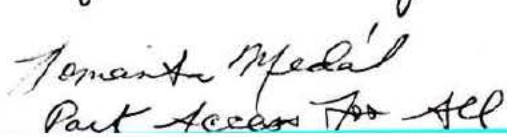
- JFK Drive in Golden Gate Park will be closed to vehicular traffic west of Hagiwara Tea Garden Drive to Transverse Drive on Saturdays from the first Saturday of April through the last Saturday of September each year. This Saturday road closure shall be operative from 6AM to 6PM, and inclement weather protocols that apply to the current Sunday closure shall also apply to this Saturday closure.
- Vehicle deliveries to the DeYoung Museum loading dock will be permitted during Saturday and Sunday vehicle closure of JFK Drive. Delivery vehicles will access the Museum's loading dock via JFK Drive with unimpeded access through the road closure.

Appropriate protocol will be developed by the DeYoung Museum that allows for full delivery access to the loading dock, while maintaining safety of individuals within the road closure. Such protocol and delivery activities will be evaluated on a regular basis by the Museum to ensure that adequate delivery access is maintained and if necessary, the Mayor's Office shall institute procedural changes that ensure adequate delivery access.

- Middle Drive West from Metson Road to Transverse Drive, which is already permanently closed to vehicular traffic on Saturdays, will undergo capital improvements as quickly as possible. These improvements are intended to enhance recreational uses in this area for bikers, walkers, skaters and other park visitors. The Recreation and Park Department shall develop and implement capital improvement and programmatic plans for this area in partnership with private philanthropic interests contributing to these capital efforts, based on community input from park users and neighbors.
- This road closure proposal will not be implemented until the Director of the Mayor's Office of Disability, in consultation with the DeYoung's Access Division, has confirmed that adequate physical accessibility is provided throughout the Saturday closure area, consistent with the American with Disabilities Act. The Mayor's Office will commit to implementing required access requirements that will allow this Saturday closure to begin on May 26, 2007.

- Recreation and Park Department shall develop appropriate signage for this Saturday closure to minimize any traffic disruption.
- Signatories to this agreement agree not to pursue or support additional closure proposals in Golden Gate Park nor proposals to decrease closure of JFK Drive during Saturday or Sunday for five (5) years from the date of this agreement. No sunset provision shall be included in the legislation codifying this agreement.

This document summarizes the agreement reached between the parties for an alternative Saturday closure. This agreement will be codified into legislation by the City Attorney's Office by Monday, April 16, 2007.

 Mayor	 SICKER CLUB SF GROUP
 Pat S. Kitchell Chair, Academy of Sciences	 Joe. B. Buehler De Zeeuw Masses
 Leah Stol SF Bicycle Coalition	 Tom Smith
 Mary C. Harris District 11 Council	 Tom Smith Walk SF
 Michele Stratten North Park Neighbors Assoc	 Michele Stratten Chair of Hill's Mtn. Assn.
 David G. Mills California Outdoor Recreation Assn.	 Tom Smith RESTART
 Tom Smith Park Access for All	

From: xamsya@gmail.com
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); clerk@sfcta.org; [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); MTABoard@sfmta.com; hello@kidsafesf.com
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 11:22:29 AM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage. I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Natalia Kutygina.

From: [Kara Esborg](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, J \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 11:19:27 AM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Sarah Katz-Hyman](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Car Free JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 11:19:12 AM

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Supervisors Melgar, Peskin, and Preston,

I love Car Free and Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. Our city and our world desperately needs more car free spaces.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

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The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you -

Sarah Katz-Hyman

From: [Paul Fox](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 11:02:11 AM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

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1) **Prohibit private vehicles entering JFK Drive at 8th Avenue.** Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you!

Paul Fox

From: [Jesse Gortarez](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 10:56:45 AM

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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Jesse Gortarez
D5 resident

From: [Steve Boullianne](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 10:53:54 AM

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

Supervisors Melgar, Peskin, and Preston,

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Steve Boullianne
IPSOFACTO
415-786-3134

From: [Gary Levenberg](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, J \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 10:50:21 AM

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

Supervisors Melgar, Peskin, and Preston,

First let me say I fully support the SF Chronicle editorial saying how the city has truly wasted an opportunity with the Great Ocean Highway to revitalize our city for families. Don't do it agin!!!

As one who has raised children here (and my children and now raising children here) - DO NOT PUSH THEM OUT. Support families and this is a good way to do it.

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Erin Bank](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Resolution re: JFK/traffic at 8th Ave
Date: Monday, September 20, 2021 10:35:01 AM

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

Dear Supervisors and Mayor Breed,

I read with interest Supervisor Chan's resolution, and there are many great parts: improving Muni connections and the park shuttle, rethinking how to use the 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

This would limit any hope of a car-free beach-to-bay route, by creating several blocks of unsafe conditions for users of JFK. It would also slow Muni, particularly the 44-O'Shaughnessy, which is the only route that riders can take directly to the museums and Golden Gate Park.

I've witnessed many cars use the Music Concourse as a shortcut through the park pre-pandemic, and certainly this would continue, despite any signage.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage, and efforts to help drop-offs in the garage will improve this access.

Therefore, I'd ask the resolution be amended to prohibit private vehicles from entering JFK Drive at 8th Avenue. The entrance should be a transit-only red lane, which would include access for taxis and paratransit.

Thank you.

Best,
Erin Bank

From: [Fennel Doyle](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [Luke from Kid Safe SF](#)
Subject: CARFREE means NO cars & car cut-throughs kill people & park purpose
Date: Monday, September 20, 2021 10:27:55 AM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2 Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

CO2E in a park is gross. Native wildlife is suffering & lives here. Form follows function!

End this greedy land grab by people who have the most options, and do NOT depend on having a safe local urban park.

There is power in the flower and its called PEACE. Car use = violent trash.

40 years of environmental racism is excessive. David Miles, THE Godfather of Skate, has been advocating for safe active mobility in GGP for too long. We have had enough of this systematic oppression.

We DEMAND #RxRolligion freedom to allow people to frolick in the park without fear. Remove dangerous private storage immediately so we can move freely. We, and especially Black, brown, beige and poor SF Fillmore families demand safe, equitable and eckind access to Ocean Beach via 1 continous carless route in the park. Central Park (NYC) & Propect Park Cars (Brooklyn) went 100% carfree over 3 years ago, in 2018. Cars do NOT belong in a city park, and do NOT mix with kids.

Parks are for people, and nature in harmony. Golden Gate Park should be 24/7 carfree 100% NOW & forevermore. Anything less is blasphamy and unjust!

Time to reclaim Ohlone land & culture.

Irie,

Fennel (& Fabricio) Doyle

D5 Weather Reporters

15 year D5 residents

SF Traffic Violence survivor, living with right titanium leg, due to senseless car moving violation on Fulton, by park, 10 years ago.

From: [marie mccarthy](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 10:26:17 AM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Marie McCarthy

Sent from my iPhone

From: [Joey Lusterman](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#)
Subject: Save car free JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 10:14:01 AM

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

Supervisors Melgar, Peskin, and Preston,

I love car free JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Evan Conrad](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 10:07:25 AM

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

Supervisors,

Every day, I ride my bike from 45th street in the Richmond (District 1) to Castro for my job.

I would take a car, but cars are incredibly expensive. I'm unclear how anyone but the very wealthy can afford to live *and* drive here. I would take the bus, but on a good day, it takes 40 minutes (taking the 5R, and then the 33).

And so I bike through JFK, which takes about 25 minutes.

And a few times a month, someone tries to kill me and other pedestrians and families with their car; often at the spaces where human-safe and car spaces intermingle.

Yesterday, (Sunday the 19th), near Bernice Rodgers Way and JFK, a man drove *on the sidewalk* to skirt past the barriers, and then tried to ram a man on his bicycle. At first, I thought this was a traffic accident. But then, the driver backed up 15 ft or so, accelerated, and then tried to ram me with his car.

At the last moment, he swerved into the safe-hit posts at the fork of MLK and Bernie Rodgers, and immediately accelerated towards a mother and father pushing their child in a stroller, eventually swerving out of the way, and driving off.

I don't blame other drivers for this guy's malice, but cars and people don't mix. There's no safe way to allow a pass through on JFK and 8th avenue. The dangerous parts are always these intersections, please don't create another one.

I agree with with Kid Safe SF and ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Thanks,

-Evan
District 1

From: [Byrne Ulmschneider](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save car-free, Kid-Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 9:49:46 AM

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

Supervisors Melgar, Peskin, and Preston,

As a resident of District 7 in SF I love car-free JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support pedestrian-first and Kid-Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. 99% of SF is open to cars, and there are precious few avenues that are pedestrian-first.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage, and I say again, why do cars always have to come first?

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the **existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park.** All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

PS. I voted for Melgar in the last election in hopes that her background in urban planning would lead to positive changes to promote more pedestrian-first spaces in SF, and reduce car-dependency, so I am optimistic that she will hold true to that promise!

From: [David Krah](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 9:48:54 AM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent **without a private car cut-through at 8th Avenue**. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is what we need - improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

But please do not make the mistake of viewing this resolution as a compromise. We have already compromised so much of the city to cars. It's time to take space back for people.

I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, **will be slowed by car traffic** if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage, for which taxpayers forked out millions. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and

surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Please retain the entirety of JFK's car-free space. Do not allow cars back into the park on 8th, we already face a massive battle to re-remove cars from Great Highway.

Support people, not cars.

David Krah
1478 48th Ave
San Francisco

From: [Matt Hill](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: Please Amend the Resolution and Remove the Private Car Cut-Through at 8th Avenue
Date: Monday, September 20, 2021 9:47:48 AM

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

Hello Supervisors Melgar, Peskin, and Preston,

I love Car-Free JFK, and want it to become permanent without a private car cut-through at 8th Avenue.

I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent:

- improving Muni connections and the park shuttle,
- taking full advantage of the underutilized 836-space Music Concourse Garage,
- adding more parking for people with disabilities, and
- providing free garage parking to drivers with disabilities and underserved residents

All these efforts will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1. Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2. Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,

Matt Hill

SF Resident, Father, and Frequent users of GGP

From: ameliachong1@gmail.com
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); clerk@sfcta.org; [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); MTABoard@sfmta.com; hello@kidsafesf.com
Subject: Please save car free JFK without private cars at 8th Avenue
Date: Monday, September 20, 2021 9:38:41 AM

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

Supervisors Melgar, Peskin, and Preston,

I often bike through Golden Gate Park to run errands in San Francisco. Since JFK has been closed to cars, it had been a safe transit corridor for me to visit local businesses and has encouraged me to exercise more. I love Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue.

Currently, 8th avenue is a large, confusing intersection. Even without car access, it is confusing to cross with the many cyclists, pedestrians, and MUNI buses turning in all directions. This intersection needs to be re-designed for clear movement—I personally support a traffic light.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,
Amy Chong

2710 Cabrillo St
San Francisco, CA 94121

From: [JCN](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \[BOS\]](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 9:33:09 AM

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

Supervisors Melgar, Peskin, and Preston, I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all. However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage. I, along with Kid Safe SF, ask that the resolution be amended to: 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Will you speak up for me and countless others asking for these amendments to the JFK resolution?

--

Sent from Gmail Mobile

From: [Robbie Vivat](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 9:25:56 AM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Alexei Angelides](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 9:24:44 AM

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

Dear Supervisors Melgar, Peskin, and Preston,

Let me say that I know this is a form letter, but my family and I use the closure in golden gate park every single day, as we bike from the Sunset to the Mission & it has been formative in helping us teach our child how to be responsible car drivers (we have a car but ride bikes because it's better for us and the earth!), and teaching him and countless other children we see in the morning how to be good bicyclists and enjoy the outdoors. So, I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to: 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,

Alexei Angelides

From: [Ben Dennis](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 9:23:02 AM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Benjamin Dennis

bdennis317@gmail.com / [+1 317 331 5005](tel:+13173315005)



From: [Kristin Tieche](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); clerk@sfcta.org; [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard](#)
Subject: Support car-free path through GGP, oppose opening 8th Ave to car traffic
Date: Monday, September 20, 2021 9:11:48 AM

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

Dear Supervisors and Decision-makers,

I would like to voice my strong support of a permanent car-free path through Golden Gate Park all the way to Ocean Beach.

There are so many reasons to support car-free spaces: 1) our climate emergency, 2) our traffic violence emergency, 3) need for clean air, 4) commitment to public health and mental health, 5) continued need for social distancing during COVID, and more.

Most of Supervisor Chan's resolution is excellent and I want to thank the Supervisor and her staff on the hard and detailed work on this - improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for traffic entering JFK Drive at 8th Avenue. While my understanding from speaking with Supervisor Chan's office directly was that only the bus, paratransit, and ADA placard cars parking at several individual ADA parking spaces would be able to use this route, the language in the resolution is not quite clear and it reads as though private cars will be able to use this space.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

As the Vice Chair of the San Francisco Bicycle Advisory Committee, my one concern with the resolution is the definition of drop-off zones. My hope is that 8th Avenue is only used for ADA drop offs and nothing else. Ubers, Lyfts and taxis should not be allowed onto 8th Avenue. These trips, and all other non-essential dropoffs, should be diverted to the underground garage to mitigate any congestion and possible conflict or collisions in a car-free space.

I ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. Dropoff for taxis and rideshare apps should be through the music concourse from the south or the garage (free for 15 minutes) from the north.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you for reading this email and supporting safe car-free spaces.

Kristin Tieche
D1/94117/Vice Chair SF Bicycle Advisory Committee

--

Kristin Tièche
Director, The Invisible Mammal
Learn more: <http://www.theinvisiblemammal.com/>

From: [Larry Doyle](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 9:10:20 AM

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

Supervisors Melgar, Peskin, and Preston,

I've lived here since 1980, raised a family, a business, and cooperative preschool all out of my NOPA house on Fulton St. Golden Gate Park without cars is heaven. I drive all over the city and know closing JFK to cars will have zero impact on getting around in cars. I have used JFK drive over the past 40 years for recreation and commuting on my bicycle. My children learned to ride bikes on narrow sidewalks next to all the parked cars. I wish they could have enjoyed the safe wide open street that we have now! It is so sad and annoying to have watched over the decades the few and rich and unimaginative people insist on keeping cars in the park. Cars in parks is a mid-20th century marketing scheme that has no place in our city. Kids are the future and kids don't need cars.

In addition, as recent events have shown, if the park is kept car free more and more people feel safe using it. My wife was afraid to ride a bicycle but now that she can ride from the Panhandle to the beach without car traffic she is riding. Looking forward to the day when JFK is torn up and turned into a lovely meadow with wandering bike paths, running/walking paths, and dance pavilions.

Back to the boilerplate... do not compromise our children, we've left them with enough to deal without taking away more nature.

I love Kid Safe JFK, and want it to become permanent **without a private car cut-through at 8th Avenue**. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern

neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. **Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.**

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [christine.gonzalez](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 9:08:17 AM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Zeke Weiner](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 9:03:56 AM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Zeke

From: [blair jeffris](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 8:31:24 AM

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

Supervisors Melgar, Peskin, and Preston,

I've lived next to Golden Gate Park for over twenty years. One of the few bright spots of life in San Francisco in the past 18 months has been the amount of people out enjoying Golden Gate Park every day of the week.

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, and making the park more accessible and equitable for all.

I oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. I don't think it's necessary to provide private-car access to JFK Drive at 8th Avenue and there are better alternatives. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is,

without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

-Blair Jeffris

From: [Morgan Reschenberg](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 8:23:37 AM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you!

Your constituent,

Morgan Reschenberg

From: [Susan Witka](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 8:06:44 AM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Dan Calamuci](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, J \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 8:03:06 AM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. I am a District 1 resident, a parent of a pre-school age child, and a daily car commuter (from the Inner Richmond to East Oakland).

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate

Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Sincerely,
Dan Calamuci
1059 Clement St. 94118

From: [Gary Gonzalez](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 8:02:25 AM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [josefine Ohlsson](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 7:56:41 AM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Warren Wells](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 7:53:17 AM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Sincerely,
Warren J. Wells

From: [Chelsea Mao](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 7:33:42 AM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all. However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage. I, along with Kid Safe SF, ask that the resolution be amended to: 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,
Chelsea Walker-Mao

From: [Jim O'Brien](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 7:19:15 AM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Lillian B. Archer](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 6:49:16 AM

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

Supervisors Melgar, Peskin, and Preston,

I love car free and safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Lillian Archer
8th Avenue Resident

From: [Eduardo A. Valdez](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 6:33:21 AM

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Supervisors Melgar, Peskin, and Preston,

Help us to make this world a better place to live. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Eduardo A Valdez

From: [Zachary M. Berke](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 6:31:22 AM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

From: [Aaron Weiman](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard](#); [Luke from Kid Safe SF](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 5:55:58 AM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Elizabeth Linhart](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 5:19:54 AM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Phillip Daw](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 12:34:58 AM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Jerry Reiva](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: Please save Car-Free JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Monday, September 20, 2021 12:33:59 AM

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

Supervisors Melgar, Peskin, and Preston,

I love car-free JFK, and want it to become permanent safe open-space without a private car cut-through at 8th Avenue. I support Kid Safe SF and other organization's efforts to save this serene, safe, and joyous space in the middle of our beloved Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the severely underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all. **However, I *strongly* oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.** Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with many others, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. Again, the garage was built for free ADA drop offs even during peak days.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. **All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Prop J, which was passed by the voters in 1998, promised a "pedestrian oasis" on the Music Concourse, while corking vehicle access at 8th Ave and we'd like that promise honored today.** Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Kind regards,
Jerry Reiva, Resident of District 1

From: [Ethan Bold](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 11:54:24 PM

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

Supervisors Melgar, Peskin, and Preston,

Please commit to keep cars off JFK in Golden Gate Park forever.

I ride a bike. I get my kids to SFUSD and to weekend activities on bikes. Car free JFK is a godsend. Biking on city streets with kids is terrifying. Riding on JFK is one of the few places I can relax. I can stop scolding my kids to “stay out of the door zone!” On JFK, I never have to merge my family into traffic because of a car blocking the bike lane.

Right now you have to be brave to ride a bike in this city. Especially with kids. If you want to get more families out of cars, you must make more and more opportunities to ride without the constant threat of traffic violence. Like car free JFK. And slow streets. And bollard protected bike lanes.

Ethan Bold
D5 resident

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane,

which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Asheem Mamoowala](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 11:18:59 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Cora Shaw](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 11:12:38 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Cora Shaw
District 8

From: [Mike Skalnik](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 10:49:50 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

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- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Alex Robinson](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 10:26:51 PM

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

Supervisors Melgar, Peskin, and Preston, I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all. However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage. I, along with Kid Safe SF, ask that the resolution be amended to: 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Jason Nossiter](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 10:26:17 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

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Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

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2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Sincerely,
Jason

Jason Nossiter
(415) 730-4362
jjnossiter@gmail.com

From: [David Alexander](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 10:23:39 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

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2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Javier E. P.](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 10:22:58 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle and taking full advantage of the underutilized 836-space Music Concourse Garage will make the park more accessible and equitable for all.

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I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a legally binding commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. Access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you.

javi

From: [Nicholas Beshouri](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 10:19:38 PM

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

Supervisors Melgar, Peskin, and Preston,

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Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Dylan Fabris](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [mtaboard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save car-free JFK
Date: Sunday, September 19, 2021 10:13:30 PM

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Supervisors Melgar, Peskin, and Preston,

I love car-free JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support efforts to save this safe, pedestrian-friendly and beautiful space in the middle of Golden Gate Park.

From: [Terry Lynch](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: JFK & ggp
Date: Sunday, September 19, 2021 10:12:49 PM

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Open up all streets that were accessible to vehicles to the same way as pre-pandemic.

It's time to move forward. Why is this even a discussion? Slow streets and street closures were temporary during the pandemic And shelter in place so that people could get fresh air and exercise.

These emergency measures are over.

if you have some other reason you need to re-open everything and then start over with whatever your reasons are and see if people want that.

Terry Lynch
Richmond District

From: [Sanae Rosen](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#)
Subject: Strongly supporting the resolution to protect car-free JFK
Date: Sunday, September 19, 2021 10:04:29 PM

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Supervisors Melgar, Peskin, and Preston,

I very much appreciate the fact that Supervisor Chan has come up with a mutually beneficial solution for JFK. As someone who lives a few minutes' walk from the 8th Avenue entrance, I'm relieved that we plan to keep the area safe for walking and cycling, and prioritize transit and transportation for people with disabilities and low income residents. I didn't know about the Concourse Garage, and I'm glad that it can solve all the main issues that were raised about car-free JFK.

I am however very concerned about the pressure the museum lobby is putting to have private vehicle traffic on 8th Avenue. Before JFK was pedestrian oriented there was often a lot of dangerous traffic in the neighborhood rushing to drive through the park, even just on my street, though fortunately none of them fatal.

I have also seen law-breaking cars in the area and I'm afraid that if we give them an inch they'll take a mile. I often walk across JFK at night and I'm very worried about safety if we allow cars in, especially with the pressure companies like Uber put on drivers to break the law and drive recklessly. We absolutely should prioritize public transit and accessible forms of transportation, but we can do that without opening the floodgates to everyone.

Thanks,
Sanae

From: [Nicole Horner](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 9:57:30 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

I bike through the park at least 5 times a week and can't see the benefit of 8th being open. I also live to the South of the park and when I drive back and forth to the North, 8th being open won't benefit me. I see no reason to cause more cross traffic.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

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I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Nicole Horner

From: [Jamin Agosti](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \[BOS\]](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: Save JFK - no 8th Ave cut-thru
Date: Sunday, September 19, 2021 9:55:59 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all. However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage. I, along with Kid Safe SF, ask that the resolution be amended to: 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,
Jamin Agosti

From: [TERRY LEE](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 9:51:53 PM

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Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

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2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Sent from my iPad

From: [Maureen](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 9:51:52 PM

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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you, Maureen Persico

From: [Nichol Garzon](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, J \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue
Date: Sunday, September 19, 2021 9:51:39 PM

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Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,
Nichol

Nichol Garzon
1108 Cabrillo Street, SF, CA 94118
T/415-517-6548
nicholgarzon@hotmail.com

From: [Elaine R. Lee](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 9:49:27 PM

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Supervisors Melgar, Peskin, and Preston, I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue.

I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Will you speak up for me and countless others asking for these amendments to the JFK resolution? Stop prioritizing private vehicles over pedestrians, runner, cyclists, and whatever else that are not cars. Again, we are still in the middle of a pandemic and we are asking for you to prioritize ONE car free section of GGP while making the needs of transit and disabled met.

Vision Zero, remember?

Thank you,
Elaine

From: [Joe DiMento](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 9:44:11 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

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- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thanks,

Joe DiMento

From: [Sonia Jaidka](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 9:42:28 PM

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Supervisors Melgar, Peskin, and Preston,

I am writing to you today to encourage you to keep JFK completely car-free in the park. I moved to San Francisco in June 2020 during the pandemic. As an avid cyclist, walker, and runner, JFK quickly became an oasis for me, a safe space in a bustling city where I could enjoy myself and the company of others without worrying about car traffic.

I understand that I came to know SF and this part of the city during a highly unusual time. I do think that the maintenance of this space has shown people what is possible. We can have accessibility for all by utilizing the parking garage and continuing to keep JFK car-free. Accessibility of course includes people with disabilities who may require car access. Accessibility also includes low-income folks who should absolutely be able to park for free nearby. But accessibility also includes bikers and pedestrians commuting through and hanging out without fearing for our lives. I have had multiple close calls with cars in the park—people are distracted as they search for parking, and they're not paying attention or they don't use turn signals appropriately. I can only keep track of so much—if I can't trust that drivers will look out for me, I need to be able to trust that a city that claims to be bike and pedestrian friendly will have my back and create and maintain infrastructure that keeps me and others safe.

I strongly encourage you to keep JFK as car-free as possible for as long as possible. The sense of community, joy, and peace you can feel on this stretch is unparalleled. I hope you'll support my and other constituents' call to maintain this safe space.

Thank you,
Sonia Jaidka
Inner Sunset, District 7

--

Sonia Jaidka
Research Associate, Strain Engineering
Novome Biotechnologies

From: [Brian Ito](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 9:39:39 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

I live in the Panhandle and my 5 year old son uses this space all the time, including on weekdays, and it is a safe, wide space to bike, scoot and play around. This is a park and should be closed off to cars. It tremendously helps the area and residents. I have friends come over just use this space all the time. PLEASE keep this open to kids, families and get rid of the cars.

Thanks,
Brian Ito

From: [Bruce Osterweil](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 9:20:13 PM

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Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

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2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

From: [Adam Egelman](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \[BOS\]](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: JFK: Please remove the private car cut-through at 8th Avenue
Date: Sunday, September 19, 2021 9:14:25 PM

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

Supervisors Melgar, Peskin, and Preston,
I live in D5, visit JFK nearly every day, and I'm asking for you to listen to your constituents and make it a permanent car-free space without a cut-through for private cars on 8th Ave.

I support most of Supervisor Chan's resolution: improving Muni connections and the park shuttle, taking full advantage of the Music Concourse Garage, adding more ADA spaces, and providing free garage parking to drivers with disabilities and underserved residents.

However, I think it's a mistake to allow private-car traffic to enter the park at 8th Ave. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route that connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars.

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From: [Gustav Lindqvist](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 8:49:48 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

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Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

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2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Marc Brandt](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 8:38:01 PM

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Supervisors Melgar, Peskin, and Preston,

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Sent from my iPhone

From: [Cora Palmer](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 8:30:19 PM

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Supervisors Melgar, Peskin, and Preston,

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Ashley Hecht](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Major, Erica \(BOS\)](#); [Preston, Dean \(BOS\)](#)
Cc: [Haney, Matt \(BOS\)](#); [Ronen, Hillary](#); clerk@sfcta.org; [Tumlin, Jeffrey \(MTA\)](#); [Walton, Shamann \(BOS\)](#); [Commission, Recpark \(REC\)](#); mtaboard@sfmta.com; hello@kidsafesf.com; [Stefani, Catherine \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Mar, Gordon \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 8:28:21 PM

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Bryan Culbertson](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Ave
Date: Sunday, September 19, 2021 8:25:49 PM

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

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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,
Bryan

From: [Patrik Rath](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 8:18:27 PM

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

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From: [Stephanie Denzer](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 8:12:29 PM

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Supervisors Melgar, Peskin, and Preston,

I live in District 5 (around 9th and Irving) and am in Golden Gate Park on a daily basis - on foot with my kids and on bike (often taking them to daycare/school via gloriously car-free JFK). Dedicating JFK as car free has been incredibly positive for our family and I strongly encourage you to make it permanent.

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Nikki Zeichner](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 8:11:17 PM

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,

Nikki Zeichner

--

Nikki Zeichner

she/her

Bay area based

From: [Tal Klein](#)
To: [Anna-Marie Bucci](#) [Carrie Adams Bucci](#) [Charles Davis Bucci](#) [Debra Davis Bucci](#) [Heather Davis Bucci](#) [Richard Davis](#) [Salvatore Calabrese Bucci](#) [Vicki Scoville Bucci](#) [Henry Hart Bucci](#) [NancyMarianne Fiala Bucci](#) [Becky Wilkey](#) [Julianne Johnson Bucci](#) [Celia Debra Bucci](#) [Rita Debra Bucci](#) [Erica Debra Bucci](#) [Board of Supervisors Bucci](#) [Cynthia Friel Bucci](#) [Terrence Jeffrey Bucci](#) [Commissioner Howard Bucci](#) [Ronald Mace](#) [London Bucci](#) [Vicki Adams Bucci](#) [vicki@kid-safe.com](#)
Subject: Please vote on Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue.
Date: Sunday, September 19, 2021 8:56:18 PM

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

Supervisors Melgar, Peskin, and Preston,

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?



Tal Klein, Broker Associate
BREP 134368
COMPASS

[415-203-0107](tel:415-203-0107)
Talkleins@gmail.com
<https://avaman.url-protection.com/v1?url=https://www.TalKlein.com&g=zJNNINGe5MTgVtMYzTD0A==4h-0DMZ2Tg2NTM4ZmI3MDVlMTQZzjhZGE3YmQ0ZDVL0WUzGVIYtA3ZTQ0TY3MDNmZW12ZWl1NDk5YTU5OTQzZQ==&p=YYA2O6NmZHQzOmfZYW5bhpjOmIhZTVnNDJNGQzZWIHOWVlNTFmZWQ0NDhNTZLYTE5O6Ya>

From: [Tal Klein](#)
To: [Alicia Adams \(MWD\)](#); [Daphne Adams \(MWD\)](#); [Cristina Chen \(MWD\)](#); [Helen Chen \(MWD\)](#); [Christina Choi](#); [Sofia Colangelo \(MWD\)](#); [Van Davidson \(MWD\)](#); [Helen Mao \(MWD\)](#); [Stephanie Marshall \(MWD\)](#); [Susan Milliken](#); [William Steinway \(MWD\)](#); [Sofia Alvarez \(MWD\)](#); [Jackie Atkinson](#); [Board of Supervisors \(MWD\)](#); [Christina Choi \(MWD\)](#); [Jacqueline Johnson \(MWD\)](#); [Commissioner, Research \(MWD\)](#); [Rebecca Mayer-Landman \(MWD\)](#); [Walter O'Connell \(MWD\)](#); [Walter O'Connell \(MWD\)](#)
Subject: Private: when Kid Safe JFK and amended the resolution to remove the private car cut-through at 8th Avenue.
Date: Sunday, September 19, 2021 @ 04:21 PM

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Supervisors Melgar, Peskin, and Preston, I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all. However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44th Street/Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage. I, along with Kid Safe SF, ask that the resolution be amended to: 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Will you speak up for me and countless others asking for these amendments to the JFK resolution?



Tal Klein, Broker Associate
BRE#1344368
COMPASS

415-203-4307
TalKlein@gmail.com
https://avanan.url-protection.com/v1/url/?
o=www.TalKlein.com&g=MjM4NDhMDMwNDk5ZTlWYw==&h=ZDVmNDQ4NzY4MzE1NGEYyjd0TeNTFN2RmNTRhOGNlYWEyNTVjZWZkMThZTVkxNmZlZWZlOTk2NjZlZmFmOQ==&p=YXA0OnNmZHQyOmFyZlYwShbjpsOjUZTA0MzYwZjZlZjAyOGQ0OTRlZTVmNmYwYjcwMwVhOjYx

From: [A Scheve](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, JBOS](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Ave!!!!
Date: Sunday, September 19, 2021 8:02:41 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,
Andrea Scheve
Miraloma Park, San Francisco
miraloma03@gmail.com

From: [Fiona Gow](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 7:51:46 PM

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

Supervisors Melgar, Peskin, and Preston, I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all. However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage. I, along with Kid Safe SF, ask that the resolution be amended to: 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,
Fiona Gow District 5 Resident
Mother of 2 Daughters

From: [Lisa Church](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Date: Sunday, September 19, 2021 7:45:59 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

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- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without

compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Lisa Church

From: [Hilary Shirazi](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 7:42:29 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [karen kirschling](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, J \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 7:39:41 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

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- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Michael Chen](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Support with amendments for car-free JFK
Date: Sunday, September 19, 2021 7:36:56 PM

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

Supervisors Melgar, Peskin, and Preston,

I support the resolution File 210944, Item 4 on the agenda, "Creation of a "Beach to Bay" Car-Free Connection and Equitable Access to Golden Gate Park".

The resolution keeps a connection that people have found joy, transportation, and health through walking, biking, roller skating, and otherwise traveling without the danger of automobiles. It strengthens ways for people to get to Golden Gate Park without a car or with different forms of mobility.

I question however opening the 8th Avenue entrance to private automobiles. Without stricter controls, I am afraid that this will lead to more injuries and deaths with people using JFK Drive; slow down the Muni 44 O'Shaughessy bus that provides much needed bus access; and worsen the experience of people who use JFK Drive and the Music Concourse.

I was recently waiting to turn left from westbound Market Street onto southbound Valencia Street on a bicycle, using the wait. When the signal came for me to cross, I started to cross but stopped because someone in a car drove through the red light and almost hit me. I am concerned and afraid that opening 8th Avenue to private vehicles will open more potential for conflicts.

I do not see how opening the 8th Avenue entrance to private cars solves a problem. People in private automobiles can still access the Music Concourse and the south side of the park through the garage entrance at 10th Avenue and Fulton Street.

I urge you to explore and find a solution that dis-incentivizes people from using the Music Concourse road to cut across the north and south sides of Golden Gate Park.

<https://thefrisc.com/sup-connie-chans-plan-for-a-car-free-jfk-has-a-hole-you-could-literally-drive-cars-through-c821e441e52a>

Thank you,
Mike Chen, with Kid Safe SF & Streets for People
District 2 resident

From: [Paul Wermer](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 7:30:01 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of

this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

--

Paul Wermer
2309 California St
San Francisco, CA 94115

paul@pw-sc.com

From: [Carol Brownson](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); clerk@sfcta.org; [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); MTABoard@sfmta.com; hello@kidsafesf.com
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 7:25:56 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Elder Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Elder Safe SF's efforts to save this delightful, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution I'm told is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

A bus route that matters to me, Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, like myself, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF and Elder safe JFK, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is,

without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Ben Ewing](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [KidSafe SF Parents](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 7:24:00 PM

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

Supervisors Melgar, Peskin, and Preston,

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Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Best,
Ben Ewing

From: [Carol Brownson](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 7:21:39 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

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I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [David English](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 7:21:30 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.

2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

sent with brevity from iphone

From: [Rémy CHIAPOLINI](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [mtaboard@sfmta.com](#); [Luk e from Kid Safe SF](#)
Subject: Keep JFK Car free
Date: Sunday, September 19, 2021 7:20:49 PM

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

Dear City officials.

I am amazed that you still have not realized how much people love JFK without cars. You want to let the cars cut through this oasis in the city. Creating a guillotine for pedestrians and cyclists.

Some of you are clearly anti-bikes and think only about cars. This is not what San Franciscans want.

Please stop playing with our lives and keep JFK car free.

Thank you.

Rémy CHIAPOLINI
+1 628 888 4665
689 4th Avenue
San Francisco, CA 94118 - United States
remychiapolini@hotmail.fr

From: [Hazel O'Neil](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, JBOS](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 7:20:37 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. I am a bicycle commuter and I see lots of other bikers at all hours of the day use this stretch of the park to connect to the panhandle where there are protected bike lanes.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution? Our general plan calls for being "transit first," and this is a strong opportunity to do so.

Thank you,
Hazel O'Neil
5700 California st

From: [Oli McCormack](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, JBOS1](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please supervisors, save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 7:07:07 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

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- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Marie Mika](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 7:06:39 PM

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

Supervisors Melgar, Peskin, and Preston,

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2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,

Marie Mika

From: [Allison Wysocki](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:59:49 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

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I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,
Allison Wysocki
D-1 Resident

From: [Ann Hess](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:57:33 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

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2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Sarah Boudreau](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); clerk@sfcta.org; [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard](#)
Subject: Public Comment for JFK Drive and amendment to remove the car cut-through at 8th Avenue
Date: Sunday, September 19, 2021 6:55:29 PM

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

Hello Supervisors Melgar, Peskin, and Preston,

I am traveling and unable to call in for public comment tomorrow but wanted to provide email public comment before the meeting. As a Richmond District resident, safe streets advocate, bicycle commuter, and bike and run excersiser, I love car-free JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park and have added my own comments to the Kid Safe SF discussion below based on my discussions with Supervisor Chan's office and my own thoughts.

Most of Supervisor Chan's resolution is excellent and I want to thank the Supervisor and her staff on the hard and detailed work on this - improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for traffic entering JFK Drive at 8th Avenue. While my understanding from speaking with Supervisor Chan's office directly was that only the bus, paratransit, and ADA placard cars parking at several individual ADA parking spaces would be able to use this route, the language in the resolution is not quite clear and it reads as though private cars will be able to use this space.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3-minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums, even for dropoff for free, through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. Dropoff for taxis and rideshare apps should be through the music concourse from the south or the garage (free for 15 minutes) from the north.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,
Sarah Boudreau, D1 resident and D2 Bicycle Advisory Committee Representative

From: [Henry Williams](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8thAvenue...
Date: Sunday, September 19, 2021 6:46:41 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

& ,
Henry

From: [Terra Conlon](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:44:47 PM

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

Supervisors Melgar, Peskin, and Preston,

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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thanks,
Terra Conlon
San Francisco Resident and Voter

From: [Shane Sleeper](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Don't make it all about the kids
Date: Sunday, September 19, 2021 6:35:54 PM

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

Supervisors Melgar, Peskin, and Preston,

I was hit to the ground in February, and the driver just drove off. I wasn't going to stay lying down to let the next car run me over. I'm still in pain today with no insurance pay out or proper medical treatment simply because I can't afford a chiropractor. Not 30 seconds after I was hit to the ground a woman bashed her car into the car in front of her not 20 yards from me. The police came, but we have come to a world where property holds more value than human life.

The number of hit and runs all over what is supposedly one of the most progressive cities in the world is quite disturbing. These "accidents" from wealthy "law abiding" citizens ruin lives. They lead to drug addiction, unemployment, homelessness, and cheap insurance pay outs that effect your psyche from how dehumanizing they make the experience, on top of the physical pain you are made to bare the rest of your life.

There is much more that needs to be addressed but do me a favor and don't make it all about the kids. Cus it shouldn't be. Kids in San Francisco are the least marjonalized and in need of help at present and the ones in that area are bred from wealthy off spring so it's no wonder this is how they play it, which is also disturbing.

-Shane Sleeper

www.diaryofafelon.com

#ThoughtsAndPrayers #AndAction

#RealChange #NotJustBitching

#NEVERAgain

From: [amie knieper](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:31:58 PM

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Supervisors Melgar, Peskin, and Preston,

My family, which does NOT own a car, lives in the Mission district. Yet, we have still come and enjoyed the car-free JFK repeatedly throughout the pandemic. It's been a great resource for exercise, family time, and teaching my daughters how to ride bikes. Its wonderful to see so many people outside during this difficult and isolating time. Allowing cars in this part of the park is NOT necessary for people who live further away to gain access.

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

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Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Warmly,

Amie

From: [Nate Gentner](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:31:42 PM

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Supervisors Melgar, Peskin, and Preston,

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Thalia](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:29:10 PM

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

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this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you for your consideration, Thalia Lubin

From: [Daniel Yost](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, J \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:29:00 PM

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

Supervisors Melgar, Peskin, and Preston,

I am writing as a district 5 homeowner and father of two.

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Daniel Yost
Sent from my iPhone

From: [Madhavan, Harini](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:26:06 PM

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Supervisors Melgar, Peskin, and Preston,

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Lucas LL](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, J \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:24:47 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. What makes the JFK so special (and safe!) now is the complete removal of cars from this one small piece of our *park.*

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you for your time and consideration,
Lucas Lux

sent from my smart phone

From: [Erika Kettleson](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); MTABoard@sfmta.com; [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); clerk@sfcta.org; hello@kidsafesf.com; [Commission, Recpark \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:23:15 PM

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

Supervisors Melgar, Peskin, and Preston, I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all. However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage. I, along with Kid Safe SF, ask that the resolution be amended to: 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [J.B.](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, J \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:20:37 PM

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

Supervisors Melgar, Peskin, and Preston,

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Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

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- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Jina Bartholomew

From: leerossh@gmail.com
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); clerk@sfcta.org; [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); MTABoard@sfmta.com; hello@kidsafesf.com; [Cretan, Jeff \(MYR\)](#); [Lynch, Andy \(MYR\)](#)
Cc: [Chan, Connie \(BOS\)](#); PHartlaub@sfchronicle.com; [Ginsburg, Phil \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue.
Date: Sunday, September 19, 2021 6:20:10 PM

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Attention: Board of Supervisors Land Use Committee

I applaud the San Francisco Chronicle (editorial 9.19.2021) for taking up the cause of the environment and advocating for a car free JFK Drive and Great Walkway. The Board of Supervisors should follow the Lead of The Chronicle.

For months a strident and noisy legion of motorists have driven out The People of all ages who seek safe and secure venues to cycle, walk and run.

Equally important is the Chronicle's calling out those in City Hall who let themselves be intimidated by the unrelenting motorist din.

Several Supervisors ignored a deliberative process which was in place. When the Board was on vacation these legislators knowingly colluded with Mayor Breed to thwart a goal which would place San Francisco on the map as a leader in the time of environmental degradation and climate change.

Lee Heidhues

D1 Longtime homeowner

From: [Aaron Harms](#)
To: [MelgarStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:18:24 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

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Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

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- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Tricia Rose](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:17:43 PM

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

Supervisors Melgar, Peskin, and Preston,

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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

P.A. Sargent

From: [Tricia Rose](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:16:18 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

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I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Tricia Rose
Grandmother

From: [Adie Sherwood](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:13:23 PM

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

Supervisors Melgar, Peskin, and Preston,

My family loves Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. We often ride on that stretch of JFK to get to the inner sunset, the Academy of Sciences and playgrounds in the Eastern part of Golden Gate Park. We are a bike-first family and we want to continue to enjoy our rides without fear of traffic violence. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage. I, along with Kid Safe SF, ask that the resolution be amended to: 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets and 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution? Please maintain the space we have to ride safely and make it easier for others to decide to walk, bike and scoot in our beautiful city.

Best,
Adie Sherwood
415-314-5820

From: [Sprague Terplan](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:12:47 PM

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

Supervisors Melgar, Peskin, and Preston and others,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,

Sprague Terplan and family

San Francisco

From: [Rebekah Wolman](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: public comment on Golden Gate Park/JFK resolution, including concerns regarding private car cut-through at 8th Avenue
Date: Sunday, September 19, 2021 6:05:28 PM

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

Dear Supervisors Melgar, Peskin, and Preston,

In preparation for Monday's meeting of the Board of Supervisors Land Use Committee and discussion of Supervisor Chan's proposed resolution for a beach-to-bay car-free route through the park, I am submitting this comment for your consideration.

As an avid cyclist with a commitment to reducing car trips as much as possible, I have both enjoyed and benefited from the current car-free situation. Having commuted through the Park on a bicycle for many years, I have been relieved by the increased safety for cyclists.

I find that most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

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Along with Kid Safe SF, I ask that the resolution be amended to:

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I hope you will speak up for me and countless others asking for these amendments to the JFK resolution.

Thank you for your consideration.

Rebekah Wolman
526 Pacheco Street
SF, CA 94116
District 7

From: [Jessica Heal](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:02:50 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Sent from my iPhone

From: [Jennifer Rey](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 6:00:46 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Sent from my iPhone

From: [Jake H](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: I support Kid Safe JFK but please amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:58:20 PM

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Supervisors Melgar, Peskin, and Preston, I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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From: [Abby Thrasher](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:57:56 PM

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Supervisors Melgar, Peskin, and Preston,

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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Sincerely,
Abby Thrasher

From: [David Silverman](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); MTABoard@sfmta.com; [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); clerk@sfcta.org; hello@kidsafesf.com; [Commission, Recpark \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:57:47 PM

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Supervisors Melgar, Peskin, and Preston,

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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you

David Silverman. Park Neighbor Inner Richmond SF
726 4th Avenue bw Fulton and Cabrillo

--

David Silverman 650 218 5436

From: [Adam Levin](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:53:50 PM

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Supervisors Melgar, Peskin, and Preston, I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all. However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage. I, along with Kid Safe SF, ask that the resolution be amended to: 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Nick Lipanovich](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:52:08 PM

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Sent from my iPhone

From: [Kathleen McNamara](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, J \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:48:53 PM

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Supervisors Melgar, Peskin, and Preston,

I've lived in SF for 30 years, and providing a permanent car-free JFK has been a dream of mine for this city. I use this thoroughfare daily as I commute from the Castro to Fisherman's Warf. Please make this park more of a park. It is so lovely to feel so safe, and be able to smell the flowers and foliage in the park, instead of car exhaust.

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [jeri's email](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:48:49 PM

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Supervisors Melgar, Peskin, and Preston,

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Janice Wong](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:48:18 PM

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Supervisors Melgar, Peskin, and Preston,

Car-free GGP has been amazing during this pandemic and I hope we can keep it that way. I don't even have kids, just cycle as my primary mode of transport and have so appreciated the park as my main east-west route. Kid Safe JFK makes sense for all of us, even those without kids. I want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all. **However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.** Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Thank you,
Janice Wong

--

Janice Wong
415-919-8891
www.runcomrade.ca
sent from mobile

From: [George](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:46:06 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

I, along with Kid Safe SF, ask that the resolution be amended to:

- 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets.
- 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Chris Lambert](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:42:31 PM

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Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

This may be a form letter, but I cannot stress how much me, my family, and my friends support this.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Chris Lambert
District 1

From: [Aaron Johnson](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:42:46 PM

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

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Molly Fishman](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafesf.com](#); [Commission, Recpark \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:41:58 PM

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

Supervisors Melgar, Peskin, and Preston, I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park. Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all. However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue. Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic. Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park. The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage. I, along with Kid Safe SF, ask that the resolution be amended to: 1) Prohibit private vehicles entering JFK Drive at 8th Avenue. Make this whole entrance a transit-only red lane, which would include access for taxis and paratransit. Those who need to drive to the park already have great access to the Music Concourse via the garage and surrounding streets. 2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with the noise, danger and exhaust of cars. Will you speak up for me and countless others asking for these amendments to the JFK resolution?

--

Molly Fishman
847-345-1598
molly.fishman@gmail.com

From: [Anna Li](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:41:48 PM

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Supervisors Melgar, Peskin, and Preston,

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Anna Li

Sent from my iPad

From: [Pete Mulvihill](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 5:37:20 PM

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Geert Barentsen](#)
To: [MelgarStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Ave!!
Date: Sunday, September 19, 2021 4:01:39 PM

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

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Brian Reyes](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [ChanStaff \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); MTABoard@sfmta.com; [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Ginsburg, Phil \(REC\)](#); [Walton, Shamann \(BOS\)](#); clerk@sfcta.org; hello@kidsafesf.com; [Commission, Recpark \(REC\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 3:19:30 PM

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

--

null

From: [Lian Chang](#)
To: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#); [MelgarStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Sunday, September 19, 2021 3:06:37 PM

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Supervisors Melgar, Peskin, and Preston,

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Lian Chang

From: [Cliff Bargar](#)
To: [MelgarStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Let's keep JFK Kid Safe (item 210944)
Date: Sunday, September 19, 2021 9:08:15 AM

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Supervisors Melgar, Peskin, and Preston,

Thank you for taking up this resolution from Supervisor Chan which expresses the intent of the Board of Supervisors to maintain a "Beach to Bay" active transportation connection across the City and through Golden Gate Park. Most of the resolution is spot on and represents a strong declaration of our City's shared values — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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Thank you,
Cliff Bargar
Potrero Hill, 94107

From: [Andrew Hollenbach](#)
To: [MelgarStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Friday, September 17, 2021 12:56:29 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

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However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Andrew Hollenbach

San Francisco resident and deep appreciator of the walkable public space you have built over the pandemic

From: [Harold Findley](#)
To: [MelgarStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Friday, September 17, 2021 10:45:28 AM

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Patricia Arack](#)
To: [Judi Gorski](#); [Breed, Mayor London \(MYR\)](#); [Board of Supervisors, \(BOS\)](#); [SFPD, Chief \(POL\)](#)
Cc: [Rainsford, Nicholas \(POL\)](#); [MTABoard](#); [Commission, Recpark \(REC\)](#); [clerk@sfcta.org](#); [PROSAC, RPD \(REC\)](#); [Teague, Corey \(CPC\)](#)
Subject: Re: Bicyclists' Intimidating Illegal Actions on the Great Highway
Date: Friday, September 17, 2021 8:06:55 AM

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

Fabulous letter, Judy.

From: Judi Gorski <judigorski@gmail.com>
Sent: Friday, September 17, 2021 6:33:39 AM
To: Mayor London Breed <MayorLondonBreed@sfgov.org>; Board.of.Supervisors@sfgov.org <Board.of.Supervisors@sfgov.org>; Chief SFPD <sfpdchief@sfgov.org>
Cc: Nicholas Rainsford <Nicholas.Rainsford@sfgov.org>; MTABoard <MTABoard@sfmta.com>; recpark.commission@sfgov.org <recpark.commission@sfgov.org>; clerk@sfcta.org <clerk@sfcta.org>; prosac@sfgov.org <prosac@sfgov.org>; Corey Teague <corey.teague@sfgov.org>
Subject: Bicyclists' Intimidating Illegal Actions on the Great Highway

Dear Mayor Breed, Board of Supervisors, SF Police, and other City Officials,

Here is a link to a video of the latest of a series of ongoing weekly actions of about two dozen bicyclists slowing traffic to 2 mph on the Great Highway during the week during rush hour, forcing vehicles to stop and go and take 40 minutes to travel the two miles between Lincoln and Sloat instead of normally cruising at about 35 mph through the timed traffic lights. <https://youtu.be/nFB2urydoGQ>

One person who was handing out flyers to explain the holdup on the highway to drivers in gridlock during the latest bicycle protest said this, "*One of the people who grabbed a flyer from me while stuck behind the bicyclists was clearly in distress and said her sister was having a medical emergency and she was rushing to help her (well, not rushing any more). I don't know about you but if I were one of those cyclists—or Gordon Mar, or the police—I would be ashamed for having put that woman through that, and hopefully she got home in time to do whatever she needed.*"

This latest intimidating, illegal, organized, activity took place without a required permit from and without restriction by the City to stop it despite previous notice of when and where it would occur. It was falsely labeled as a climate change protest despite clear scientific proof that nonstop traffic produces less carbon emissions than stop-and-go traffic, and despite the fact that only 3% of San Francisco residents are on bicycles as opposed to driving or being driven in vehicles. The majority of bicyclists coming to use the GH when it's closed to cars on weekends drive in their own private vehicles with bicycles attached which add extra greenhouse gasses to the surface streets of the residential community.

This illegal obstruction of highway traffic at rush hour does not support Vision Zero goals; it

adds danger of collisions to an otherwise safe route. A 24/7 open Great Highway is environmentally better and safer for San Francisco than a closed one, especially if the City maintains the 16-foot wide pedestrian pathway that exists alongside the highway where people are walking and bicycling while cars use the highway's lanes.

What are you doing to rectify this illegal dangerous situation and stop it from happening over and over again? A prompt response would be appreciated.

Sincerely,

Judi Gorski

Resident/Voter/Taxpayer

Member of Concerned Residents of the Sunset

Member of Open the Great Highway Alliance

One of 13,800+ signatures of impacted citizens on a Petition to reopen the Great Highway

From: [Peter Belden](#)
To: [MelgarStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Thursday, September 16, 2021 10:57:43 PM

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

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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Luke Bornheimer](#)
To: [MelgarStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Thursday, September 16, 2021 10:42:17 PM

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Zach Lipton](#)
To: [MelgarStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Thursday, September 16, 2021 10:06:05 PM

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

I don't usually send form letters, but this really says it all. Supervisor Chan's resolution is a great plan, but please amend this resolution to keep cut-through traffic off car-free JFK. I am confident that with the garage, music concourse loop, and so many alternate routes, the park and its institutions will still be just as accessible to all, including people with disabilities, without ripping the "beach-to-bay car-free connection" connection in half, and do not believe we should slow down Muni service to/from the park by favoring private vehicle traffic here.

Thank you!

=====

Supervisors Melgar, Peskin, and Preston,

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Thank you,

Zach Lipton

From: [Matt Brezina](#)
To: [MelgarStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Thursday, September 16, 2021 9:41:03 PM

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From: [Patrick Traughber](#)
To: [Board of Supervisors, \(BOS\)](#); [Chan, Connie \(BOS\)](#)
Cc: [Tumlin, Jeffrey \(MTA\)](#)
Subject: Golden Gate Park needs to be car free; reject Supervisor Chan's "Beach to Bay" idea
Date: Wednesday, September 22, 2021 1:56:44 PM

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

Hi Board,

I want to share that as a long time resident of San Francisco I oppose Supervisor Chan's "beach to bay" proposal. Related:

<https://twitter.com/hknightsf/status/1440747052992905219>

I do support the changes which remove more cars from Golden Gate Park and make more streets car free including MLK, JFK, Middle Drive, and Councourse. We already have too many streets for cars in our city and in Golden Gate Park. Supervisor Chan's proposal will make our park less safe, doesn't incorporate the needs and wants of the community, and doesn't adhere to our city's Vision Zero, Transit First, and Climate goals.

Please reject Supervisor Chan's proposal and support car free Golden Gate Park.

Thank you,
Patrick

--

Patrick Traughber
patricktraughber@gmail.com

From: [Nate Herse](#)
To: [Ginsburg, Phil \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Cc: [Commission, Recpark \(REC\)](#); [MTABoard@sfmta.com](#); [Board of Supervisors, \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [hello@kidsafeggp.com](#)
Subject: Please please please make Safe #CarFreeJFK permanent!
Date: Wednesday, September 22, 2021 11:24:01 AM

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

Dear Director Ginsburg, Mayor Breed, and Director Tumlin, Rec and Park Commissioners, and members of the Board of Supervisors,

Thank you for your continued support of Car-Free JFK! Having car-free space in our largest park has been an eye-opening and uplifting experience for me and countless other people in our city.

Writing to urge you to support keeping JFK car-free permanently -- your support is needed now more than ever.

San Francisco deserves more people-first spaces where residents and visitors can be active, enjoy nature, and spend time with friends and family. People of all ages and abilities have been flocking to JFK to enjoy the car-free space.

Keeping JFK car-free would allow these people (and countless others) to get outside, enjoy nature, improve their health, and visit attractions in the Park.

Best of all, keeping JFK car-free would allow people of all ages, abilities, and means to access our beautiful park by whatever method they prefer -- walking, biking, rolling, taking public transit, or driving a car -- thanks to the ample access options, including buses, shuttles, the 3,000+ free parking spots throughout the Park and along Lincoln Way and Fulton Street, and the parking garages underneath the Music Concourse.

Finally, this 3+ mile car-free connection between the panhandle and ocean beach is a critical active-transportation corridor (walk, run, bike, scoot, roll) that encourages the most environmental and climate-conscious means of running errands, getting to work, visiting friends, and taking children to school.

Please join me and countless other residents and advocacy organizations in supporting keeping JFK car-free forever.

Thanks again, and please take care.
Nate Herse

From: [Helena Viets](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Tuesday, September 21, 2021 10:25:54 PM

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2) Include a commitment that all the existing sections of car-free JFK be maintained as-is, without compromises that put cars back on any of this peaceful & safe section of Golden Gate Park. All access issues are being addressed without destroying this peaceful promenade with

the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Paola Brigneti](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Tuesday, September 21, 2021 9:17:04 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

Sincerely,
Paola Brigneti
SF Resident

From: [Liz Chien](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Tuesday, September 21, 2021 4:49:48 PM

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

Supervisors Melgar, Peskin, and Preston,

I love Kid Safe JFK, and want it to become permanent without a private car cut-through at 8th Avenue. I support Kid Safe SF's efforts to save this serene, safe, and joyous space in the middle of Golden Gate Park.

It is one of the treasures of San Francisco and something that keeps my family in San Francisco (when many of our friends have moved out of the City).

Many drivers in San Francisco are aggressive and many speed, run red lights, do not stop at stop signs. The closed section of JFK has become a sanctuary where I can ride a bike with my son without worrying about an aggressive driver hitting us.

Separately, the pedestrian crossing in GGP on 25th Avenue needs to include a yellow "slow down" light or flashing lights so that drivers speeding down the hill from Crossover Drive do not hit pedestrians crossing the street. I've personally had a close call with an aggressive driver who almost hit my son on that crosswalk.

Best regards,
Liz

From: [Jane Marie Cleveland](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: [Jane Marie Cleveland](#)
Subject: JFK reopening is most equitable solution
Date: Tuesday, September 21, 2021 1:56:35 PM

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

Dear Supervisors,

As a 76-year old, recently-retired (July 2020), but still on-call staff member at the deYoung Museum, and as a resident of Supervisor Safai's district, I implore you to reexamine the meaning of the word "equitable." and consider the concept of KISS.

* **EQUITABLE:** In the 2010's JFK was reconfigured to add 2 dedicated bicycle lanes, inbound and outbound. That was equitable. At that time there were 2 broad pedestrian walkways, 2 bicycle lanes, 2 traffic lanes, and 2 parking lanes.

• **NECESSARY DE YOUNG ACCESS:** When I do work at the deYoung (most recently, August 2021), my work requires me to drive a Museum van between the DY and the Legion of Honor Museum + to the post office, FedEx, City Hall, and other off-site destinations. When accessing JFK, we drive at 5mph with our emergency lights flashing. Others who must drive JFK to serve the deYoung include, but are not limited to: USPS, FedEx, UPS, private couriers, outside contractors, plus our warehousemen, IT staff, engineers, administrators, et al.

* **PERSONAL INCONVENIENCE:** Since the JFK closure I park at Stow Lake, but during the dark months of Nov-Feb, I have to use my lunch time to move my car to Fulton Street because climbing the 25 steps + incline to Stow Lake in the woody darkness after 5:30pm is spooky, if not dangerous. [good idea #2: install light standards or a charming string of lights on that path behind the Hagiwara Tea Garden]

• **CARS NEED NOT BE DEMONIZED.** Cars are more and more frequently electric or hybrid. They carry families, the elderly and disabled to the most popular destinations in GGPark that happen to be close to JFK Blvd. Closing JFK and so-called Slow Streets just sends drivers extra miles through neighborhoods where their traffic and parking is not appreciated.

Thank you for this opportunity to express my righteous opinions. ;)

Jane Cleveland
janelandia@yahoo.com

From: [Mathew Bittleston](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Tuesday, September 21, 2021 1:28:11 PM

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

Supervisors Melgar, Peskin, and Preston,

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Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

However, I strongly oppose the section calling for private-car traffic entering JFK Drive at 8th Avenue.

Adding private-car traffic to this busy area at the heart of the park would rip this beach-to-bay car-free connection in half, put children at risk of traffic violence in our pedestrian oasis, slow Muni service, and lead to cut-through traffic.

Muni's 44-O'Shaughnessy, a Muni equity strategy route which connects the southeastern neighborhoods directly to Golden Gate Park, will be slowed by car traffic if the 8th Avenue entrance is opened to cars. Over the last 18 months as 8th Avenue has been a transit-only entrance, the 44 has seen 3 minute travel time improvements through the park.

The park and the museums are still just as accessible to all, including people with disabilities, without cars on car-free JFK at 8th Avenue, because drivers can still drive around the Music Concourse and have direct access to the museums through the garage. For museum visitors with disabilities, the closest access to the museums is the garage.

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the noise, danger and exhaust of cars.

Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Monique A](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: [Walton, Shamann \(BOS\)](#)
Subject: Public Comment for Agenda Item 32 - Beach to Bay proposal
Date: Tuesday, September 21, 2021 11:45:57 AM

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

Dear Board of Supervisors,

I am writing to show my appreciation of Supervisor Chan's leadership in looking for a solution that will create equitable access to Golden Gate Park surrounding JFK Drive. However, though well intentioned, the Beach to Bay proposal still only positively affects the residents of Districts 1, 4 and parts of 5.

As a third generation District 10 San Franciscan, allowing JFK Drive & Middle Drive to be cut off from the rest of the City (and Bay Area if we are honest) as additional access to areas of the park that are hard to walk to and lots of free parking is not equitable. I also feel it is very disingenuous to list the 836 parking spaces available in the garage as the cost of parking there is unbelievably high. Cutting off easy access to the Conservatory of Flowers, Botanical Garden, Academy of Sciences and the de Young does a huge disservice to neighborhoods in the City who are already at a disadvantage.

And to be transparent, I am a City employee primarily based at the de Young during normal times. I am also deeply concerned about my safety during the winter when I would have to walk through areas of the park with absolutely no lighting to get to my car because JFK drive is blocked off.

In addition to my own safety, blocking JFK from cars will provide a false sense of security to visitors who walk in the street. Because of the aforementioned cultural centers, car and especially truck activity continues to go on. Last fiscal year, during the height of the pandemic there were at least 50 trucks (mostly tractor trailers) that still had to access the de Young. This does not even include the over 1,000+ personal vehicles that were part of the de Young open.

I understand this is a contentious issue and that there are certain lobbies that are pushing for the closure to cars. But this can't be a quickly decided issue and it can't be one that only certain areas of the City reap the benefits. I strongly urge that the Park reopen fully to cars as the City is reopening from COVID. And then address all of the issues to make this a possibility in the future if other infrastructures are worked on before and more equitable solutions can be found.

Sincerely,
Monique Abadilla
Resident of the Bayview since 1983, family resident since 1920

From: [Swell Bicycles](#)
To: [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Major, Erica \(BOS\)](#); [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [clerk@sfcta.org](#); [Board of Supervisors, \(BOS\)](#); [Ginsburg, Phil \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Commission, Recpark \(REC\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](#); [hello@kidsafesf.com](#)
Subject: Please save Kid Safe JFK and amend the resolution to remove the private car cut-through at 8th Avenue...
Date: Tuesday, September 21, 2021 9:38:49 AM

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

Supervisors Melgar, Peskin, and Preston,

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Most of Supervisor Chan's resolution is excellent — improving Muni connections and the park shuttle, taking full advantage of the underutilized 836-space Music Concourse Garage, adding more parking for people with disabilities, and providing free garage parking to drivers with disabilities and underserved residents will make the park more accessible and equitable for all.

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Will you speak up for me and countless others asking for these amendments to the JFK resolution?

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Subject: FW: 9 Letters regarding bicyclist blocking the Great Highway
Date: Tuesday, September 21, 2021 11:00:00 AM
Attachments: [9 Letters regarding bicyclist blocking the Great Highway.pdf](#)

From: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Sent: Tuesday, September 21, 2021 10:29 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Laxamana, Junko (BOS) <junko.laxamana@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; Ng, Wilson (BOS) <wilson.l.ng@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>
Subject: 9 Letters regarding bicyclist blocking the Great Highway

Hello,

Please see attached, 9 Letters regarding bicyclist blocking the Great Highway.

Regards,

John Bullock
Board of Supervisors - Clerk's Office
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-7706

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

From: [Judi Gorski](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors. \(BOS\)](#); [SFPD, Chief \(POL\)](#)
Cc: [Rainsford, Nicholas \(POL\)](#); [MTABoard](#); [Commission, Recpark \(REC\)](#); [clerk@sfcta.org](#); [PROSAC, RPD \(REC\)](#); [Teague, Corey \(CPC\)](#)
Subject: Bicyclists' Intimidating Illegal Actions on the Great Highway
Date: Friday, September 17, 2021 6:33:57 AM

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

Dear Mayor Breed, Board of Supervisors, SF Police, and other City Officials,

Here is a link to a video of the latest of a series of ongoing weekly actions of about two dozen bicyclists slowing traffic to 2 mph on the Great Highway during the week during rush hour, forcing vehicles to stop and go and take 40 minutes to travel the two miles between Lincoln and Sloat instead of normally cruising at about 35 mph through the timed traffic lights. <https://youtu.be/nFB2urydoGQ>

One person who was handing out flyers to explain the holdup on the highway to drivers in gridlock during the latest bicycle protest said this, *“One of the people who grabbed a flyer from me while stuck behind the bicyclists was clearly in distress and said her sister was having a medical emergency and she was rushing to help her (well, not rushing any more). I don’t know about you but if I were one of those cyclists—or Gordon Mar, or the police—I would be ashamed for having put that woman through that, and hopefully she got home in time to do whatever she needed.”*

This latest intimidating, illegal, organized, activity took place without a required permit from and without restriction by the City to stop it despite previous notice of when and where it would occur. It was falsely labeled as a climate change protest despite clear scientific proof that nonstop traffic produces less carbon emissions than stop-and-go traffic, and despite the fact that only 3% of San Francisco residents are on bicycles as opposed to driving or being driven in vehicles. The majority of bicyclists coming to use the GH when it’s closed to cars on weekends drive in their own private vehicles with bicycles attached which add extra greenhouse gasses to the surface streets of the residential community.

This illegal obstruction of highway traffic at rush hour does not support Vision Zero goals; it adds danger of collisions to an otherwise safe route. A 24/7 open Great Highway is environmentally better and safer for San Francisco than a closed one, especially if the City maintains the 16-foot wide pedestrian pathway that exists alongside the highway where people are walking and bicycling while cars use the highway’s lanes.

What are you doing to rectify this illegal dangerous situation and stop it from happening over and over again? A prompt response would be appreciated.

Sincerely,

Judi Gorski
Resident/Voter/Taxpayer
Member of Concerned Residents of the Sunset

Member of Open the Great Highway Alliance

One of 13,800+ signatures of impacted citizens on a Petition to reopen the Great Highway

From: [Katherine Diep](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors. \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff. \(BOS\)](#); [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); [clerk@sfcta.org](#); [SFPD, Chief \(POL\)](#); [Rainsford, Nicholas \(POL\)](#); [info@openthegreathighway.com](#)
Subject: Re: Bicyclists block Great Highway and Sup. Dean Preston thinks it's "Beautiful to see" from Katherine Diep
Date: Sunday, September 19, 2021 3:41:00 PM

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



My name is **Katherine Diep**
My email address is **katherine.diep@gmail.com**

Dear Mayor Breed, BOS, SF City Attorney, Capt. Nicholas Rainsford of Taraval Station, SFPD Chief of Police

On Tuesday, August 24, 2021, 26 entitled Great Walkway Civil Disobedience Society (twitter: @safestreetrebel) bicyclists took over the Great Highway during the evening commute between 6 and 7 pm, completely blocking the passage of hundreds of vehicles driven by working people, taxpayers, and voters on their way home for the evening. This act was illegal, violating the CA vehicle traffic code and other laws. The bikers also refused to comply with peace officers following who instructed them to move to the right of the roadway to let faster vehicles pass. Traveling at 5 miles an hour, this group refused to move to the right of the entire north-south route, blocking all traffic. They then repeated this stunt going south-north, again backing up more commuter traffic. No city official has condemned these actions. (see YouTube video footnoted to this letter.)

We are concerned that not one elected or appointed city official has condemned these lawless cyclists. These illegal actions make a mockery of the Mayor, Supervisors Mar, Chan, and Melgar, the tax-paying and voting commuters trying to get home, the police (following in a police van as a buffer between

bikers and cars, trying to keep all safe) and members of the public impacted by the closure of the Great Highway. Not one official has recognized and condemned the danger from the escalation of "civil disobedience" by these bike fanatics and been brave enough to speak out against these "protests," which will undoubtedly re-occur. This is clearly indicated by a Twitter post by one of the Aug. 24 bikers:

8/24/21 Twitter post by self-described "complete closure zealot" (@bambipotf) : "cop told us to move over to the right lane twice, we did not. they gave up very quickly. the more of us there are, the more successful we're going to be at taking our space back and holding it. drivers can take Sunset."

It's clear these bicyclists consider the Great Highway "our space" with zero consideration of the harm this closure has done to the safety of many thousands of commuters and residents in the Sunset and Richmond. Their entitled actions are offensive, illegal, dangerous, disruptive, unacceptable, and childish. They reveal zero consideration for children, seniors, the disabled, and families who have to negotiate the intersections of nearby neighborhoods now periodically populated with 18,000-20,000 more vehicles. The videos of the bunched-up cars on the Great Highway on Tuesday clearly demonstrate that hundreds of vehicles were prevented from their rightful use of the highway. These hundreds of cars and trucks would have been in front of our houses on neighborhood streets if not for the decision to reopen the highway during the workweek.

Of course, you will hear "Free speech! First Amendment! Right to protest!" There is no right for any citizen, protesting or not, to willfully break laws. The bicyclists violated two sections of the CA Vehicle Code, two sections of the San Francisco Police Code, and two sections of the San Francisco Park Code. Yet there have been no consequences, or even acknowledgment, of these offenses by San Francisco officials.

Supervisor Preston Thinks It's Beautiful

In fact, the only official speaking out about this illegal blocking of traffic has been Supervisor Dean Preston, on Twitter (@DeanPreston), not condemning these scofflaws, but actually **CONDONING** their illegal acts, and by implication, encouraging future similar events. Preston retweeted a photo of the miscreant bikers with the caption, "Beautiful to see."

This is an official who is a member of the California State Bar who took an oath to uphold the law. He took an oath when he was sworn in as Supervisor to uphold the law. Preston is clearly demonstrating his bias, which is against BOS policy, in a matter that will be placed before the Board of Supervisors in a few months for a vote on the future of the Great Highway. He displayed a complete lack of ethics and a clear disregard for the law and for hundreds of commuters who were denied their rightful use of the road. He should be censured by the BOS and disallowed to vote on the Great Highway decision. He should be reported to the State Bar and the SF Ethics Commission for his outrageous incitement of illegal and dangerous acts.

Why the silence from elected officials about this matter? It appears that transactional politics with special interest groups in San Francisco are more important than upholding the law. Transactional politics are more important than allowing residents and working people to have safety on the streets. Transactional politics are more important than the much-ballyhooed Vision Zero. It's time San Francisco officials stop pandering to these special interest groups and start taking care of working people who must commute and the pedestrians in the Sunset and the Richmond who deserve safe streets.

Please, would just one of you speak out against this illegal Great Walkway action and the dangerous post of Supervisor Dean Preston that incites more lawlessness? We are waiting.

Update: The Open the Great Highway online petition now has over 13,000 signatures.

Thank you for your time.

Sincerely,
Katherine Diep

<https://www.openthegreathighway.com/gh-blocked-deanpreston>

<https://youtu.be/UESLxb5azAw>

[Open the Great Highway Petition](#)

From: [Penelope Wasley](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors. \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff. \(BOS\)](#); [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); [clerk@sfcta.org](#); [SFPD, Chief \(POL\)](#); [Rainsford, Nicholas \(POL\)](#); [Cityattorney](#); [SFPD Taraval Station. \(POL\)](#); [info@openthegreathighway.com](#)
Subject: Re: Bicyclists trap commuters on Great Highway during Rush Hour from Penelope Wasley
Date: Sunday, September 19, 2021 1:26:58 PM

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



My name is **Penelope Wasley**
My email address is **whynot2003_4@yahoo.com**

Dear City Attorney Herrera,

On Thursday, September 9th, a group of bicyclists took over the Upper Great Highway for the third time in as many weeks, blocking cars and preventing thousands of people from arriving at their destinations in a timely manner. At the first two events, the police created a buffer zone between those in automobiles and those on bikes, with a police car separating the two as they rode down the Highway. This time, however, the department's response was to take a more hands-off approach. Three police cars were present at Murphy's Windmill where the bicyclists gathered before the event, but they left as soon as the event began. There was no police car and no police presence between bikes and cars. This created an extremely dangerous situation, and it was only because of the remarkable restraint shown by drivers that situation didn't escalate and turn violent.

The Mayor and the Board of Supervisors, and now the police, have been informed numerous times that bicyclists are taking over the Highway and tempers are running short. It is a powder keg in District Four right now, and no one seems to care.

It is now time for the City Attorney's office to step in to ensure that no one is harmed when this happens again (and it will). It is your responsibility, as the legal counsel for the city of San Francisco, to notify the appropriate agencies of the urgency in resolving and stopping this disruptive behavior on the part of bicyclists. Their failure to do will likely result in violent confrontations in which people could suffer preventable injuries and unnecessary property damages. It is within the realm of possibility that lawsuits will be filed against the city for its failure to mitigate. You have been put on notice.

Please advise as to what action the City Attorney's Office will be taking to resolve this precarious situation.

Thank you for your time.

Sincerely,
Penelope Wasley

<https://www.openthegreathighway.com/trapped>

[YouTube: Bicyclists trap commuters on Great Highway during Rush Hour](#)

[Open the Great Highway Petition](#)

From: [Gretel Perez](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors, \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); [clerk@sfcta.org](#); [SFPD, Chief \(POL\)](#); [Rainsford, Nicholas \(POL\)](#); [Cityattorney](#); [SFPD Taraval Station, \(POL\)](#); [info@openthegreathighway.com](#)
Subject: Re: Bicyclists trap commuters on Great Highway during Rush Hour from Gretel Perez
Date: Saturday, September 18, 2021 9:39:07 PM

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



My name is **Gretel Perez**

My email address is **breadcrumbtrail@gmail.com**

Dear City Attorney Herrera,

On Thursday, September 9th, a group of bicyclists took over the Upper Great Highway for the third time in as many weeks, blocking cars and preventing thousands of people from arriving at their destinations in a timely manner. At the first two events, the police created a buffer zone between those in automobiles and those on bikes, with a police car separating the two as they rode down the Highway. This time, however, the department's response was to take a more hands-off approach. Three police cars were present at Murphy's Windmill where the bicyclists gathered before the event, but they left as soon as the event began. There was no police car and no police presence between bikes and cars. This created an extremely dangerous situation, and it was only because of the remarkable restraint shown by drivers that situation didn't escalate and turn violent.

The Mayor and the Board of Supervisors, and now the police, have been informed numerous times that bicyclists are taking over the Highway and tempers are running short. It is a powder keg in District Four right now, and no one seems to care.

It is now time for the City Attorney's office to step in to ensure that no one is harmed when this happens again (and it will). It is your responsibility, as the legal counsel for the city of San Francisco, to notify the appropriate agencies of the urgency in resolving and stopping this disruptive behavior on the part of bicyclists. Their failure to do will likely result in violent confrontations in which people could suffer preventable injuries and unnecessary property damages. It is within the realm of possibility that lawsuits will be filed against the city for its failure to mitigate. You have been put on notice.

Please advise as to what action the City Attorney's Office will be taking to resolve this precarious situation.

Thank you for your time.

Sincerely,
Gretel Perez

<https://www.openthegreathighway.com/trapped>

[YouTube: Bicyclists trap commuters on Great Highway during Rush Hour](#)

[Open the Great Highway Petition](#)

From: [Devorah Joseph](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors. \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff. \(BOS\)](#); [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); [clerk@sfcta.org](#); [SFPD, Chief \(POL\)](#); [Rainsford, Nicholas \(POL\)](#); [info@openthegreathighway.com](#)
Subject: Re: Bicyclists block Great Highway and Sup. Dean Preston thinks it's "Beautiful to see" from Devorah Joseph
Date: Saturday, September 18, 2021 3:39:53 PM

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



My name is **Devorah Joseph**
My email address is **drdevisf@gmail.com**

Dear Mayor Breed, BOS, SF City Attorney, Capt. Nicholas Rainsford of Taraval Station, SFPD Chief of Police

On Tuesday, August 24, 2021, 26 entitled Great Walkway Civil Disobedience Society (twitter: @safestreetrebel) bicyclists took over the Great Highway during the evening commute between 6 and 7 pm, completely blocking the passage of hundreds of vehicles driven by working people, taxpayers, and voters on their way home for the evening. This act was illegal, violating the CA vehicle traffic code and other laws. The bikers also refused to comply with peace officers following who instructed them to move to the right of the roadway to let faster vehicles pass. Traveling at 5 miles an hour, this group refused to move to the right of the entire north-south route, blocking all traffic. They then repeated this stunt going south-north, again backing up more commuter traffic. No city official has condemned these actions. (see YouTube video footnoted to this letter.)

We are concerned that not one elected or appointed city official has condemned these lawless cyclists. These illegal actions make a mockery of the Mayor, Supervisors Mar, Chan, and Melgar, the tax-paying and voting commuters trying to get home, the police (following in a police van as a buffer between

bikers and cars, trying to keep all safe) and members of the public impacted by the closure of the Great Highway. Not one official has recognized and condemned the danger from the escalation of "civil disobedience" by these bike fanatics and been brave enough to speak out against these "protests," which will undoubtedly re-occur. This is clearly indicated by a Twitter post by one of the Aug. 24 bikers:

8/24/21 Twitter post by self-described "complete closure zealot" (@bambipotf) : "cop told us to move over to the right lane twice, we did not. they gave up very quickly. the more of us there are, the more successful we're going to be at taking our space back and holding it. drivers can take Sunset."

It's clear these bicyclists consider the Great Highway "our space" with zero consideration of the harm this closure has done to the safety of many thousands of commuters and residents in the Sunset and Richmond. Their entitled actions are offensive, illegal, dangerous, disruptive, unacceptable, and childish. They reveal zero consideration for children, seniors, the disabled, and families who have to negotiate the intersections of nearby neighborhoods now periodically populated with 18,000-20,000 more vehicles. The videos of the bunched-up cars on the Great Highway on Tuesday clearly demonstrate that hundreds of vehicles were prevented from their rightful use of the highway. These hundreds of cars and trucks would have been in front of our houses on neighborhood streets if not for the decision to reopen the highway during the workweek.

Of course, you will hear "Free speech! First Amendment! Right to protest!" There is no right for any citizen, protesting or not, to willfully break laws. The bicyclists violated two sections of the CA Vehicle Code, two sections of the San Francisco Police Code, and two sections of the San Francisco Park Code. Yet there have been no consequences, or even acknowledgment, of these offenses by San Francisco officials.

Supervisor Preston Thinks It's Beautiful

In fact, the only official speaking out about this illegal blocking of traffic has been Supervisor Dean Preston, on Twitter (@DeanPreston), not condemning these scofflaws, but actually **CONDONING** their illegal acts, and by implication, encouraging future similar events. Preston retweeted a photo of the miscreant bikers with the caption, "Beautiful to see."

This is an official who is a member of the California State Bar who took an oath to uphold the law. He took an oath when he was sworn in as Supervisor to uphold the law. Preston is clearly demonstrating his bias, which is against BOS policy, in a matter that will be placed before the Board of Supervisors in a few months for a vote on the future of the Great Highway. He displayed a complete lack of ethics and a clear disregard for the law and for hundreds of commuters who were denied their rightful use of the road. He should be censured by the BOS and disallowed to vote on the Great Highway decision. He should be reported to the State Bar and the SF Ethics Commission for his outrageous incitement of illegal and dangerous acts.

Why the silence from elected officials about this matter? It appears that transactional politics with special interest groups in San Francisco are more important than upholding the law. Transactional politics are more important than allowing residents and working people to have safety on the streets. Transactional politics are more important than the much-ballyhooed Vision Zero. It's time San Francisco officials stop pandering to these special interest groups and start taking care of working people who must commute and the pedestrians in the Sunset and the Richmond who deserve safe streets.

Please, would just one of you speak out against this illegal Great Walkway action and the dangerous post of Supervisor Dean Preston that incites more lawlessness? We are waiting.

Update: The Open the Great Highway online petition now has over 13,000 signatures.

Thank you for your time.

Sincerely,
Devorah Joseph

<https://www.openthegreathighway.com/gh-blocked-deanpreston>

<https://youtu.be/UESLxb5azAw>

[Open the Great Highway Petition](#)

From: [Roy Lee](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors. \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff. \(BOS\)](#); [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); [clerk@sfcta.org](#); [SFPD, Chief \(POL\)](#); [Rainsford, Nicholas \(POL\)](#); [info@openthegreathighway.com](#)
Subject: Re: Bicyclists block Great Highway and Sup. Dean Preston thinks it's "Beautiful to see" from Roy Lee
Date: Saturday, September 18, 2021 2:00:34 PM

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



My name is **Roy Lee**
My email address is **roylee@sonic.net**

Hello

Thank you for your service to this beautiful city all who are fortunate to live here.

I'm writing to express my concern about the Great Highway. While I understand the desire of certain groups of people to prevent thousands of drivers who rely on the roadway, the argument for closing the highway simply doesn't address the fact that it will serve a relatively small number of bicyclists.

Pedestrians already have a beautiful walkway right above the beach, well protected from auto traffic. The coalition is powerful enough without using pedestrians and those with limited mobility to bolster their lobbying efforts.

I wonder if Supervisor Preston has spent the time it takes to better understand this issue. I think it would be helpful for you to directly observe how many bikes are actually using the highway. Bike use is terribly inconsistent. Of course our lovely weather has a big influence and when it rains they don't ride on any streets. When it's windy people don't want to ride. It does occasionally get foggy.

Thank you again for all your work,
Roy Lee

Thank you for your time.

Sincerely,
Roy Lee

<https://www.openthegreathighway.com/gh-blocked-deanpreston>

<https://youtu.be/UESLxb5azAw>

[Open the Great Highway Petition](#)

From: [Ilya Zhury](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors. \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff. \(BOS\)](#); [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); [clerk@sfcta.org](#); [SFPD, Chief \(POL\)](#); [Rainsford, Nicholas \(POL\)](#); [info@openthegreathighway.com](#)
Subject: Re: Bicyclists block Great Highway and Sup. Dean Preston thinks it's "Beautiful to see" from Ilya Zhury
Date: Saturday, September 18, 2021 6:47:02 AM

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



My name is **Ilya Zhury**
My email address is **izhuravlev@hotmail.com**

Dear Mayor Breed, BOS, SF City Attorney, Capt. Nicholas Rainsford of Taraval Station, SFPD Chief of Police

On Tuesday, August 24, 2021, 26 entitled Great Walkway Civil Disobedience Society (twitter: @safestreetrebel) bicyclists took over the Great Highway during the evening commute between 6 and 7 pm, completely blocking the passage of hundreds of vehicles driven by working people, taxpayers, and voters on their way home for the evening. This act was illegal, violating the CA vehicle traffic code and other laws. The bikers also refused to comply with peace officers following who instructed them to move to the right of the roadway to let faster vehicles pass. Traveling at 5 miles an hour, this group refused to move to the right of the entire north-south route, blocking all traffic. They then repeated this stunt going south-north, again backing up more commuter traffic. No city official has condemned these actions. (see YouTube video footnoted to this letter.)

We are concerned that not one elected or appointed city official has condemned these lawless cyclists. These illegal actions make a mockery of the Mayor, Supervisors Mar, Chan, and Melgar, the tax-paying and voting commuters trying to get home, the police (following in a police van as a buffer between

bikers and cars, trying to keep all safe) and members of the public impacted by the closure of the Great Highway. Not one official has recognized and condemned the danger from the escalation of "civil disobedience" by these bike fanatics and been brave enough to speak out against these "protests," which will undoubtedly re-occur. This is clearly indicated by a Twitter post by one of the Aug. 24 bikers:

8/24/21 Twitter post by self-described "complete closure zealot" (@bambipotf) : "cop told us to move over to the right lane twice, we did not. they gave up very quickly. the more of us there are, the more successful we're going to be at taking our space back and holding it. drivers can take Sunset."

It's clear these bicyclists consider the Great Highway "our space" with zero consideration of the harm this closure has done to the safety of many thousands of commuters and residents in the Sunset and Richmond. Their entitled actions are offensive, illegal, dangerous, disruptive, unacceptable, and childish. They reveal zero consideration for children, seniors, the disabled, and families who have to negotiate the intersections of nearby neighborhoods now periodically populated with 18,000-20,000 more vehicles. The videos of the bunched-up cars on the Great Highway on Tuesday clearly demonstrate that hundreds of vehicles were prevented from their rightful use of the highway. These hundreds of cars and trucks would have been in front of our houses on neighborhood streets if not for the decision to reopen the highway during the workweek.

Of course, you will hear "Free speech! First Amendment! Right to protest!" There is no right for any citizen, protesting or not, to willfully break laws. The bicyclists violated two sections of the CA Vehicle Code, two sections of the San Francisco Police Code, and two sections of the San Francisco Park Code. Yet there have been no consequences, or even acknowledgment, of these offenses by San Francisco officials.

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In fact, the only official speaking out about this illegal blocking of traffic has been Supervisor Dean Preston, on Twitter (@DeanPreston), not condemning these scofflaws, but actually **CONDONING** their illegal acts, and by implication, encouraging future similar events. Preston retweeted a photo of the miscreant bikers with the caption, "Beautiful to see."

This is an official who is a member of the California State Bar who took an oath to uphold the law. He took an oath when he was sworn in as Supervisor to uphold the law. Preston is clearly demonstrating his bias, which is against BOS policy, in a matter that will be placed before the Board of Supervisors in a few months for a vote on the future of the Great Highway. He displayed a complete lack of ethics and a clear disregard for the law and for hundreds of commuters who were denied their rightful use of the road. He should be censured by the BOS and disallowed to vote on the Great Highway decision. He should be reported to the State Bar and the SF Ethics Commission for his outrageous incitement of illegal and dangerous acts.

Why the silence from elected officials about this matter? It appears that transactional politics with special interest groups in San Francisco are more important than upholding the law. Transactional politics are more important than allowing residents and working people to have safety on the streets. Transactional politics are more important than the much-ballyhooed Vision Zero. It's time San Francisco officials stop pandering to these special interest groups and start taking care of working people who must commute and the pedestrians in the Sunset and the Richmond who deserve safe streets.

Please, would just one of you speak out against this illegal Great Walkway action and the dangerous post of Supervisor Dean Preston that incites more lawlessness? We are waiting.

Update: The Open the Great Highway online petition now has over 13,000 signatures.

Thank you for your time.

Sincerely,
Ilya Zhury

<https://www.openthegreathighway.com/gh-blocked-deanpreston>

<https://youtu.be/UESLxb5azAw>

[Open the Great Highway Petition](#)

From: [Carmen Huber](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors. \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff. \(BOS\)](#); [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); [clerk@sfcta.org](#); [SFPD, Chief \(POL\)](#); [Rainsford, Nicholas \(POL\)](#); [Cityattorney](#); [SFPD Taraval Station. \(POL\)](#); [info@openthegreathighway.com](#)
Subject: Re: Bicyclists trap commuters on Great Highway during Rush Hour from Carmen Huber
Date: Friday, September 17, 2021 5:46:42 PM

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



My name is **Carmen Huber**
My email address is **carmen_huber@hotmail.com**

Dear City Attorney Herrera,

On Thursday, September 9th, a group of bicyclists took over the Upper Great Highway for the third time in as many weeks, blocking cars and preventing thousands of people from arriving at their destinations in a timely manner. At the first two events, the police created a buffer zone between those in automobiles and those on bikes, with a police car separating the two as they rode down the Highway. This time, however, the department's response was to take a more hands-off approach. Three police cars were present at Murphy's Windmill where the bicyclists gathered before the event, but they left as soon as the event began. There was no police car and no police presence between bikes and cars. This created an extremely dangerous situation, and it was only because of the remarkable restraint shown by drivers that situation didn't escalate and turn violent.

The Mayor and the Board of Supervisors, and now the police, have been informed numerous times that bicyclists are taking over the Highway and tempers are running short. It is a powder keg in District Four right now, and no one seems to care.

It is now time for the City Attorney's office to step in to ensure that no one is harmed when this happens again (and it will). It is your responsibility, as the legal counsel for the city of San Francisco, to notify the appropriate agencies of the urgency in resolving and stopping this disruptive behavior on the part of bicyclists. Their failure to do will likely result in violent confrontations in which people could suffer preventable injuries and unnecessary property damages. It is within the realm of possibility that lawsuits will be filed against the city for its failure to mitigate. You have been put on notice.

Please advise as to what action the City Attorney's Office will be taking to resolve this precarious situation.

Thank you for your time.

Sincerely,
Carmen Huber

<https://www.openthegreathighway.com/trapped>

[YouTube: Bicyclists trap commuters on Great Highway during Rush Hour](#)

[Open the Great Highway Petition](#)

From: [Pramjit Kaur](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors. \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff. \(BOS\)](#); [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); [clerk@sfcta.org](#); [SFPD, Chief \(POL\)](#); [Rainsford, Nicholas \(POL\)](#); [info@openthegreathighway.com](#)
Subject: Re: Bicyclists block Great Highway and Sup. Dean Preston thinks it's "Beautiful to see" from Pramjit Kaur
Date: Friday, September 17, 2021 7:07:55 AM

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



My name is **Pramjit Kaur**
My email address is **gurdialavtar@gmail.com**

Dear Mayor Breed, BOS, SF City Attorney, Capt. Nicholas Rainsford of Taraval Station, SFPD Chief of Police

On Tuesday, August 24, 2021, 26 entitled Great Walkway Civil Disobedience Society (twitter: @safestreetrebel) bicyclists took over the Great Highway during the evening commute between 6 and 7 pm, completely blocking the passage of hundreds of vehicles driven by working people, taxpayers, and voters on their way home for the evening. This act was illegal, violating the CA vehicle traffic code and other laws. The bikers also refused to comply with peace officers following who instructed them to move to the right of the roadway to let faster vehicles pass. Traveling at 5 miles an hour, this group refused to move to the right of the entire north-south route, blocking all traffic. They then repeated this stunt going south-north, again backing up more commuter traffic. No city official has condemned these actions. (see YouTube video footnoted to this letter.)

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bikers and cars, trying to keep all safe) and members of the public impacted by the closure of the Great Highway. Not one official has recognized and condemned the danger from the escalation of "civil disobedience" by these bike fanatics and been brave enough to speak out against these "protests," which will undoubtedly re-occur. This is clearly indicated by a Twitter post by one of the Aug. 24 bikers:

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Of course, you will hear "Free speech! First Amendment! Right to protest!" There is no right for any citizen, protesting or not, to willfully break laws. The bicyclists violated two sections of the CA Vehicle Code, two sections of the San Francisco Police Code, and two sections of the San Francisco Park Code. Yet there have been no consequences, or even acknowledgment, of these offenses by San Francisco officials.

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In fact, the only official speaking out about this illegal blocking of traffic has been Supervisor Dean Preston, on Twitter (@DeanPreston), not condemning these scofflaws, but actually **CONDONING** their illegal acts, and by implication, encouraging future similar events. Preston retweeted a photo of the miscreant bikers with the caption, "Beautiful to see."

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Please, would just one of you speak out against this illegal Great Walkway action and the dangerous post of Supervisor Dean Preston that incites more lawlessness? We are waiting.

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Thank you for your time.

Sincerely,
Pramjit Kaur

<https://www.openthegreathighway.com/gh-blocked-deanpreston>

<https://youtu.be/UESLxb5azAw>

[Open the Great Highway Petition](#)

From: [Judi Gorski](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors. \(BOS\)](#); [SFPD, Chief \(POL\)](#)
Cc: [Rainsford, Nicholas \(POL\)](#); [MTABOARD](#); [Commission, Recpark \(REC\)](#); [clerk@sfcta.org](#); [PROSAC, RPD \(REC\)](#); [Teague, Corey \(CPC\)](#)
Subject: Bicyclists' Intimidating Illegal Actions on the Great Highway
Date: Friday, September 17, 2021 6:33:57 AM

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

Dear Mayor Breed, Board of Supervisors, SF Police, and other City Officials,

Here is a link to a video of the latest of a series of ongoing weekly actions of about two dozen bicyclists slowing traffic to 2 mph on the Great Highway during the week during rush hour, forcing vehicles to stop and go and take 40 minutes to travel the two miles between Lincoln and Sloat instead of normally cruising at about 35 mph through the timed traffic lights. <https://youtu.be/nFB2urydoGQ>

One person who was handing out flyers to explain the holdup on the highway to drivers in gridlock during the latest bicycle protest said this, *“One of the people who grabbed a flyer from me while stuck behind the bicyclists was clearly in distress and said her sister was having a medical emergency and she was rushing to help her (well, not rushing any more). I don’t know about you but if I were one of those cyclists—or Gordon Mar, or the police—I would be ashamed for having put that woman through that, and hopefully she got home in time to do whatever she needed.”*

This latest intimidating, illegal, organized, activity took place without a required permit from and without restriction by the City to stop it despite previous notice of when and where it would occur. It was falsely labeled as a climate change protest despite clear scientific proof that nonstop traffic produces less carbon emissions than stop-and-go traffic, and despite the fact that only 3% of San Francisco residents are on bicycles as opposed to driving or being driven in vehicles. The majority of bicyclists coming to use the GH when it’s closed to cars on weekends drive in their own private vehicles with bicycles attached which add extra greenhouse gasses to the surface streets of the residential community.

This illegal obstruction of highway traffic at rush hour does not support Vision Zero goals; it adds danger of collisions to an otherwise safe route. A 24/7 open Great Highway is environmentally better and safer for San Francisco than a closed one, especially if the City maintains the 16-foot wide pedestrian pathway that exists alongside the highway where people are walking and bicycling while cars use the highway’s lanes.

What are you doing to rectify this illegal dangerous situation and stop it from happening over and over again? A prompt response would be appreciated.

Sincerely,

Judi Gorski
Resident/Voter/Taxpayer
Member of Concerned Residents of the Sunset

Member of Open the Great Highway Alliance

One of 13,800+ signatures of impacted citizens on a Petition to reopen the Great Highway

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS Legislation, \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: 450 O'Farrell - Get the Facts! Correcting misinformation
Date: Tuesday, September 21, 2021 11:17:00 AM
Attachments: [450OF_Facts-PDF_Sept 15 21.pdf](#)

From: Ela Strong <Ela@ElaStrong.com>
Sent: Saturday, September 18, 2021 1:06 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; ChanStaff (BOS) <chanstaff@sfgov.org>
Subject: 450 O'Farrell - Get the Facts! Correcting misinformation

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

Dear Board of Supervisors,

Fifth Church of Christ, Scientist and Forge Development Partners would like to clarify some of the misinformation on the 450 O'Farrell project.

Please see below the attached flyer.

Should you have any further questions, please contact Alexander Zucker at (415) 717-4661 or alexander@forgedevelopmentpartners.com.

Sincerely,

Ela Strong

Executive Board President
Fifth Church of Christ, Scientist
450 O'Farrell Street
San Francisco, CA 94102

450 O'Farrell Church and Essential Housing Project

Get the Facts!

Fifth Church of Christ, Scientist and Forge Development Partners (Forge) would like to clarify some of the misinformation on the 450 O'Farrell project that has been circulating in the community. Should you have any further questions, please contact Alexander Zucker at (415) 717-4661 or alexander@forgedevelopmentpartners.com.

Incorrect	Correct
Project was changed to group housing because the developer wants to make money	<ul style="list-style-type: none"> The earlier version of the project could not be built due to excessive costs that rendered it unfinanceable This project will provide 316 units of housing and can be financed and built
Church can build their new facilities without housing component	<ul style="list-style-type: none"> The Church does not have the funds to build a new Church and the Reading Room facilities it requires to practice its faith Construction of the Church is tied to the construction of the housing
Tech housing	<ul style="list-style-type: none"> This project is designed for small families The units have individual bathrooms, cooking areas and lots of shared indoor and outdoor spaces
Did not conduct additional community outreach	<ul style="list-style-type: none"> A variety of outreach was conducted including four community meetings, 75+stakeholder briefings, mailers and area canvassing
Won't communicate during construction	<ul style="list-style-type: none"> We will provide weekly construction reports and a toll-free line for questions/complaints
Construction may force tenants at Pacific Bay Inn to move	<ul style="list-style-type: none"> No neighboring tenants will have to move during construction
Ignored requests to meet with DISH representatives	<ul style="list-style-type: none"> We met with DISH and will honor the 2019 term sheet signed between Forge and DISH
Fails to meet current standards for Inclusionary Housing	<ul style="list-style-type: none"> The project provides 48 below market rate units which meets our building permit requirements
The city does not need this project	<ul style="list-style-type: none"> The City of San Francisco is in desperate need of all types of housing and this project provides 316 units of housing that can be built immediately



Above are prototypes of the unit design from the Panasonic CityNow event in November 2020.



From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS Legislation, \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: ASA Supports ReLeaf
Date: Tuesday, September 21, 2021 11:14:00 AM

From: Tony Bowles <tonebowles@gmail.com>
Sent: Tuesday, September 21, 2021 8:02 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: ASA Supports ReLeaf

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

Dear Supervisors, I am writing you in support of 5801 Mission St, the relocation of one of the original Cannabis Medical Dispensaries, ReLeaf.

ReLeaf has helped many patients over the years and it would be a shame to see another legacy operator shutdown.

Kind regards!

Tony Bowles, Chair Bay Area ASA
<https://www.safeaccessnow.org/>

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Recommendations for Redistricting Task Force next steps
Date: Tuesday, September 21, 2021 11:09:00 AM
Attachments: [2021 09 16 - Letter of recommendations for San Francisco Redistricting Task Force next steps.pdf](#)

From: Alison Goh <president@lwvsf.org>
Sent: Thursday, September 16, 2021 4:01 PM
To: Jalipa, Brent (BOS) <brent.jalipa@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>
Cc: Sharaya Souza <SharayaS@americanindianculturaldistrict.org>; jill@sanfranciscorising.org; Julia Marks <juliam@advancingjustice-alc.org>; Ramses.Teon-Nichols@seiu1021.org; diana@seaccusa.org; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Administrator, City (ADM) <city.administrator@sfgov.org>; Cityattorney <Cityattorney@sfcityatty.org>; Commission, Elections (REG) <elections.commission@sfgov.org>; Arntz, John (REG) <john.arntz@sfgov.org>; Pon, Adrienne (ADM) <adrienne.pon@sfgov.org>; Language Access (ADM) <Language.Access@sfgov.org>; Engagement, Civic (ADM) <civic.engagement@sfgov.org>; Bishop, Carrie (ADM) <carrie.bishop@sfgov.org>; Gerull, Linda (TIS) <linda.gerull@sfgov.org>; SOTF, (BOS) <sotf@sfgov.org>; Pelham, Leeann (ETH) <leeann.pelham@sfgov.org>; Ethics Commission, (ETH) <ethics.commission@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; LWVSF Local Redistricting <redistricting@lwvsf.org>; LWVSF Advocacy <advocacy@lwvsf.org>
Subject: Recommendations for Redistricting Task Force next steps

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

Dear Redistricting Task Force members,

Congratulations to each of you on your selection to the San Francisco Redistricting Task Force. You have been entrusted with important responsibilities that will shape San Francisco's democracy for a decade.

Our organizations include good government, civil rights, cultural, labor, and advocacy groups working to ensure the redistricting process engages and reflects the diverse and changing face of San Francisco. We look forward to working with you on the important task of drawing a new supervisor district map. We write today with recommendations for how to approach your work over the next few months as you ramp up and make key decisions about how you will conduct a fair, equitable, transparent, accessible, and independent redistricting process.

Attached is a letter with our recommendations for ensuring a fair, equitable, transparent, and accessible local redistricting process.

Thank you for your attention on this matter, hearing our concerns, and the opportunity to provide recommendations to maintain the integrity of our democracy and ensure that San Franciscans are able to actively participate. We look forward to hearing from you.

Alison Goh
President
president@lwvsf.org
pronouns: she/her

League of Women Voters of San Francisco
582 Market Street, Suite 615, San Francisco, CA 94104
415-989-8683 • [Facebook](#) • [Twitter](#)
Empowering voters. Defending democracy. Learn more at lwvsf.org.



September 16, 2021

VIA EMAIL to Brent Jalipa and John Carroll, Assistant Clerks

San Francisco Redistricting Task Force
c/o Clerk of the Board's Office
City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102

RE: Recommendations for Redistricting Task Force next steps

Dear Redistricting Task Force members,

Congratulations to each of you on your selection to the San Francisco Redistricting Task Force. You have been entrusted with important responsibilities that will shape San Francisco's democracy for a decade.

Our organizations include good government, civil rights, cultural, labor, and advocacy groups working to ensure the redistricting process engages and reflects the diverse and changing face of San Francisco. We look forward to working with you on the important task of drawing a new supervisor district map. We write today with recommendations for how to approach your work over the next few months as you ramp up and make key decisions about how you will conduct a fair, equitable, transparent, accessible, and independent redistricting process.

Many of our organizations worked on the 2020 Census and 2010 state and local redistricting processes, and are engaged in the current state redistricting process. For the past year, many of us have also collaborated with and advised the San Francisco Elections Commission, Department of Elections, Board of Supervisors, and other stakeholders to encourage timely and transparent action on the task force application process, member

selection, and ordinance passage. The following recommendations are based on that experience and expertise, as well as our ongoing work to engage historically underrepresented communities in our democracy.

Equip yourselves with the information and resources you need to effectively and independently manage a nonpartisan redistricting process

To ensure you are effectively prepared and supported for the work ahead, we recommend that you learn from other redistricting bodies, do your own research and get the training you need, and independently manage your consultants and support staff.

We cannot stress enough the importance of doing your work in an independent and nonpartisan manner.

While a consultant and San Francisco government staff will support your work, it is you, the Redistricting Task Force, who should lead this process and make decisions about how you will execute a fair, equitable, transparent, accessible, and independent redistricting process. This includes taking time to create and direct a public outreach plan that takes into consideration feedback from issue area experts, community advocates, and other stakeholders, as well as developing your own training schedule that meets your needs.

- 1. Learn from other redistricting bodies.** The task before you can be daunting, but fortunately you do not have to reinvent the wheel. There are state and local redistricting bodies that have developed best practices for getting started and ensuring they have the training and resources they need to do their work effectively. The [2011–2012 San Francisco Redistricting Task Force final report](#) includes recommendations for improving the process based on their experience. The 2020 California Citizens Redistricting Commission has been hard at work for several months and has a tremendous amount of helpful materials on its [website](#). We encourage you to reach out to the current state commission and the city’s previous task force members and invite them to speak about what went well during their onboarding, training, and redistricting processes, and what they would have done differently.
- 2. Do your own research and get the training you need.** Ask other state and local redistricting bodies what training they found helpful. Many of those same resources are available to you and we’re happy to help identify experts and make introductions. This information will help you understand your responsibilities under state and federal law. It will also help you identify best practices for going above and beyond the legal requirements in order to maximize public engagement and create a fair, accessible, inclusive, and transparent redistricting process. At a minimum, watch and discuss the [trainings the California Citizens Redistricting Commission received](#) on redistricting

101, the Voting Rights Act, demographics, communities of interest, and the statewide database. The training curriculums for the commissions in [San Diego County](#) and the [City of Long Beach](#) (also included as attachments to this letter) suggest other useful topics, including California Elections Code [§ 21500–21509](#) and [§ 21620–21630](#), demographics and geography of San Francisco, redistricting software and tools, independent redistricting best practices, public outreach and engagement, language access, disability access, and engaging historically excluded, underserved, and underrepresented communities. Getting this critical training will give you the confidence and context you need to make important decisions, including about how to deal with consultants and staff, create your public outreach and engagement plan, incorporate community input throughout your process and in the final maps, and carry out a fair and lawful redistricting process.

- 3. Independently manage your redistricting consultant and support staff.** The redistricting consultant has already been hired by the San Francisco Department of Elections, you have been assigned a clerk by the Office of the Clerk of the Board, and you will receive legal advice from the Office of the City Attorney. The consultant, clerks, and city staff will play critical roles in the redistricting process and will shape the task force’s engagement with the public and the final district map that will be in place for the next decade. You have a couple of months before the Census data used for local redistricting is available. Take this time now to independently set your own standards of practice, establish your public outreach and engagement plan, select the tools and systems you will use to both collaborate with each other and engage with the public, and learn about line drawing, demographics, and applicable laws.

Engage the public in a fair, equitable, transparent, and accessible manner

To ensure you are conducting a fair, equitable, transparent, and accessible redistricting process we recommend that you use modern best practices in public outreach and engagement, provide robust public notice, create a comprehensive website, and exceed language access requirements. The Redistricting Task Force is a body independent of the Board of Supervisors, Mayor, Elections Commission, and Department of Elections. While the task force receives support from the Clerk of the Board and others, you can and should determine your own public outreach and engagement standards and practices.

- 1. Use modern best practices in public outreach and engagement.** Much has changed in the ten years since the previous redistricting process. A decade ago, many people didn’t have cell phones, no less smartphones where they could access websites and stream live videos of public meetings. Many social media platforms we rely on today for communicating with people, such as Instagram and TikTok, didn’t exist. San Francisco’s

local media also has an important role to play in public outreach, especially in reaching historically excluded, underserved, and underrepresented communities. The task force should go beyond what was done in the past to engage the public both online and offline. Especially because of the pandemic, remote online access to information and meetings is essential to keeping San Franciscans safe. However, be cautious about over-relying on online outreach and engagement. Many San Franciscans lack reliable internet access and technology, and even more do not use the internet often or at all. When it is safe to do so during the pandemic, hold in-person meetings in each district and also in historically excluded, underserved, and underrepresented communities.

2. **Provide robust public notice.** We appreciate that city staff have already created an interested persons sign-up email list on the redistricting webpage that people can subscribe to for public notices and other information via email, as required by state law¹. We recommend the addition of text message as an option to this public notice service to allow the task force to reach people who do not use email regularly or at all. The task force should also communicate with the public in a variety of other ways, such as social media and traditional media (both earned and advertising), early on and throughout the redistricting process. The task force's meeting calendar, notices, and materials should be published and publicized as far in advance as possible, beyond the minimum notice period required by law (state law requires at least five days online notice of redistricting hearings², which is more than the 72 hour minimum required by the city's Sunshine Ordinance³). [San Diego County](#), [Los Angeles County](#), and the [California Citizens Redistricting Commission](#) each offer a public notice list (Los Angeles and California with a text message option), and share information on social media and in traditional media.
3. **Offer a comprehensive website.** Your website is the first place many people will learn what redistricting is and how they can get involved. To improve community engagement and diverse participation in the redistricting process, it is important to continue to add more information to the website. The website should offer clear, organized, and accessible information. It should comply with the [Americans with Disabilities Act \(ADA\) Title II](#) and [Section 508 of the Rehabilitation Act](#) (federal courts have referred to [WCAG 2.1 AA](#) as the accessibility standard). Videos should be captioned and translated, information in graphics and flyers should be offered in plain text or have alt text, and PDFs should be used sparingly and always accessible by screen readers. As is required by by state law⁴, the website should provide information translated into languages other than English. Go beyond the languages required by law and offer

¹ California Elections Code [§ 21508\(a\)\(2\)](#) and [§ 21628\(a\)\(2\)](#)

² California Elections Code [§ 21508\(c\)](#) and [§ 21628\(c\)](#)

³ [Sunshine Ordinance SEC. 67.7](#)

⁴ California Elections Code [§ 21508\(g\), \(h\)](#) and [§ 21628\(g\), \(h\)](#)

additional language options. We encourage you to seek advice from the Office of Civic Engagement & Immigrant Affairs (OCEIA), which is responsible for enforcing San Francisco's Language Access Ordinance, and community-based organizations. We also suggest you review other redistricting websites, such as those for [San Diego County](#), [Los Angeles County](#), and the [California Citizens Redistricting Commission](#).

- 4. Exceed language access requirements.** One of the most effective ways to encourage participation from a wide diversity of residents is through language access. Going above and beyond the legal language access requirements is a step the task force should take toward a more inclusive process. We recommend the task force make its website and other redistricting information available in multiple languages and allow ample time for people to request live meeting translation. Avoid relying on automatic translation tools like Google Translate, which do not capture nuances and may cause errors in communication. State law requires cities and counties to encourage residents, including those in underrepresented and non-English speaking communities, to participate in the redistricting process by reaching out to community groups and providing information to media organizations that serve those communities.⁵ City law requires additional language access measures^{6,7}. State law requires translated materials be provided on the redistricting website⁸ and mandates that translations for certain languages be available on request⁹. The city's language access ordinance also requires translation on request if made at least 48 hours in advance^{10,11}.

For more best practices beyond those in this letter, we recommend California Common Cause's [Local Redistricting Checklist for City and County Governments of California](#) and Asian Americans Advancing Justice – Asian Law Caucus' [Best Practices for Outreach to AAPI and Limited-English-Proficient Communities in Local Redistricting](#). We have included these materials as attachments to this letter. Additionally, a copy of this letter is available at lwvsf.org/redistricting/f/recommendations-for-sf-redistricting-task-force-next-steps, should any links in this letter break.

Our thanks to all of you for doing this important work for the people of San Francisco to ensure a fair, equitable, transparent, accessible, and independent process. Your public service is greatly appreciated. We are available to speak with you about any of the above issues or to recommend experts who can inform your important thinking during the

⁵ California Elections Code [§ 21508\(a\)](#) and [§ 21628\(a\)](#)

⁶ San Francisco Administrative Code [Section 91.7](#), part of the Language Access Ordinance

⁷ San Francisco Ordinance Convening the Redistricting Task Force [094-21](#)

⁸ California Elections Code [§ 21508\(g\), \(h\)](#) and [§ 21628\(g\), \(h\)](#)

⁹ California Elections Code [§ 21508\(b\), \(h\)](#) and [§ 21628\(b\), \(h\)](#)

¹⁰ San Francisco Administrative Code [Section 91.7](#), part of the Language Access Ordinance

¹¹ San Francisco Ordinance Convening the Redistricting Task Force [094-21](#)

months ahead. We look forward to working with you. If you have any questions, please do not hesitate to contact redistricting@lwvsf.org or any of the undersigned organizations.

Sincerely,

Sharaya Souza
Executive Director
American Indian Cultural District
SharayaS@AmericanIndianCulturalDistrict.org

Jill Shenker
Interim Co-Director
San Francisco Rising
jill@sanfranciscorising.org

Julia Marks
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Ramsés Teón-Nichols
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Alison Goh
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Diana Vuong
Executive Director
Southeast Asian Community Center
diana@seaccusa.org

CC: Mayor London Breed
Members, Board of Supervisors
Carmen Chu, City Administrator
Dennis J. Herrera, City Attorney
Members, Elections Commission
John Arntz, Director, Department of Elections
Adrienne Pon, Executive Director, Office of Civic Engagement & Immigrant Affairs
Carrie Bishop, Chief Digital Services Officer, San Francisco Digital Services
Linda Gerull, City CIO and Executive Director, Department of Technology
Sunshine Ordinance Task Force
LeeAnn Pelham, Executive Director, Ethics Commission
Angela Calvillo, Clerk, Board of Supervisors

Attachments:

- [San Diego County Independent Redistricting Commission \(IRC\) Training Continuum](#)
- [City of Long Beach Redistricting Commission Training Schedule](#)
- California Common Cause's [Local Redistricting Checklist for City and County Governments of CA](#)
- Asian Americans Advancing Justice – Asian Law Caucus' [Best Practices for Outreach to AAPI and Limited-English-Proficient Communities in Local Redistricting](#)



Independent Redistricting Commission (IRC)

Training Continuum

On March 25, 2021, the IRC approved the implementation of the **Training Continuum**. Members of the public are welcome to use this database of resources to review the training received by the IRC.

Mission Statement: Develop a tailored, flexible and focused IRC Training Continuum and resource repository (database) to enable the Commission to execute its mission, roles and responsibilities effectively and efficiently.

Please note the following:

- Items with double asterisks (**) are available to the public at cost.
 - The Commission will not be responsible for any fees accrued.
- Under 'Self Study/Independent Training', you can click 'Expand All' to see all the training topics under that category.
 - Trainings are hyperlinked to Power Point Presentations (PPT) and/or training videos.
 - Time stamps for select training videos received by the Citizens Redistricting Commission are provided for your reference.

Orientation Phase (November 2020 - March 2021)

Directed Training (delivered to all Commissioners)

- **Brown Act** (completed November 9 and December 10 2020)
 - Video Time Stamp for Training: **34:56 - 40:51**
 - Video Time Stamp for Training: **1:32:22 - 2:07:41**
- **Competitive Procurement** (completed December 2020)
 - Video Time Stamp for Training: **1:01:48 - 1:22:08**
- **County Financial Risk Assessment and Controls (FRAC)** (completed January 2021)
 - Video Time Stamp for Training: **12:50 - 42:30**
- Redistricting 101:
 - **Overview & Responsibilities** (completed February 2021)
 - Video Time Stamp for Training: **11:06 - 44:26**
 - **Outreach to Communities of Interest** (completed February 2021)
 - Video Time Stamp for Training: **8:05 - 30:57**

Self-Study/Independent Training

Expand All | Collapse All

- **Topic: Redistricting**
 - **Common Cause California**
 - **Redistricting Workshop for Cities & Counties** (completed January 2021)

- **Redistricting Workshop: Mapping, Demographics, & the Law** (in partnership with the **Center for Social Innovation at UC Riverside**)

Education Phase (April 2021 - August 2021)

Directed Training (delivered to all Commissioners) - *approx. one per month*

- **Presentation "2020 Census Complete Count Stakeholder Working Group"** by Rachel Cortes, San Diego Association of Governments (SANDAG) and Angelica Davis, City of Chula Vista (completed April 2021)
 - Video Time Stamp for Training: **19:00 - 38:47**
- **Training: "Delivering and Facilitating Effective Presentations"** by Karen Harris, County of San Diego Knowledge Center
 - Video Time Stamp for Training: **41:00 - 1:18:50**
- **Offer of presentation from Jeanine Erikat, Partnership for Advancement of New Americans (PANA) on best practices for language access and outreach to African, Arab, Middle Eastern, Muslim, and South Asian (AAMEMSA) communities**
 - Video Time Stamp for Training: **19:13 - 58:53**
- Guest speakers (TBD)
- Demonstration of line drawing software by FLO Analytics
 - Video Time Stamp for Training: **1:40:33 - 2:00:40**
- Training on current Census and other geography and data, as available, and demographics of supervisorial districts including communities of interest from demographer contractor (TBD)
- Mapping software/mapping/GIS training from demographer contractor (TBD)

Self-Study/Independent Training

Expand All | Collapse All

- **Topic: Baseline Training Identified by AHC (suggest review during March/April 2021)**
 - **Common Cause California "Redistricting Workshop"** (*review if did not attend in January*)
 - **National Conference of State Legislatures**
 - "Redistricting Data 101"
 - **Redistricting Software** (4 presentations)
 - **Rose Institute of State and Local Government - Claremont McKenna College**
 - "Webinars: 2020 Census and the New Redistricting Cycle"
 - "2021 Redistricting: New Rules for California Local Governments - Virtual Conference" **
 - **Census Overview and Projections**
 - **CA Redistricting Commission**
 - **Local Redistricting**
 - **Websites and Materials Suggested by Commissioners**
 - www.Localredistricting.org
 - www.Allaboutredistricting.org
 - www.longbeach.gov/redistricting
 - www.ncsl.org/research/redistricting.aspx
- **Topic: Public Outreach/Communities of Interest (suggest review during April/May 2021)**
 - **Past Presentations/Speakers from California Citizen Redistricting Commission Meetings:**
 - **Global Access**
 - Video Time Stamp for Training: 26:26 - 1:17:48
 - Visit **CRC Handouts Page** for training materials
 - **Communities of Interest (COI) Tool**
 - Video Time Stamp for Training: 19:08 - 1:32:00
 - Visit **CRC Handouts Page** for training materials
 - **Global Access Issues**
 - Video Time Stamp for Training: 3:38:20 - 5:11:14
 - Visit **CRC Handouts Page** for training materials
 - **General Access/Language**
 - Video Time Stamp for Training: 2:41:50 - 4:24:16

- Visit **CRC Handouts Page** for training materials
 - **Local/Field Level Nonprofit Panel on civic engagement**
 - Video Time Stamp for Training: 1:23:23 - 2:23:35
 - Visit **CRC Handouts Page** for training materials
 - **General Access/Increasing Public Access**
 - Video Time Stamp for Training: 10:03 - 1:32:11
 - Visit **CRC Handouts Page** for training materials
 - **Strategies for Outreach**
 - Video Time Stamp for Training: 27:40 - 2:26:31
 - Visit **CRC Handouts Page** for training materials
 - **Strategies for Public Input Meetings**
 - Video Time Stamp for Training: 2:46:53 - 4:49:10
 - Visit **CRC Handouts Page** for training materials
 - **Training on Communities of Interest (COI) and their relation to drawing the lines**
 - Video Time Stamp for Training: 2:54:49 - 4:50:11
 - **PPT - Communities of Interest in Redistricting**
 - Visit **CRC Handouts Page** for training materials
 - **Demographic Shift Panel, presented by the Public Policy Institute of California *NEW***
 - Video Time Stamp for Training: 1:52:22 – 2:10:58
 - **Websites and Materials Suggested by Commissioners**
 - **SANDAG "2020 Census Complete Count Strategic Plan"**
 - **California Common Cause "Roadmap for Local Redistricting in California"**
 - **"Community Engagement and Outreach" document**
 - **Other Information**
 - **Best Practices for Outreach to AAPI and Limited-English-Proficient Communities in Local Redistricting**
- **Topic: Census and Data (suggest review during May/June 2021)**
 - **Past Presentations/Speakers from California Citizens Redistricting Commission Meetings:**
 - **Census Update: Presentation by Karin MacDonald, Statewide Database**
 - Video Time Stamp for Training: 41:33 - 56:00
 - Visit **CRC Handouts Page** for training materials
 - **Panel to Discuss Incarcerated Population**
 - Video Time Stamp for Training: 30:30 - 1:57:25
 - Visit **CRC Handouts Page** for training materials
 - **Update on 2020 Census**
 - Video Time Stamp for Training: 27:56 - 1:28:50
 - Visit **CRC Handouts Page** for training materials
 - **California Census Training on California's Diverse Demographics and Geography, an overview of California's population, race and ethnic diversity, and geography**
 - **Training video: "California's Diverse Demographics and Geography," Eric McGhee (Public Policy Institute of California) provides an overview of California's population, race and ethnic diversity, and geography.**
 - **Websites and Materials Suggested by Commissioners**
 - **www.drawmycacommunity.org**
 - **www.Census.gov**
- **Topic: Voting Rights Act (suggest review during June/July 2021)**
 - **Past Presentations/Speakers from California Citizen Redistricting Commission Meetings:**
 - **Voting Rights Act and Latino Community**
 - Video Time Stamp for Training: 36:35 - 2:48:00
 - Visit **CRC Handouts Page** for training materials
 - **Voting Rights Act Compliance**
 - Video Time Stamp for Training: 33:06 - 2:27:12
 - Visit **CRC Handouts Page** for training materials
 - **Training on the Federal Voting Rights Act of 1965 and its application to Redistricting**
 - Video Time Stamp for Training: 4:17:56 - 5:26:51
 - **PPT - California Redistricting and the Federal Voting Rights Act by Matt A. Barreto**

- **Training video: "Redistricting 101", Justin Levitt (Loyola Law School) provides an overview of the redistricting process, with a focus on the applicable legal concepts including the Voters FIRST Act, U.S. Constitution, and the Voters Rights Act of 1965.**
 - **PPT - Redistricting 101: Legal Concepts that Apply to the Work of California's Citizen Redistricting Commission by Prof. Justin Levitt**
 - **LGBTQ Panel - Equity CA, San Diego LGBTQ Center, Imperial LGBTQ Center, Peremy Payne, Paul Thomas, Rebekah Hook, Rosa Diaz, and Paul Mitchell *NEW***
 - Video Time Stamp for Training:48:38 - 1:51:48
 - **Websites and Materials Suggested by Commissioneers**
 - **National Conference of State Legislatures "Vote Dilution: Measuring Voting Patterns by Race/Ethnicity"**
- **Topic: General (suggest review during July/August 2021)**
 - **Additional Training Topics Suggested by Commissioners** (content to be updated as available)
 - Speaker training
 - Meeting protocols
 - Communities of Interest
 - Community outreach and engagement (planning, media, social media, PSA's)
 - Redistricting impact on elections and representation since 2010
 - Lessons learned from other redistricting efforts
 - Redistricting strategies
 - Basis of legal challenges to previous redistricting maps
 - Budget/accounting basics
 - Crucial conversations
 - Making meetings work
 - **Websites and Materials Suggested by Commissioners**
 - Public Speaking: Toastmasters International (www.toastmasters.org)
 - Writing Standards: Grammarly: Technology digital writing assistance tool based on artificial intelligence and natural language processing (<https://www.grammarly.com/p>)

Implementation Phase (May 2021 - November 2021)

Directed Training (delivered to all Commissioners) (suggest during outreach meetings)

- **Demonstration and Training on the IRC's "Community Builder" Tool**
 - Video Time Stamp for Training: **2:22:25 - 2:45:48**
 - **Community Builder Tool Announcement**
- **Census Data & Redistricting Training - Part I: Census Data 101**
 - Video Time Stamp for Training: **56:35 - 2:36:07** (*Recess and Public Hearing occurs from 1:10:05 - 2:29:55*)
 - **Census 101 - Presentation**
- **Census Data & Redistricting Training - Part II: Census Data 102**
 - Video Time Stamp for Training: **2:52:35 - 3:21:52**
 - **Census 102 - Presentation**
- **Redistricting General Process Overview and Redistricting 101 Training**
 - Video Time Stamp for Training: **18:07 - 1:09:55**
 - **Redistricting General Process Overview - Presentation**
 - **Redistricting 101 - Presentation**

Self Study/Independent Training

Expand All | Collapse All

- **Topic: Outreach/Public Hearings**
 - **Past Presentations/Speakers from California Citizen Redistricting Commission Meetings**
 - **Education Outreach Panel**
 - Video Time Stamp for Training: 29:07 - 1:33:31
 - Visit **CRC Handouts Page** for training materials
 - **Environment and Infrastructure Panel**

- Video Time Stamp for Training: 1:26:13 - 2:36:32
 - Visit **CRC Handouts Page** for training materials
 - **Update on Outreach and Engagement Strategies - Regional Teams**
 - Video Time Stamp for Training: 4:25:00 - 5:32:20
 - Visit **CRC Handouts Page** for training materials
 - **Websites and Materials Suggested by Commissioners**
 - **Communities Scotland “National Standards for Community Engagement”**
 - **County of San Diego Climate Action Plan “Public Outreach and Engagement”**
 - Reference for Designing Clear Language in Outreach Communications - referred by the League of Women Voters of California <https://civicdesign.org/>
- **Topic: Pre-Mapping (First Drafts) (suggest review May/June 2021)**
 - **Past Presentations/Speakers from California Citizen Redistricting Commission Meetings:**
 - **Data Management & Civic Technology**
 - Video Time Stamp for Training: 3:05:30 - 4:21:30
 - Visit **CRC Handouts Page** for training materials
 - **Redistricting Software**
 - Video Time Stamp for Training: 25:02 - 2:21:25
 - Visit **CRC Handouts Page** for training materials
 - Training on Census Data and the Process of Map-Drawing, an overview of census data, census geography, and line-drawing/mapping
 - **Video 1** (Time Stamp for Training): 4:27:33 - 5:43:45
 - **Video 2** (Time Stamp for Training): 52:20 - 4:17:20
 - Visit **CRC Handouts Page** for training materials
 - **Training video: “Commissioner Experience,” Angelo Ancheta (2010 Citizens Redistricting Commissioner and Attorney) discusses communities of interest and diversity as they relate to the commission’s map drawing work**
 - **PPT - Diversity and Communities of Interest**
 - **Attachment 1 - Summary Statistics**
 - **Attachment 2 - Relevant Laws**
 - **Training video: “Impartiality and Working with Others,” Andre Parvenu (2010 Citizens Redistricting Commissioner) discusses working with others as a member of the Commission.**
 - **Attachment 1: CA Redistricting Commissioner Outline for the Applicant Review Panel Presentation**
 - **Websites and Materials Suggested by Commissioners**
 - www.sangis.org
 - **US Census “Creating 2020 Census Blocks”**
 - www.statewidedatabase.org
 - **Statewide Database “Creating California’s Official Redistricting Database”**
 - **Other Information**
 - **Redistricting Data: What to Expect and When (census.gov)**
 - **Resources Available to Prepare for the 2020 Census Redistricting Data Release**
- **Topic: Map Development (suggest review July/August 2021)**
 - **Past Presentations/Speakers from California Citizen Redistricting Commission Meetings:**
 - **“Redistricting 101 and the Legal Concepts that Apply to Redistricting in California”**
 - Video Time Stamp for Training: 30:25 - 4:17:20
 - **PPT - Redistricting 101: Legal Concepts that Apply to the Work of California’s Citizen Redistricting Commission by Justin Levitt**
 - Visit **CRC Handouts Page** for training materials
 - Training video: “Census Data and the Process of Map-Drawing,” Karin Mac Donald and Jaime Clark (Statewide Database, UC Berkeley School of Law) provide training on census data, census geography, and line-drawing / mapping.
 - **Video Part 1**
 - **Video Part 2**
 - **PPT - Redistricting California: An Overview of Data & Processes to aid the Evaluation of Applicants**

- **Topic: Finalize Redistricting Map (suggest review September/November 2021)**
 - **Websites and Materials Suggested by Commissioners**
 - **“13 Essential Characteristics or Features of a Good Report”**

Adoption Phase (December 2021)

Adopt Redistricting Map (Statutory): December 15, 2021

Self-Study/Independent Training (TBD)

Long Beach Redistricting Commission Training Schedule

Wednesday, January 6

- Welcoming of Commissioners & Introductions
- Brown Act & Roberts Rules of Order Training
 - Chair / Vice-Chair Role Overview
- Redistricting Consultant RFP Selection Process & Introduction of Redistricting Partners
- Draft Commission Work Plan Overview
- Draft Training Schedule Overview

Wednesday, January 20

- City Charter Overview
- The Commissioner Role
 - Presentation & Facilitated Panel Discussion
 - Statewide Redistricting Commissioners
 - Local Redistricting Commissioners
- Draft Rules & Procedures Review (by-laws, meeting protocols, etc.)
- Action Item: Request City Attorney to prepare Final Draft Rules & Procedures
- Action Item: Chair / Vice Chair Selection

Wednesday, January 27

- Local and Statewide use of Redistricting Commissions / Best Practices
 - Independent Redistricting Advocates in California and Nationally
 - Format: Presentation, Q&A
- Action Item: Approve Commission Rules and Procedures
- Action Item: Approve Initial Commission Work Plan

Wednesday, February 3

- Federal Voting Rights Act Overview
 - Federal Voting Rights Legal Expert
 - Format: Presentation, Q&A
- California's Redistricting Laws
 - California Redistricting Law Expert
 - Format: Presentation, Q&A

Wednesday, February 17

- Communities of Interest: What are they, and how are they used in redistricting?
 - Southern California leaders who involved their communities of interest in redistricting processes
 - Format: Facilitated panel discussion, Q&A
- Demographics & geography of the City of Long Beach
 - Mindy Romero, Research Assistant Professor at the USC Sol Price School of Public Policy and the founder and director of the Center for Inclusive Democracy

- Presentation, Q&A
- Outreach Plan Presentation
- Action Item: Approve Outreach Plan

Wednesday, February 24


- Redistricting Fundamentals
 - Redistricting 101 - Census Data and the Process of Map-Drawing, an overview of census data, census geography, and line-drawing / mapping
 - Paul Mitchell
 - Format: Presentation, Q&A
- Map-making tools & software
 - Maptitude Online Software Training
 - Caliper Corp

March TBD


- Ready, Set, Map!
 - Customized training session w/Redistricting Partners team and outside guests, agenda to be shaped by Commissioner feedback

Local Redistricting Checklist

For city and county governments of California

This document was created to serve as a checklist for cities and counties to follow as they carry out their redistricting process. Items listed with a checkbox are required under state law, and items listed with a star  are a suggested best practice to maximize the inclusivity and accessibility of the redistricting process. Community groups, advocates, and members of the public can use this document to monitor their local redistricting process and to advocate for their local government to go above and beyond what's required. For more information on California state redistricting requirements, visit commoncause.org/localredistricting2021.



Online Webpage

- Create a webpage dedicated to local redistricting and maintain the webpage for at least 10 years.
- Post an explanation of the redistricting process and the process for giving public comment in English and all legally required languages. [Access translated templates provided by the SOS.](#)
-  Cities should link to their county's redistricting webpage to help inform city residents about their county's redistricting process, and vice versa.
- Include or link to all required information on the redistricting webpage, including a hearing calendar, notices and agendas, recordings or summaries of hearings, draft maps considered, and the final adopted map.



Public Engagement



- Identify local organizations that may be interested in redistricting and reach out to them with information and educational materials.
-  Invite local community groups to present to your redistricting body to provide recommendations on the best ways to engage the community in the redistricting process.
-  Identify a contact person for members of the public to contact for problems, questions, or accommodation requests.



Public Engagement (cont.)

- ★ Counties and cities should partner together with local school boards and special districts to educate and notify residents of opportunities to engage in their redistricting.
- Create an interested persons sign-up on the jurisdiction's webpage.
- Identify the legally required languages for your city or county. Redistricting materials and meetings must be translated into these languages.
- ★ In addition to translating redistricting-related materials into and offering live translation in languages required by law, cities and counties should offer language access in other languages they know are spoken in the jurisdiction.
- Create a process for receiving written public comment on redistricting, including a dedicated webform or email address and a physical address.

Public Hearings

- Hold at least four public hearings for the public to give testimony about their communities of interest and what they want the district map to look like.
- ★ Substantially exceed the minimum hearing requirement to maximize public access and discussion about maps.
- ★ Allow members of the public to provide live public comment during hearings without requiring speakers to sign up for public comment before the meeting begins.



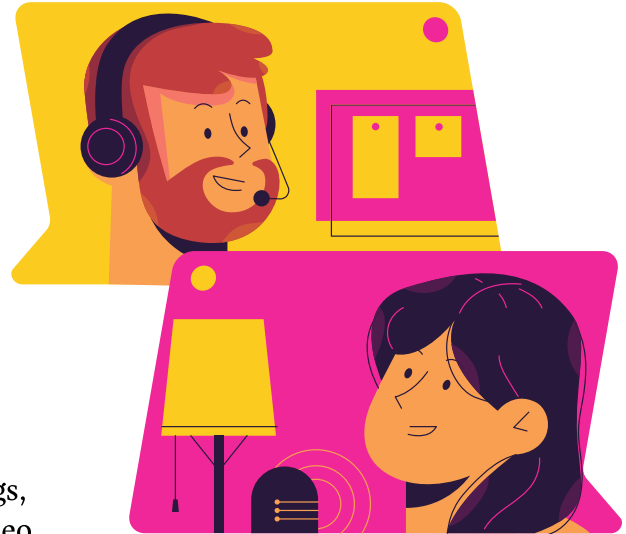
Hearing Timing

- Hold one hearing outside regular business hours so working people can attend.
- ★ In addition to holding more than the minimum number of required hearings, diversify the days and times of all hearings to encourage and maximize public engagement in the redistricting process.
- If a redistricting hearing is scheduled within a regular meeting of a jurisdiction's governing body, provide notice for the hearing at a fixed time and begin the hearing at that time.
- ★ Cities and counties, as well as school boards and special districts in a region, should coordinate redistricting-related meeting and hearing dates to minimize conflicts.



Meeting Accessibility

- Ensure all hearing locations are accessible to persons with disabilities.
- ★ Make sure that in-person and remote hearings are accessible and include ASL interpretation and closed captioning for individuals who are Deaf or Hard of Hearing, regardless of whether it is requested or not.
- ★ Consider holding hearings in different geographic areas to improve accessibility for all communities.
- ★ All public hearings, including in-person hearings, should be available remotely using a remote video platform, e.g. Zoom or YouTube, to ensure that members of the public with health concerns are provided opportunities to observe and participate in redistricting.



Live Translation

- Provide live translation at hearings, in languages specified by law, upon request by a member of the public.
- ★ To promote an inclusive process, consider providing live translation at all hearings regardless of whether a request is made in advance.
- ★ Create a list of people capable of performing live translation who can be available on short notice.

Hearing Notice

- Provide at least five-day online notice of hearings.
- ★ Provide additional advance notice for all redistricting hearings; strive to provide 14-day notice.
- ★ Distribute meeting notices to individuals who have requested to be notified about redistricting.
- Maintain and update a calendar of hearing dates on the redistricting webpage.
- ★ Publish the timeline for redistricting and the schedule of hearings as early as possible.



Recordkeeping

- Record and post hearings, or prepare a written summary of each public comment and council or board deliberation.
- ★ Post recordings of the hearings as soon as possible to allow the public ample time to review them.
- Post hearing materials online, including notices, agendas, calendars, recordings/summaries, draft maps considered, and the final map.
- ★ Flag redistricting-related materials on the city or county homepage.



Other

- Redistrict based on total population data provided by the [California Statewide Database](#).
- ★ Hire a redistricting consultant early.
- ★ Consider creating an advisory or independent redistricting commission, to maximize public trust and public participation in the redistricting process.



Draft Maps and Map Adoption

- Enable the public to submit written testimony and maps.
- ★ Provide a mapping tool to the public and identify a contact person for questions or assistance.
- Do not post draft maps until at least 21 days after the release of State-adjusted Census data.
- ★ Strive to allow more than 21 days for the drafting of first maps to allow the community enough time to review and work with Census data.
- Post draft maps online for at least seven days before adopting a final map.
- ★ Strive to give substantially more than seven days to the community to evaluate draft maps and provide feedback before selecting a final map.
- Add demographic information to draft maps.



Best Practices for Outreach to AAPI and Limited-English-Proficient Communities in Local Redistricting

To ensure that communities are meaningfully represented by their local governments and that elected officials reflect the full diversity of California’s population, it is crucial that local governments create a redistricting process that is accessible to historically underrepresented communities. Asian Americans Advancing Justice – Los Angeles and Asian Americans Advancing Justice – Asian Law Caucus have compiled the below best practices based on their work with community organizations to engage AAPI Californians in voting, census, and the transition to districts under the California Voting Rights Act.

Building Public Awareness through Robust and Translated Outreach

Create outreach & publicity materials and distribute them through a variety of channels.

To maximize the number of residents who are informed about the redistricting process, a jurisdiction should produce outreach and publicity materials and distribute them as widely as possible. A successful district map-drawing body (whether it is a city council, a school board, or some independent body) should hear from all of the communities and neighborhoods within a jurisdiction’s limits, regardless of their language abilities, resources, or previous levels of engagement in local politics.

The map-drawing body should spread the word about its work in local newspapers in various languages, at meetings of local community groups, on popular cultural social media platforms, in multilingual robo-calls, on digital marquees at local schools, in flyers sent home with school children, and so on. Simply publicizing the process on the jurisdiction’s website and in a small number of newsletters and community newspapers is not enough.

Ensure that outreach & publicity materials are distributed in multiple languages.

A jurisdiction should prepare outreach & publicity materials in a variety of languages so that word about redistricting spreads to all of the jurisdiction’s language communities. Outreach materials about the redistricting process, information publicizing upcoming redistricting workshops and hearings, and the designated redistricting web page itself should be translated. The Secretary of State provides translated template materials in ten languages: <https://www.sos.ca.gov/elections/helpful-resources/redistricting>.

Translated materials should be shared with civic, cultural, and community organizations, posted online, and sent to ethnic news media sources, including print, web, and radio outlets. Ideally, translated materials should be shared with leaders from the relevant language communities

before they are released publicly to make sure the materials are accurate, accessible, and culturally competent. Local jurisdictions should consult with leaders from the relevant language communities to determine the best way to distribute the translated information. For example, some language communities are best reached through audio rather than written means, so use of ethnic radio might be the best way to reach them.

Actively promote local redistricting via social media and local influencers.

Create eye-catching and clear draft social media content to promote engagement in local redistricting. Call upon local elected officials, artists, community leaders, etc. to post about local redistricting on their social media channels. Purchase boosted ads on Instagram and Facebook to spread the word. Use a variety of platforms to reach a diversity of communities. For example, some Asian American communities frequently share information via WeChat or WhatsApp. Lastly, consider launching a social media campaign to alert community members to this process.

Ensure that non-citizens know about redistricting and feel welcome participating.

The redistricting process affects all local residents, whether they are U.S. citizens or not. In California, all people, whether they can vote or not, must be included when determining the size of political districts. The lines drawn from the redistricting process affect all local residents. It is critical to the redistricting process that everyone participates to best reflect local communities of interest. Avoid using the word “voter” when doing redistricting outreach. Instead talk about representation for Californians and use other inclusive terms.

Language Access

Offer live interpretation for public hearings and translate key redistricting materials.

It is important to provide interpretation for public hearings so that community members who do not primarily speak English can participate and give input about their communities. We recommend providing interpretation for all key languages spoken in the city or county. If you provide interpretation on request only, be sure to prominently advertise the availability of interpretation and give people an easy, in-language way to request translation.

Under state law, cities and counties *must* offer live translation of public redistricting hearings or workshops in applicable languages (defined below) if a request is made at least 72 hours in advance. Elections Code § 21508(b), 21608(b), 21628(b). If less than five days' notice is given for the hearing, then cities and counties must be prepared to fulfill translation requests

received at least 48 hours in advance. Cities and counties should also advertise the fact that the public may provide written or oral input in all applicable languages.

“Applicable Languages”

- For cities, applicable language refers to “any language that is spoken by a group of city residents with limited English proficiency who constitute 3 percent or more of the city’s total population over four years of age for whom language can be determined.” Cities can find the list of applicable languages for their city by visiting the Secretary of State’s local redistricting website.
- For counties, applicable language refers to any language that the county must provide translated ballots in under Section 203 of the federal Voting Rights Act of 1965.

Under state law, cities and counties must, at a minimum, provide a general explanation of the redistricting process in applicable languages and post the explanation on a redistricting web page. They must also provide instructions for how to provide testimony in applicable languages. Elec. Code § 21508(g), 21608(g), 21628(g).

Target outreach to language minority communities.

In order to engage underrepresented and non-English speaking communities in the local redistricting process, counties and cities should reach out to various communities in at least all applicable languages for which they are required to offer live translation at public redistricting hearings or workshops. This includes sharing information about the local redistricting process with media organizations that cover news in that jurisdiction. State law requires cities and counties to make a good faith effort to reach media organizations that reach language minority communities. Elec. Code § 21508(a), 21608(a), 21628(a). Good government, civil rights, civic engagement, and community groups/organizations that are active in the jurisdiction, including groups that are actively involved in language minority communities, may also help reach communities that have been traditionally underrepresented and unheard throughout the redistricting process.

Maximizing Public Participation through Frequent and Accessible Hearings and Workshops

Hold more hearings than the legal minimum.

The map-drawing body in a jurisdiction undergoing a redistricting process should hold a large number of hearings both before the drawing of draft maps and after the release of draft maps but before adoption of a final map. Holding more hearings, particularly after a draft map is introduced, provides community members with multiple opportunities to contribute and enables them to participate even if they learn about redistricting late in the process.

Hold hearings in diverse locations.

The map-drawing body should bring redistricting hearings and workshops directly to the community and meet residents where they naturally congregate. This means hearings should be held in a diversity of locations, all of which should be accessible by public transit and be ADA-compliant. The map-drawing body should avoid holding all hearings in a single location, like a city hall building. This does not make hearings accessible to residents in all parts of the jurisdiction, especially those who do not have ready access to a car. Government buildings can also feel formal or intimidating to community members who aren't used to conducting business in those locations. Holding hearings in highly-trafficked community spaces such as libraries, community centers, or places of worship in different neighborhoods and parts of town maximizes accessibility and helps create a comfortable environment.

Offer the public diverse hearing days and times.

To allow residents with a variety of job and family commitments to participate, hearing dates and times should vary. Weekday hearings during business hours should never be used. If possible, hearings scheduled for weekday evenings should be held on different days of the week and should be mixed with weekend hearing dates.

Create stand-alone redistricting hearings.

Redistricting is a transformative experience in a jurisdiction's political life – it merits a different kind of treatment than the jurisdiction's other business. While a routine amount of public input may be acceptable for other items on the jurisdiction's agendas, it is insufficient on a topic that is critical to the jurisdiction's political future. Local governments should avoid embedding redistricting hearings in city council or school board meetings, and create standalone hearings instead. Local governments should also consider embedding these hearings into community meetings and events that engage diverse constituents who might not otherwise attend a city council, board of supervisors, or school board meeting.

Livestream and/or record all hearings and post on the districting webpage.

Although cities and counties may provide a written summary in place of an audio or audiovisual recording of redistricting hearings and workshops, posting a recording of hearings is helpful because it allows residents to follow mapping conversations and decisions more closely. Livestreaming the proceedings also increases the accessibility of redistricting meetings, as people can watch from home in real time and potentially even participate virtually if needed.

Recording hearings may present logistical challenges when hearings are held in community spaces instead of city hall buildings. Those challenges should be planned for and budgeted for in advance.

Host numerous workshops to inform the public and gather community of interest testimony.

In addition to formal public hearings, local governments should endeavor to host a number of educational and information-gathering workshops in the community to help residents identify priority communities of interest and draw them on a map. City or county staff should come prepared with large blank maps of the jurisdiction, laptops to access Google maps for reference (or printed maps that include key roads and thoroughfares), and pens.

Offer technical support to help residents submit district maps.

The redistricting process can be a fairly technical process. Local governments should be prepared to hold workshops that help residents understand redistricting criteria and how to submit a map whether it be via paper, excel, or a digital mapping software. Detailed tutorials and assistance in the form of workshops and office hours should be offered so community members can ask questions when drawing their district maps. If possible, cities and counties should reserve local computer labs at libraries or community centers to give residents greater access to relevant digital mapping software.

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Bond Rating Agency Waivers
Date: Tuesday, September 21, 2021 11:09:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[12B-201 12B 14B Waiver Request Moodys.pdf](#)
[12B-201 12B 14B Waiver Request Fitch.pdf](#)
[12B-201 12B 14B Waiver Request S&P.pdf](#)

From: Kwong, Edward <EKwong@sflower.org>
Sent: Thursday, September 16, 2021 2:52 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Brown, Mike (PUC) <MBrown@sflower.org>; Morales, Richard (PUC) <RMorales@sflower.org>
Subject: FW: Bond Rating Agency Waivers

Hello,

We were advised to send copies of the Waiver requests submitted to CMD to this email address.
Thank you!

Edward Kwong

Debt Analyst, Finance

Cell: 415-828-7652

Pronouns: he, him, his

sfpuc.org



San Francisco
Water Power Sewer
Services of the San Francisco Public Utilities Commission



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Please consider the environment before printing this email



CITY AND COUNTY OF SAN FRANCISCO CONTRACT MONITORING DIVISION

S.F. ADMINISTRATIVE CODE CHAPTERS 12B and 14B WAIVER REQUEST FORM (CMD-201)

Send completed waiver requests to:
CMD, 30 Van Ness Avenue, Suite 200, San Francisco, CA 94102 or
cmd.waiverrequest@sfgov.org

FOR CMD USE ONLY
Request Number: _____

➤ **Section 1. CCSF Department Information** (*all fields must be completed*)

Department Head Signature: _____ *[Signature]*
Name of Department: Public Utilities Commission
Department Address: 525 Golden Gate Ave
Contact Person: Michael Brown
Phone Number: 415-487-5223 E-mail: mbrown@sfgov.org

➤ **Section 2. Contractor Information** (*all fields must be completed*)

Contractor Name: Standard and Poor's
Bidder/Supplier No.: 10555 Contractor Tax ID: _____
Contractor Address: 2542 Collection Center Drive, Chicago, IL 60693
Contact Person: Randy Gilliam Contact Phone No.: 800-764-1896

➤ **Section 3. Transaction Information** (*all fields must be completed*)

Date Waiver Request Submitted: 7/16/2021 Dollar Amount of Contract: \$ 900,000
Contract/Transaction Number: n/a Contract Name: SFPUC Bond Ratings and Surveillance Fees
Contract/Transaction Start Date: 08/01/2021 Contract/Transaction End Date: 08/01/2030

➤ **Section 4. Administrative Code Chapter to be Waived** (*please check all that apply*)

Chapter 12B
 Chapter 14B *Note: Employment and LBE subcontracting requirements will still be in force even when a 14B Waiver Type A or B is granted.*

➤ **Section 5. Waiver Type** (*a justification must be attached; see Check List on the other side of this form for instructions*)

A. Sole Source
 B. Emergency (pursuant to Administrative Code §6.60 or §21.15)
 C. Public Entity
 D. No Potential Contractors Comply (**Required**) Copy of waiver request sent to Board of Supervisors on: 08/01/2021
 E. Government Bulk Purchasing Arrangement..... (**Required**) Copy of waiver request sent to Board of Supervisors on: _____
 F. Sham/Shell Entity (**Required**) Copy of waiver request sent to Board of Supervisors on: _____
 G. Subcontracting Goals
 H. Local Business Enterprise (LBE) *Note: For contracts in excess of \$5 million; see Admin. Code §14B.7(J)(2)*

CMD ACTION – For CMD/HRC Use Only	
12B Waiver Granted: _____	14B Waiver Granted: _____
12B Waiver Denied: _____	14B Waiver Denied: _____
Reason for Action: _____	
CMD or HRC Staff: _____	Date: _____
CMD or HRC Director: _____	Date: _____

CHECK LIST

The City contracting department must complete each of the steps below before submitting this form:

- ✓ Attempt to get the contractor to comply with Administrative Code Chapter 12B requirements (Applies to Chapter 12B waiver requests only)
- ✓ Include a letter of justification explaining:
 - The purpose of the contract
 - Why the contract fits the type of waiver being requested (for example, why it is a sole source)
 - Your department's efforts to get the contractor to comply (for Chapter 12B waivers)(The OCA waiver form/justification may not be used in place of the CMD waiver form and justification)
- ✓ Fill in all of the fields in Sections 1-3
- ✓ Indicate in Section 4 the Administrative Code Chapter(s) to be waived
- ✓ Indicate in Section 5 which waiver type is being requested
- ✓ For waiver types D, E and F submit a copy of this form to the Clerk of the Board of Supervisors and indicate the date this was done in the field provided on the form

ADDITIONAL INFORMATION

Contract Duration: Contracts entered into pursuant to a Chapter 12B waiver should be constructed for the shortest reasonable duration so that future contracts may be awarded to a Chapter 12B-compliant contractor.

Waiver Type B (Emergency): A copy of the formal Declaration of Emergency or letter from the department Commission or Board must be submitted with the Form 201. Administrative Code §6.60 or §21.15 must be specified.

Chapter 14B Sole Source, Emergency and LBE Waivers: Only the bid discounts and departmental good faith outreach efforts requirements of Chapter 14B may be waived. All other provisions of this Chapter will still be in force even if this type of waiver has been granted.

Chapter 14B Subcontracting Waivers: Only the subcontracting goals may be waived. All other provisions of this Chapter will still be in force even if this type of waiver has been granted.

Waiver Types D, E and F: These waiver types have additional requirements:

1. The contracting department must notify the Board of Supervisor's that it has requested a waiver of this type.
2. Departments exercising waiver authority under one of these provisions must appear before a Board of Supervisors committee and report on their use of such waiver authority.

Modifications to waived transactions, including increasing the dollar amount, extending the term, and expanding the scope must have CMD and/or HRC approval prior to the expiration date on the previously approved waiver form.

- **Send waiver requests to:** Contract Monitoring Division, 30 Van Ness Avenue, Suite 200, San Francisco, CA 94102 or cmd.waiverrequest@sfgov.org
- **Additional copies of this form** and the **Quick Reference Guide to Waivers of Chapter 12B and 14B** are available at the Documents Center on the CCSF intranet at: <http://intranet/>
- ☎ **For further assistance**, contact the Contract Monitoring Division at 415-581-2310

*** For internal use only. Amendments to this form that are not authorized by CMD/HRC render it invalid ***



CITY AND COUNTY OF SAN FRANCISCO CONTRACT MONITORING DIVISION

S.F. ADMINISTRATIVE CODE CHAPTERS 12B and 14B WAIVER REQUEST FORM (CMD-201)

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CMD, 30 Van Ness Avenue, Suite 200, San Francisco, CA 94102 or
cmd.waiverrequest@sfgov.org

FOR CMD USE ONLY
Request Number: _____

➤ **Section 1. CCSF Department Information (*all fields must be completed*)**

Department Head Signature: _____
 Name of Department: Public Utilities Commission
 Department Address: 525 Golden Gate Ave
 Contact Person: Michael Brown
 Phone Number: 415-487-5223 E-mail: mbrown@sfgov.org

➤ **Section 2. Contractor Information (*all fields must be completed*)**

Contractor Name: Standard and Poor's
 Bidder/Supplier No.: 10555 Contractor Tax ID: _____
 Contractor Address: 2542 Collection Center Drive, Chicago, IL 60693
 Contact Person: Randy Gilliam Contact Phone No.: 800-764-1896

➤ **Section 3. Transaction Information (*all fields must be completed*)**

Date Waiver Request Submitted: 7/16/2021 Dollar Amount of Contract: \$ 900,000
 Contract/Transaction Number: n/a Contract Name: SFPUC Bond Ratings and Surveillance Fees
 Contract/Transaction Start Date: 08/01/2021 Contract/Transaction End Date: 08/01/2030

➤ **Section 4. Administrative Code Chapter to be Waived (*please check all that apply*)**

Chapter 12B
 Chapter 14B *Note: Employment and LBE subcontracting requirements will still be in force even when a 14B Waiver Type A or B is granted.*

➤ **Section 5. Waiver Type (*a justification must be attached; see Check List on the other side of this form for instructions*)**

____ A. Sole Source
 ____ B. Emergency (pursuant to Administrative Code §6.60 or §21.15)
 ____ C. Public Entity
 D. No Potential Contractors Comply **(Required)** Copy of waiver request sent to Board of Supervisors on: 08/01/2021
 ____ E. Government Bulk Purchasing Arrangement..... **(Required)** Copy of waiver request sent to Board of Supervisors on: _____
 ____ F. Sham/Shell Entity **(Required)** Copy of waiver request sent to Board of Supervisors on: _____
 ____ G. Subcontracting Goals
 ____ H. Local Business Enterprise (LBE) *Note: For contracts in excess of \$5 million; see Admin. Code §14B.7(J)(2)*

CMD ACTION – For CMD/HRC Use Only	
12B Waiver Granted: _____	14B Waiver Granted: _____
12B Waiver Denied: _____	14B Waiver Denied: _____
Reason for Action: _____	
CMD or HRC Staff: _____	Date: _____
CMD or HRC Director: _____	Date: _____

CHECK LIST

The City contracting department must complete each of the steps below before submitting this form:

- ✓ Attempt to get the contractor to comply with Administrative Code Chapter 12B requirements (Applies to Chapter 12B waiver requests only)
- ✓ Include a letter of justification explaining:
 - The purpose of the contract
 - Why the contract fits the type of waiver being requested (for example, why it is a sole source)
 - Your department's efforts to get the contractor to comply (for Chapter 12B waivers)(The OCA waiver form/justification may not be used in place of the CMD waiver form and justification)
- ✓ Fill in all of the fields in Sections 1-3
- ✓ Indicate in Section 4 the Administrative Code Chapter(s) to be waived
- ✓ Indicate in Section 5 which waiver type is being requested
- ✓ For waiver types D, E and F submit a copy of this form to the Clerk of the Board of Supervisors and indicate the date this was done in the field provided on the form

ADDITIONAL INFORMATION

Contract Duration: Contracts entered into pursuant to a Chapter 12B waiver should be constructed for the shortest reasonable duration so that future contracts may be awarded to a Chapter 12B-compliant contractor.

Waiver Type B (Emergency): A copy of the formal Declaration of Emergency or letter from the department Commission or Board must be submitted with the Form 201. Administrative Code §6.60 or §21.15 must be specified.

Chapter 14B Sole Source, Emergency and LBE Waivers: Only the bid discounts and departmental good faith outreach efforts requirements of Chapter 14B may be waived. All other provisions of this Chapter will still be in force even if this type of waiver has been granted.

Chapter 14B Subcontracting Waivers: Only the subcontracting goals may be waived. All other provisions of this Chapter will still be in force even if this type of waiver has been granted.

Waiver Types D, E and F: These waiver types have additional requirements:

1. The contracting department must notify the Board of Supervisor's that it has requested a waiver of this type.
2. Departments exercising waiver authority under one of these provisions must appear before a Board of Supervisors committee and report on their use of such waiver authority.

Modifications to waived transactions, including increasing the dollar amount, extending the term, and expanding the scope must have CMD and/or HRC approval prior to the expiration date on the previously approved waiver form.

- **Send waiver requests to:** Contract Monitoring Division, 30 Van Ness Avenue, Suite 200, San Francisco, CA 94102 or cmd.waiverrequest@sfgov.org
- **Additional copies of this form** and the **Quick Reference Guide to Waivers of Chapter 12B and 14B** are available at the Documents Center on the CCSF intranet at: <http://intranet/>
- ☎ **For further assistance**, contact the Contract Monitoring Division at 415-581-2310

*** For internal use only. Amendments to this form that are not authorized by CMD/HRC render it invalid ***



CITY AND COUNTY OF SAN FRANCISCO
CONTRACT MONITORING DIVISION

S.F. ADMINISTRATIVE CODE CHAPTERS 12B and 14B
WAIVER REQUEST FORM
(CMD-201)

Send completed waiver requests to:
CMD, 30 Van Ness Avenue, Suite 200, San Francisco, CA 94102 or
cmd.waiverrequest@sfgov.org

FOR CMD USE ONLY
Request Number:

Section 1. CCSF Department Information (all fields must be completed)

Department Head Signature: [Signature]
Name of Department: Public Utilities Commission
Department Address: 525 Golden Gate Ave
Contact Person: Michael Brown
Phone Number: 415-487-5223 E-mail: mbrown@sfgov.org

Section 2. Contractor Information (all fields must be completed)

Contractor Name: Standard and Poor's
Bidder/Supplier No.: 10555 Contractor Tax ID:
Contractor Address: 2542 Collection Center Drive, Chicago, IL 60693
Contact Person: Randy Gilliam Contact Phone No.: 800-764-1896

Section 3. Transaction Information (all fields must be completed)

Date Waiver Request Submitted: 7/16/2021 Dollar Amount of Contract: \$ 900,000
Contract/Transaction Number: n/a Contract Name: SFPUC Bond Ratings and Surveillance Fees
Contract/Transaction Start Date: 08/01/2021 Contract/Transaction End Date: 08/01/2030

Section 4. Administrative Code Chapter to be Waived (please check all that apply)

X Chapter 12B
X Chapter 14B Note: Employment and LBE subcontracting requirements will still be in force even when a 14B Waiver Type A or B is granted.

Section 5. Waiver Type (a justification must be attached; see Check List on the other side of this form for instructions)

A. Sole Source
B. Emergency (pursuant to Administrative Code §6.60 or §21.15)
C. Public Entity
X D. No Potential Contractors Comply (Required) Copy of waiver request sent to Board of Supervisors on: 08/01/2021
E. Government Bulk Purchasing Arrangement (Required) Copy of waiver request sent to Board of Supervisors on:
F. Sham/Shell Entity (Required) Copy of waiver request sent to Board of Supervisors on:
G. Subcontracting Goals
H. Local Business Enterprise (LBE) Note: For contracts in excess of \$5 million; see Admin. Code §14B.7(J)(2)

CMD ACTION – For CMD/HRC Use Only
12B Waiver Granted: 14B Waiver Granted:
12B Waiver Denied: 14B Waiver Denied:
Reason for Action:
CMD or HRC Staff: Date:
CMD or HRC Director: Date:

CHECK LIST

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 - The purpose of the contract
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Chapter 14B Subcontracting Waivers: Only the subcontracting goals may be waived. All other provisions of this Chapter will still be in force even if this type of waiver has been granted.

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1. The contracting department must notify the Board of Supervisor's that it has requested a waiver of this type.
2. Departments exercising waiver authority under one of these provisions must appear before a Board of Supervisors committee and report on their use of such waiver authority.

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➤ **Send waiver requests to:** Contract Monitoring Division, 30 Van Ness Avenue, Suite 200, San Francisco, CA 94102 or cmd.waiverrequest@sfgov.org

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☎ **For further assistance**, contact the Contract Monitoring Division at 415-581-2310

** For internal use only. Amendments to this form that are not authorized by CMD/HRC render it invalid **

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Major, Erica \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Communication Re: File No. 210962 and 210963
Date: Tuesday, September 21, 2021 11:06:00 AM
Attachments: [CAA Ltter to SF BoS re COVID19.pdf](#)

From: Charley Goss <charley@sfaa.org>
Sent: Tuesday, September 21, 2021 10:24 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>
Subject: Communication Re: File No. 210962 and 210963

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

Hello,

Attached please find a letter from the California Apartment Association regarding File Nos. 210962 and 210963.

Best,

Charley Goss
Government and Community Affairs Manager
San Francisco Apartment Association
265 Ivy Street
p.415.255.2288 ext.114
f.415.255.1112

Information and opinions provided by SFAA staff is not legal advice and may not be construed as such. SFAA staff members are not legal advisors or attorneys. No legal advice is conveyed by this email or through any telephone conversation between you and SFAA staff. Transmitted information and opinions are derived from industry customs and practices but are not to be construed or relied upon as representations of law or legal advice. You should confirm all information and opinions with your own attorney.



Quality Housing · Ethics · Professionalism



September 20, 2021

Dean Preston, Supervisor
San Francisco Board of Supervisors, District 5
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689

RE: Proposed Ordinance Regarding COVID-19 Tenant Protections

Dear Supervisor Preston:

On behalf of the members of the California Apartment Association, I write to you to communicate our organization's strong opposition to your proposed ordinance that attempts to impose COVID-19 tenant protections in direct opposition of clear state law.

The Proposed Ordinance

First, in violation of state law, the proposed ordinance would restrict landlords from evicting tenants due to the non-payment of rent (the "Ordinance") that became due between July 1, 2021, and December 31, 2021 (the "Transition Period"). Second, and also in violation of state law, beginning January 1, 2022, the Ordinance would continue to prohibit these evictions if a tenant paid at least 25% of the total rent that accrued during the Transition Period if that tenant can provide documentation showing that they are unable to pay the remainder of rent due to the financial impacts of the COVID-19 pandemic. Finally, the Ordinance would prohibit landlords from imposing late fees or penalties on tenants who missed their Transition Period rent, due to the financial impacts of the COVID-19 pandemic.

Upon even the most cursory review of the Ordinance, it leaves one wondering whether you have reviewed state law because these provisions are in clear contradiction of AB 832 or are already covered by its provisions. With this letter, I would like to inform you of existing law that renders the Ordinance impotent.

The Ordinance's Eviction Provisions Are Preempted by State Law

Regarding any ordinance or administrative action adopted by a "city and county in response to the COVID-19 pandemic to protect tenants from



Quality Housing · Ethics · Professionalism



Dean Preston, Supervisor
San Francisco Board of Supervisors, District 5
Page 2

eviction,” Section 1179.05 of the Code of Civil Procedure (“Section 1179.05”) provides the following:

“Any extension, expansion, renewal, reenactment, or new adoption of a measure, however delineated, that occurs between August 19, 2020, and March 31, 2022, shall have no effect before April 1, 2022.”

Since the Ordinance is being considered during the time period prohibited by Section 1179.05, it has no legal effect. The language of Section 1179.05 is clear and unambiguous. We suspect there will be no shortage of responsible citizens and organizations ready to ensure Section 1179.05 is enforced to the fullest extent of the law.

The Ordinance is Duplicative of AB 832

The Ordinance is duplicative of state law in two areas. First, AB 832, which was an extension of SB 91, continues to ensure that any tenant who pays 25% of the rent due between March 1, 2020, and September 30, 2021, can never be evicted for the non-payment of the remaining rent.

With regard to the post-September 30 unlawful detainer filings and the potential “eviction cliff,” our Legislature and Governor were prepared for this scenario and anticipated the very actions you propose. AB 832 also added the COVID-19 Rental Housing Recovery Act (the “Recovery Act”) that requires detailed procedures for unlawful detainers filed between October 1, 2021, and March 31, 2022. These procedures require a landlord to apply for rental assistance on behalf of a delinquent tenant and prohibits a landlord from evicting a tenant who receives rental assistance. In other words, tenants who need help will receive it even if it takes longer than expected for the money to be dispersed. In sum, no tenant who has been financially impacted from the COVID-19 pandemic will be evicted. Tenants will receive rental assistance, and landlords are required to wait until it is received. To that end, San Francisco Superior Court’s Real Property Court has already implemented procedures to ensure that post-September 30 UD filings strictly comply with these rules.



Dean Preston, Supervisor
San Francisco Board of Supervisors, District 5
Page 3

Second, Civil Code section 1942.9 prohibits landlords from specific actions relating to late fees and charges for tenants with a COVID-19 rental debt and who submitted a COVID-19 declaration. Owners cannot:

- Charge that tenant a late fee for the COVID-19 rental debt nor
- Increase fees or charge new fees for services previously provided to that tenant for free.

It is unclear why you would waste taxpayer funds considering an ordinance that is so clearly prohibited by state law and otherwise unnecessary. The residents and taxpayers of the great City and County of San Francisco deserve better. Accordingly, we trust that you will withdraw this proposed legislation.

The California Apartment Association is the largest statewide rental housing trade association in the country, representing over 50,000 single family and multi-family apartment owners and property managers who are responsible for over 2 million affordable and market-rate rental units throughout the State of California.

Sincerely,

CALIFORNIA APARTMENT ASSOCIATION

By
Embert P. Madison, Jr.
State Advocacy and Compliance Counsel

cc: London Breed, Mayor
Dennis J. Herrera, City Attorney

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Major, Erica \(BOS\)](#)
Subject: FW: SBC Letter of Support for BOS File No. 210810: Planning Code – Business Signs on Awnings and Marquees
Date: Tuesday, September 21, 2021 11:04:00 AM
Attachments: [210810 - SBC Response.pdf](#)

From: Birnbach, Kerry (ECN) <kerry.birnbach@sfgov.org>
Sent: Tuesday, September 21, 2021 10:32 AM
To: Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Cc: Hillis, Rich (CPC) <rich.hillis@sfgov.org>; Kittler, Sophia (MYR) <sophia.kittler@sfgov.org>; Ionin, Jonas (CPC) <jonas.ionin@sfgov.org>; Pagan, Lisa (ECN) <lisa.pagan@sfgov.org>; Wong, Linda (BOS) <linda.wong@sfgov.org>; Dick-Endrizzi, Regina (ECN) <regina.dick-endrizzi@sfgov.org>
Subject: SBC Letter of Support for BOS File No. 210810: Planning Code – Business Signs on Awnings and Marquees

Please the SBC letter of support for BOS 210810 attached.

Thanks,
Kerry Birnbach

She/her
Senior Policy Analyst/Commission Secretary
Office:(415) 554-6489 kerry.birnbach@sfgov.org
Office of Small Business | City and County of San Francisco

Change in Office Hours:

Beginning 9/7/2021, in-person services at the Office of Small Business will be available on Tuesdays, Wednesdays, and Thursdays only, 9am-5pm. We will continue to provide services by phone and email Monday-Friday, 9am-5pm. **See [COVID-19 Assistance for Businesses & Employees website for more info](#)**



CITY AND COUNTY OF SAN FRANCISCO
LONDON BREED, MAYOR

OFFICE OF SMALL BUSINESS
REGINA DICK-ENDRIZZI, DIRECTOR

September 20, 2021

Ms. Angela Calvillo, Clerk of the Board
City Hall Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: BOS File No. BOS File No. 210810: Planning Code – Business Signs on Awnings and Marquees

The Small Business Commission Recommendation to the Board of Supervisors: **Support**

Dear Ms. Calvillo,

On September 13, 2021 the Small Business Commission (SBC) heard BOS File No. 210810: Planning Code – Business Signs on Awnings and Marquees. Dominica Donovan, Legislative Aide to Supervisor Stefani and Audrey Merlone, Senior Legislative Planning in the Planning Department, presented the proposal. The SBC voted (7-0) to recommend that the Board of Supervisors support the legislation.

The SBC discussed the importance of addressing and updating components of the Planning Code that can adversely impact small businesses. Though compliance is complaint driven, this legislation will bring new business districts under clear guidelines for compliance and provide greater flexibility for the signage that businesses are currently utilizing.

The SBC is appreciative of Supervisor Stefani, her staff, and the Planning Department for their continued support of San Francisco's small businesses. Thank you for considering the Commission's recommendation. Please feel free to contact me should you have any questions.

Sincerely,

Regina Dick-Endrizzi
Director, Office of Small Business

cc: Catherine Stefani, Member, Board of Supervisors
Sophia Kittler, Mayor's Liaison to the Board of Supervisors
Rich Hillis, Director, Planning Department
Jonas Ionin, Director of Planning Commission Affairs
Lisa Pagan, Office of Economic and Workforce Development
Linda Wong, Clerk of the Budget and Finance Committee

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Safer Tenderloin Streets
Date: Thursday, September 23, 2021 8:42:00 AM
Attachments: [image001.png](#)

From: Carroll, John (BOS) <john.carroll@sfgov.org>
Sent: Thursday, September 23, 2021 8:38 AM
To: Marvis Phillips <marvisphillips@gmail.com>
Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: FW: Safer Tenderloin Streets

Thank you.

By copy of this message to the board.of.supervisors@sfgov.org email address, your message will be sent to the entire membership of the Board of Supervisors, including Supervisor Haney.

John Carroll
Assistant Clerk

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

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

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



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From: Marvis Phillips <marvisphillips@gmail.com>

Sent: Thursday, September 23, 2021 12:20 AM

To: Carroll, John (BOS) <john.carroll@sfgov.org>

Subject: Safer Tenderloin Streets

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

Dear BOS Clerk J. Carroll,

Please forward this letter to my Supervisor, Matt Haney, thank you!

Dear Supervisor Haney,

With the continued re-vamping of the Streets of the Tenderloin, to make them safer, (while I applaud the moves), I am concerned most of the data that has been used, is several years old, as much as 10-15 years, conditions have changed, property owners have changed, business owners have change, and residents have changed, but mostly those who live on the street literally (the homeless) have changed! And I am not talking just about the current pandemic!

The number of seniors have gotten older, {personally when the "Improve the Tenderloin Streets Project started I was not even 60, and today I am 66}, and on a walker from nearly dieing a year ago!

Many of us at the North Of Market Planning Coalition in the 80's expressed a desire to slow traffic on our streets, and suggested a way, which was rejected by the city because it would slow down Emergency vehicles, our idea was a simple one, take the little round white lane markers used (at that time) on the freeways and place two rows on each side of the crosswalks, (where the white lines are currently), it would not slow down any more than traffic was slowed down on the freeways, but will definitely tell drivers **this is the crosswalk** ! I am curious how many people have been killed in crosswalks since (shall we say) 1985?

Just a thought!

Sincerely,

Marvis J. Phillips
Board Chair
District 6 Community Planners

Community Watch Block Captain

SF SAFE, INC. {the civilian branch of the SFPD}!

--

Marvis J. Phillips

Board Chair

District 6 Community Planners

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Support for Board File No. 210600
Date: Wednesday, September 22, 2021 12:06:00 PM
Attachments: [APICC Support Letter.pdf](#)

From: Major, Erica (BOS) <erica.major@sfgov.org>
Sent: Wednesday, September 22, 2021 11:45 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: FW: Support for Board File No. 210600

cpages

ERICA MAJOR

Assistant Clerk

Board of Supervisors

1 Dr. Carlton B. Goodlett Place, City Hall, Room 244 San Francisco, CA 94102

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org

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

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

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---

**From:** Vinay Patel <[vinay@apiculturalcenter.org](mailto:vinay@apiculturalcenter.org)>  
**Sent:** Friday, September 17, 2021 5:35 PM

**To:** Major, Erica (BOS) <[erica.major@sfgov.org](mailto:erica.major@sfgov.org)>

**Cc:** [amy.zhou@chinatowncdc.org](mailto:amy.zhou@chinatowncdc.org)

**Subject:** Support for Board File No. 210600

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

Hello Ms. Major

Attached is Asian Pacific Islander's letter of support for Board File No. 210600

Please let me know if you have any questions

All the best

Vinay Patel

--

Vinay Patel

Executive Director

API Cultural Center

Join us on Facebook: [API-Cultural-Center-San-Francisco](#)



September 15, 2021

Public Comment

To Supervisors and Members of the Committee,

Asian Pacific Islander Cultural Center (APICC) supports the proposed ordinance to change small business zoning controls in Chinatown and North Beach and on Polk Street (Board File No. 210600).

APICC is a city recognized Cultural Center and has been advocating for equity for Asian Americans for decades. This proposed change will allow for a permanent home for artists, cultural bearers and community activists in Chinatown as members in the Chinatown community have been able to garner the support of state funding for a new building. This is an historic moment for Chinatown and we hope we have your support to see it happen.

APICC strongly supports the proposed ordinance to change small business zoning controls in Chinatown and North Beach, and on Polk Street in order to provide support to allow important philanthropic and social service uses in Chinatown, and to support any legacy restaurants and businesses.

Sincerely,

Vinay Patel  
Executive Director

Yukiya Jerry Waki  
President of the Board of Directors

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Cc:** [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)  
**Subject:** FW: My assessment of the Controller's DBI Public Integrity Review report.  
**Date:** Thursday, September 23, 2021 9:06:00 AM

---

**From:** Major, Erica (BOS) <erica.major@sfgov.org>  
**Sent:** Wednesday, September 22, 2021 1:36 PM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Subject:** FW: My assessment of the Controller's DBI Public Integrity Review report.

C pages for 210728.

## ERICA MAJOR

### Assistant Clerk

Board of Supervisors

1 Dr. Carlton B. Goodlett Place, City Hall, Room 244 San Francisco, CA 94102

Phone: (415) 554-4441 | Fax: (415) 554-5163

[Erica.Major@sfgov.org](mailto:Erica.Major@sfgov.org) | [www.sfbos.org](http://www.sfbos.org)

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From: angusmccarthy@sbcglobal.net <angusmccarthy@sbcglobal.net>
Sent: Wednesday, September 22, 2021 11:07 AM

To: MelgarStaff (BOS) <melgarstaff@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>
Cc: Beinart, Amy (BOS) <amy.beinart@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Rosenfield, Ben (CON) <ben.rosenfield@sfgov.org>; O'Riordan, Patrick (DBI) <patrick.oriordan@sfgov.org>; Angus McCarthy <angusmccarthy@sbcglobal.net>
Subject: RE: My assessment of the Controller's DBI Public Integrity Review report.

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

Date: September 22, 2021.

I'm writing to respond to the email circulated on Monday 7-20-21 at 7:48 pm. from Mr Dratler, see below.

Contrary to the allegations stated by Jerry Dratler, the house at 365 Pacheco was built and inspected according to established proper protocol. While Mr Dratler submits one document reflecting the expiration of the initial, subsequently renewed, permit, he has held back the records of multiple proper and approved inspections.

It's easy to go onto the DBI public tracking system to view the inspections for this house and see his deception. Upon a quick review, there were nine inspections performed by the building inspection division on this property plus three electrical inspections, three plumbing inspections, DPW inspection and Urban Forestry. Each request for a DBI inspection was called into the DBI scheduling number and each request ran through ordinary protocols. To the best of my knowledge each inspection was performed by the district inspector at the time of the request.

The permit/job card used as an example in Mr Dratler's email was simply to renew the original permit which had expired and would have only required one sign off from the building inspector. I believe the original job card/permit (2005 0629 6356) which allowed me to build the house has received all of the required inspections.

After years of listening to his public testimony, I'm confident that he knows how to use the permit tracking system which showed multiple inspections. I'm not sure if Mr Dratler hand-picked this one job card to fit his narrative, however the narrative he chose to present his facts are really misleading to those of us who are pursuing the truth. I'm really disappointed that he chose such a misleading approach.

Sincerely
Angus McCarthy

From: dratlerj@gmail.com [<mailto:dratlerj@gmail.com>]

Sent: Monday, September 20, 2021 7:48 PM

To: MelgarStaff@sfgov.org; aaron.peskin@sfgov.org; dean.preston@sfgov.org; hillary.ronen@sfgov.org

Cc: Amy.Beinart@sfgov.org; Erica.Major@sfgov.org; 'Rosenfield, Ben (CON)' <ben.rosenfield@sfgov.org>; angusmccarthy@sbcglobal.net; 'Patrick (DBI)' <patrick.oriordan@sfgov.org>; dratler@me.com

Subject: My assessment of the Controller's DBI Public Integrity Review report.

Date: September 20, 2021

Ms. Major please include a copy of this email in the BOS hearing file.

The September 13, 2021, Land Use and Transportation Committee hearing on the code violations at 2867 San Bruno Avenue was timely because it preceded the September 16, 2021 release of the Controller's DBI Public Integrity Review report. This email was prepared to identify the disconnect between the issues raised in the hearing and the Controller's report.

The integrity report issued on September 16, 2021, is by and large only a review of two projects, 2867 San Bruno Avenue, and 555 Fulton Street, and a summary of the charges that have been brought by the City Attorney against Mr. Nuru, Mr. Wong, Mr. Santos, and others. It does not adequately address the breadth of systemic problems within DBI. The report was incomplete in my view as it should have included a review of the available controls external to DBI that are intended to detect and deter illegal construction. I address these controls in a paragraph below.

The DBI recommendations in the Controller's report are more aspirational than practical. None of the findings in the report are new findings. The same findings were in 2004, 2007 and 2013 reports. I was a member of the 2012/13 Civil Grand Jury and worked on the 2013 DBI report. I am also familiar with all of the past reports. Will the Mayor, the Board of Supervisors, and the Building Inspection Commission act on this report when they have failed to act on the last three reports?

High level report findings that specifically deal with internal control problems at DBI.

The preliminary findings on page three identify critical weaknesses in the internal controls at DBI. The internal control weaknesses are due to a lack of managerial oversight by the senior management team at DBI and the Building Inspection Commission. The solution is not additional legislation, the solution is managerial oversight.

- The Permit Tracking System has no controls over data that is entered into the database and there are no controls over changes to PTS database records. This is a remarkable finding. DBI and the BIC need to implement controls over data entered into and corrections made to the Permit Tracking System as soon as possible.

- DBI senior management does not use the existing PTS database and software reporting tools to generate management exception reports that would identify procedural violations at DBI. How do you manage 133 inspection employees in the current year performing 119,000 building inspections with no exception reports? This is also a remarkable finding. The Controller's Office or an outside audit firm could jump start the development of basic exception reports by preparing a few proposed management control reports for DBI.
- The report identified a lack of management oversight over higher risk DBI department activities and that the existing oversight is inconsistently applied. If you can't quantify the risk, you don't understand how to manage the risk. A departmental risk assessment is a basic audit tool used to develop an audit plan. A risk assessment should be performed at DBI to identify and rank the risks, highest to lowest risk. The Controller's Office or an outside audit firm should perform a comprehensive risk assessment of DBI this year. This is not a task to be taken on by the DBI employees.
- The Controller's report recognizes existing financial penalties assessed by DBI for illegal construction are an ineffective deterrent. In 2019 I presented a 4 year review of the NOV penalties DBI assessed to the Building Inspection Commission. The average penalty was \$1,374 and for 76% of the NOVs the average penalty was only \$694. Assessing a \$1,400 penalty for illegal construction of a \$1.5 million house does not deter illegal construction. There needs to be a complete review and revamping of the penalties assessed by DBI for illegal construction.
- The report concluded all of the control weaknesses identified above combined with poor ethical leadership by DBI management created an environment conducive to corruption. Recent reports of corruption at DBI have confirmed the report's conclusion. It is time to do something about the corruption.

The Controller's report failed to address an important external control outside of DBI that should have detected the illegal construction at 2867 San Bruno Avenue and 555 Fulton Street

The projects at 2867 San Bruno Avenue and 555 Fulton Street were required to retain two licensed structural engineers. A project of record structural engineer and a second structural engineer who supervises the

fieldwork of the independent inspection service. Both structural engineers are required to submit a report attesting the construction work was building code compliant and the construction work was consistent with the city approved plans. Did one or both final reports call out the illegal construction?

The most shocking specific report finding

DBI is using paper job cards to record inspections and it is reported that Mr. Curran claims he recorded inspections on the San Bruno job cards but not in the DBI PTS system. Why is DBI using paper job cards when the inspectors have tablet computers that can directly input into the PTS system?

- On page 42 of the report the auditors found cases where there were multiple job cards active for the same property and some DBI inspectors signed off on jobs using the paper job cards and not the PTS system.
- I attached a copy of a job card Bernard Curran used to sign off on Building Inspection Commission President Angus McCarthy's 5,971 square foot new house. I attached the job card to emphasize the severity of the corruption problem. Please note only the final inspection is recorded on the job card of this multi-year project. No other inspections are recorded.

DATE | BUILDING INSPECTORS JOB RECORD

2.12.09

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FINAL
 EXPIRE
By: *[Signature]*
Bernie Curran, DBI

WORK COMPLETED. FIELD SIGNATURE ISSUED

APP. NO.
200506296356

[Signature]
BUILDING INSPECTOR

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Rodrigo Santos and Application Review Procedures
Date: Thursday, September 23, 2021 9:08:00 AM
Attachments: [Response to Sup Peskin re Santos69.pdf](#)
Importance: High

Response to Supervisor Peskin's CTA from 09/07/21.

From: Hillis, Rich (CPC) <rich.hillis@sfgov.org>
Sent: Tuesday, September 21, 2021 2:37 PM
To: Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>
Cc: Hepner, Lee (BOS) <lee.hepner@sfgov.org>; O'Riordan, Patrick (DBI) <patrick.oriordan@sfgov.org>; Murray, John (DBI) <john.patrick.murray@sfgov.org>; Watty, Elizabeth (CPC) <elizabeth.watty@sfgov.org>; Tam, Tina (CPC) <tina.tam@sfgov.org>; Sanchez, Scott (CPC) <scott.sanchez@sfgov.org>; Sider, Dan (CPC) <dan.sider@sfgov.org>; KEITH, PETER (CAT) <Peter.Keith@sfcityatty.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Rodrigo Santos and Application Review Procedures
Importance: High

Please see Attachment.



September 21, 2021

Supervisor Aaron Peskin
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco CA 94102
via electronic mail to: aaron.peskin@sfgov.org

Re: Rodrigo Santos and Application Review Procedures

Dear Supervisor Peskin,

I write in response to your Letter of Inquiry (“Letter”) dated September 7 in which you request information related to permit applications filed by Rodrigo Santos and related Department policies.

My office shares your deep concern regarding the numerous allegations and civil and criminal charges leveled against Mr. Santos. The Planning Department remains committed to the highest level of integrity in our review process and continues to take steps to guard against fraud, deception, and other abuses of the development review process.

Your Letter requests a “list of all pending projects known to the Department listing Mr. Santos as the project sponsor or as any other authorized agent of a project.” On the final page of this letter is a list which identifies 21 projects associated with the name “Rodrigo Santos” or with either of his known business entities, “Santos and Urrutia Structural Engineers” or “RS Engineering.” These projects have all been submitted for review by the Department but have not yet received necessary approvals.

Your Letter also asks for the “Department’s current policy for accepting and reviewing applications from individuals who are or have been the subject of local, state or federal criminal indictments” along with Department policies “to reject applications, or subject applications to greater scrutiny” if submitted by such individuals. The Department is not empowered to reject an application based on an applicant’s current or historic professional status, legal situation, or character. Nonetheless, every application is subjected to an initial screening process to ensure completeness along with appropriate staffing and resource allocation. That screening involves not only an examination of the physical nature of the proposal and its context, but also any anticipated issues concerning the capacity of the participants to execute the project in conformity with approval conditions established by the Department and/or Planning Commission. Those issues can include regulatory complexity, projected neighborhood concerns, and an applicant’s track-record working successfully with the Department. Applications flagged through this screening process are subjected to an enhanced level of scrutiny, such as increased senior-level staff involvement or field verification of existing conditions.

The Department continues to collaborate extensively with the Department of Building Inspection and the City Attorney's Office on matters concerning Mr. Santos and his associates, as well as on issues relating to a host of other 'bad actors' who are believed to frequently violate the ethical and regulatory norms of the development review process. Like you, we take these issues with the utmost gravity. We welcome increased attention on those who would attempt to deceive the City and abuse the public process for their own gain.

If you have any questions about our response or other matters related to Mr. Santos, please don't hesitate to contact me at rich.hillis@sfgov.org or (628) 652-7411 or contact Daniel Sider on my staff at dan.sider@sfgov.org or (628) 652-7539.

Sincerely,



Rich Hillis
Director of Planning

cc's (via email)

Lee.hepner@sfgov.org
Patrick.oriordan@sfgov.org
John.patrick.murray@sfgov.org
Elizabeth.watty@sfgov.org
Tina.tam@sfgov.org
Scott.sanchez@sfgov.org
Dan.sider@sfgov.org
Peter.keith@sfcityatty.org
bos@sfgov.org

RECORD ID	ADDRESS	OPEN DATE	STATUS	RECORD TYPE	NAME FIRST	LAST	BUSINESS NAME	EMAIL
2021-000206EEC	474 Arkansas Street	1/5/21	Open	Categorical Exemption (EEC)	Rodrigo	Santos	RS Engineering	rsantos@rsengineeringstf.com
2021-007567PRJ	1076 FLORIDA ST	7/27/21	Accepted	Project Profile (PRJ)	Rodrigo	Santos	RS Engineering SF	rsantos@rsengineeringstf.com
2021-000876PRJ	3340 San Bruno Ave	6/23/21	Accepted	Project Profile (PRJ)	Rodrigo	Santos	RS Engineering SF	rsantos@rsengineeringstf.com
2021-004146PRJ	534 SHOTWELL ST	4/26/21	Under Review	Project Profile (PRJ)	Rodrigo	Santos	RS Engineering SF	rsantos@rsengineeringstf.com
2021-004241PRJ	600 MOUNT VERNON AVE	4/28/21	Under Review	Project Profile (PRJ)	Rodrigo	Santos	RS Engineering SF	rsantos@rsengineeringstf.com
2021-006433PRJ	77 BROAD ST	6/25/21	Under Review	Project Profile (PRJ)	Rodrigo	Santos	RS Engineering SF	rsantos@rsengineeringstf.com
2019-020611PRJ	514-5116 3rd St	3/31/20	Under Review	Project Profile (PRJ)	Chris	Urrutia	Santos & Urrutia	chrisamurruuia@gmail.com
2015-015161PRJ	214 States Street	11/17/15	Under Review	Project Profile (PRJ)	John	Santos	Santos & Urrutia	ja@sanosurruuia.com
2019-005841PRJ	665 MINNA STREET	5/3/19	Under Review	Project Profile (PRJ)	Rodrigo	Santos	Santos & Urrutia	mai@santosurruuia.com
2020-006045PRJ	292 EUREKA ST	6/18/20	Under Review	Project Profile (PRJ)	Karen	Lopez	Santos & Urrutia Structural Engineers	mai@santosurruuia.com
2019-006479PRJ	48 Badhe Street	5/22/19	Under Review	Project Profile (PRJ)	Rodrigo	Santos	Santos & Urrutia Structural Engineers	rsantos@santosurruuia.com
2019-000932PRJ	3025 21st Street	1/28/19	Under Review	Project Profile (PRJ)	Rodrigo	Santos	Santos and Urrutia Engineers	rsantos@santosurruuia.com
2015-012878ENV	1695 FOLSOM ST	10/1/16	On Hold	Environmental (ENV)	Rodrigo	Santos	Santos and Urrutia Structural	rsantos@santosurruuia.com
2021-008154PRJ	1112 18TH ST	8/12/21	Submitted	Project Profile (PRJ)	Rodrigo	Santos		rsantos@rsengineeringstf.com
2021-001962PRJ	1473 UNDERWOOD AVE	2/25/21	Submitted	Project Profile (PRJ)	Rodrigo	Santos		rsantos@rsengineeringstf.com
2021-005224PRJ	227 NORIEGA ST	5/21/21	Under Review	Project Profile (PRJ)	Rodrigo	Santos		rsantos@rsengineeringstf.com
2021-001782PRJ	328 MISSOURI ST	2/22/21	Under Review	Project Profile (PRJ)	Rodrigo	Santos		rsantos@rsengineeringstf.com
2021-001634PRJ	401 30TH ST	2/17/21	Under Review	Project Profile (PRJ)	Rodrigo	Santos		rsantos@rsengineeringstf.com
2021-001773PRJ	4300 23RD ST	2/20/21	Under Review	Project Profile (PRJ)	Rodrigo	Santos		rsantos@rsengineeringstf.com
2021-004422PRJ	53 LEDYARD ST	5/3/21	Under Review	Project Profile (PRJ)	Rodrigo	Santos		rsantos@rsengineeringstf.com
2021-008476PRJ	855 47TH AVE	8/20/21	Submitted	Project Profile (PRJ)	Rodrigo	Santos		rsantos@rsengineeringstf.com

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: San Francisco can avoid a water crisis. Why isn't SFPUC on board?
Date: Tuesday, September 21, 2021 11:19:00 AM

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

From: info@baykeeper.org <info@baykeeper.org> On Behalf Of Gabriel Fondaras via San Francisco Baykeeper
Sent: Thursday, September 16, 2021 6:07 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: San Francisco can avoid a water crisis. Why isn't SFPUC on board?

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

Dear Mayor Breed,

I urge you to withdraw the City's litigation against the State Water Resources Control Board and direct SFPUC to start investing aggressively in water recycling today.

I am writing to you in the early days of yet another punishing drought. While San Franciscans are doing their part to save water at the household level, SFPUC is mismanaging San Francisco's main water source, the Tuolumne River, and it isn't doing nearly enough to prepare for drought this year—or in the decades to come.

Other cities have learned the lessons of California's unpredictable climate and are quickly adopting water recycling to reduce their burden on rivers, while increasing the reliability of their supply. Orange County gets more than 75 percent of its water through its water reuse program. Las Vegas recycles nearly all of its water used indoors. And Los Angeles is on the path to reusing 100 percent of its wastewater by 2035.

But, as SFPUC's draft Urban Water Management Plan recently revealed, San Francisco currently has no plans to make recycled water widely available in the next 25 years. Instead, the city is pursuing multiple expensive and misguided lawsuits so that it can continue to rely, almost exclusively, on the Tuolumne River—one of the state's most overtapped rivers—for the next several decades. San Francisco and large agribusiness water districts divert four out of every five gallons of water that flow in the Tuolumne River during a typical year.

This overuse has caused the river's once mighty Chinook Salmon populations to crash. Meanwhile, low river flows from the Tuolumne contribute to deteriorating water quality—including toxic algae blooms—downstream, in the Delta and San Francisco Bay.

It's unacceptable for the city with the nation's greenest reputation to shirk its responsibilities to preserve California's precious and unpredictable water supply. We support increasing river flows to uphold San Francisco Bay's fisheries, water quality, and recreation. San Franciscans want the city to do its part to protect the Bay and its rivers—water recycling is a common-sense way to limit the city's water use, increase the reliability of its supply, and protect the Bay from harmful wastewater treatment plant effluent.

Thank you,
Gabriel Fondaras Goffman CFA
San Francisco, CA

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: San Francisco can avoid a water crisis. Why isn't SFPUC on board?
Date: Thursday, September 23, 2021 11:29:00 AM

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

From: info@baykeeper.org <info@baykeeper.org> On Behalf Of Daron via San Francisco Baykeeper
Sent: Thursday, September 23, 2021 10:55 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: San Francisco can avoid a water crisis. Why isn't SFPUC on board?

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

Dear Mayor Breed,

I urge you to withdraw the City's litigation against the State Water Resources Control Board and direct SFPUC to start investing aggressively in water recycling today.

I am writing to you in the early days of yet another punishing drought. While San Franciscans are doing their part to save water at the household level, SFPUC is mismanaging San Francisco's main water source, the Tuolumne River, and it isn't doing nearly enough to prepare for drought this year—or in the decades to come.

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It's unacceptable for the city with the nation's greenest reputation to shirk its responsibilities to preserve California's precious and unpredictable water supply. We support increasing river flows to uphold San Francisco Bay's fisheries, water quality, and recreation. San Franciscans want the city to do its part to protect the Bay and its rivers—water recycling is a common-sense way to limit the city's water use, increase the reliability of its supply, and protect the Bay from harmful wastewater treatment plant effluent.

Thank you,
Daron Ravenborg
San Francisco, California

From: [Board of Supervisors, \(BOS\)](#)
To: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: TRASH AND ENCAMPMENTS IN MY NEIGHBORHOOD
Date: Tuesday, September 21, 2021 11:16:00 AM

From: Francesca Pastine <fpastine@gmail.com>
Sent: Monday, September 20, 2021 3:40 PM
To: Ronen, Hillary <hillary.ronen@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; DPH - Anthony <Anthony@dscs.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; letters@marinatimes.com; Lerma, Santiago (BOS) <santiago.lerma@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Cityattorney <Cityattorney@sfcityatty.org>; SFPD Mission Station, (POL) <SFPDMissionStation@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; demian.bulwa@sfchronicle.com; Mission Local <info@missionlocal.com>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; taylor.brown@sfchronicle.com; Li-D9, Jennifer (BOS) <jennifer.li-d9@sfgov.org>; DSHS (HOM) <dhsh@sfgov.org>
Subject: TRASH AND ENCAMPMENTS IN MY NEIGHBORHOOD

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

Dear Hillary et. al.,

I just took an eight block walk (SEE MAP BELOW). This is what I encountered:

TRASH AND ENCAMPMENTS INCLUDING 1 CAR ENCAMPMENT ON 26TH BETWEEN SHOTWELL AND SOUTH VAN NESS; AND SOUTH VAN NESS BETWEEN 26TH AND CESAR CHAVEZ (TWO CITY BLOCKS)

















CORNERS OF 26TH STREET AND SOUTH VAN NESS:

7 MEN DRINKING ON NE CORNER, ANOTHER MAN DRINKING IN FRONT OF VICS LIQUOR STORE ON NW CORNER; ONE MAN PASSED OUT; TRASH CONTINUES WALKING NORTH ON WEST SIDE OF SOUTH VAN NESS TO 25TH STREET:



GUY DRINKING IN FRONT OF VIC'S LIQUOR STORE



GUYS DRINKING ACROSS THE STREET FROM VIC'S LIQUOR STORE:











TRASH PERSISTS AS WE WALK EAST ON 25TH THEN NORTH ON SHOTWELL BETWEEN 25TH AND

23RD:







PERSON PASSED OUT WITH HIS STUFF ON SHOTWELL BETWEEN 24TH AND 23RDS STREET:



TURNED RIGHT ON 23RD, LEFT ON FOLSOM, AND LEFT ON 22ND BACK TO SOUTH VAN NESS:





















THE WALK CONSTITUTED EIGHT CITY BLOCKS. THERE WERE SIX ENCAMPMENTS AND EVERY TREE PLANTER CONTAINED TRASH. THE SIDEWALKS WERE PRETTY MUCH LINED WITH TRASH. THE PUBLIC TRASH CAN WAS OVERFLOWING WITH TRASH. THESE ARE THE CONDITION YOU IMPOSE ON YOUR CONSTITUENTS EVERYDAY. I JUST WENT TO MY BANK ON NOE VALLEY AND THE MAIN THOROUGHFARE, 24TH STREET, WAS SPOTLESS. WALKING AROUND, THE SIDEWALKS WERE CLEAN AND THERE WERE NO ENCAMPMENTS. IT IS OBVIOUS YOU ARE DOING SOMETHING REALLY WRONG IN THE MISSION. WHAT'S WORSE, YOU DON'T CARE ENOUGH TO FIX IT. TRASH BEGETS MORE TRASH. THERE ARE BROKEN WINDOWS ALL OVER THE MISSION. THE CONDITIONS ON THE STREET ARE SO FILTHY, PEOPLE HAVE LOST ALL RESPECT FOR THE NEIGHBORHOODS TO THE EXTENT THEY BREAK WINDOWS FOR FUN. TO CONCENTRATE AND ENCOURAGE SQUATTERS ON OUR SIDEWALKS AND TO NOT DO SOMETHING ABOUT THE FILTHY SIDEWALKS IS NOTHING LESS THAN ECONOMIC AND ENVIRONMENTAL INJUSTICE.

Sincerely,
Francesca Pastine



--
<https://www.francescapastine.com/>
<http://francescapastine.blogspot.com>
[Eleanor Harwood Gallery](#)
[Pentimenti Gallery](#)
[IN THE MAKE](#)

Life is short
Art is long
Opportunity fleeting
Experience treacherous
Judgment difficult

Hippocrates 400 b.c.

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: DAY FOUR:VIEW FROM MY WINDOW
Date: Thursday, September 23, 2021 12:33:00 PM

From: Francesca Pastine <fpastine@gmail.com>

Sent: Friday, September 17, 2021 11:15 AM

To: Ronen, Hillary <hillary.ronen@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; DPH - Anthony <Anthony@dscs.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; letters@marinatimes.com; Lerma, Santiago (BOS) <santiago.lerma@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Cityattorney <Cityattorney@sfcityatty.org>; SFPD Mission Station, (POL) <sfpdmissionstation@sfgov.org>; MelgarStaff (BOS) <MelgarStaff@sfgov.org>; demian.bulwa@sfchronicle.com; Mission Local <info@missionlocal.com>; Melgar, Myrna (BOS) <Myrna.Melgar@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; taylor.brown@sfchronicle.com; Li-D9, Jennifer (BOS) <jennifer.li-d9@sfgov.org>; DSHS (HOM) <dhsh@sfgov.org>

Subject: DAY FOUR:VIEW FROM MY WINDOW

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

Dear Hillary Ronen, et. al.,

Today I am seeing a cardboard structure used as a shelter being enforced by metal city gating with a No-Camping sign attached to it that abuts the Safe Sleeping Area. The fencing around the Safe Sleeping Area is still covered with graffiti. In 2017 when the property was used as a Navigation Center, there was at least some pretense to cover up the injustice of cycling hundreds of the city's most severe mentally ill and drug and alcohol addicted homeless through our neighborhood. Now, the city could care less what the people who live here have to experience day in and day out.



More recent scenes from my neighborhood. Many of these structures have now languished for years-- particularly the one on Capp and 25th. Also, one that is next to the Safe Sleeping Area on South Van Ness has been there for at least a year if not longer.
blood filled needle on my sidewalk:



An encampment next to a bus shelter half a block from the safe sleeping area:



This has been here for at least a year:



Encampments on my block, in front of my house, of people who were kicked out of safe sleeping area:





encampment across the street from Safe Sleeping Area



25th and Capp structures have been here since 2019 and, last I looked, there were more tents across the street in front of the telephone building.





Belongings of people who were kicked out of the Safe Sleeping area:



These are only a fraction of the encampments that are on my block or within a couple blocks from me. Right now, there is a huge encampment on Shotwell and 23rd in front of the Polish Community Center. It's been a relentless onslaught since 2016 and is only made worse by people like you who are beholden to special interest groups that discourage reasonable housing being built and a city policy that encourages and actively enables people to take over our public sidewalks for their own private use. Naturally, the people hurt worst from your policies are those that live in neighborhoods like mine, not Bernal Heights where you live. There is an unequal distribution of pain from your policies and me and my neighbors are on the receiving end of that pain.

Sincerely,
Francesca Pastine

--

<https://www.francescapastine.com/>
<http://francescapastine.blogspot.com>

Eleanor Harwood Gallery
Pentimenti Gallery
IN THE MAKE

Life is short
Art is long
Opportunity fleeting
Experience treacherous
Judgment difficult

Hippocrates 400 b.c.

From: [Butler, Rosland \(POL\)](#)
To: [Black Employee Alliance](#); [Breed, Mayor London \(MYR\)](#); [Bruss, Andrea \(MYR\)](#); [Board of Supervisors, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Mar, Gordon \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Ronen, Hillary](#); [Safai, Ahsha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Elsbernd, Sean \(MYR\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [John Doherty](#); [cityworker@sfcwu.org](#); [Charles Lavery](#); [mbrito@oe3.org](#); [tneep@oe3.org](#); [oashworth@ibew6.org](#); [debra.grabelle@ifpte21.org](#); [kgeneral@ifpte21.org](#); [Jessica Beard](#); [tmathews@ifpte21.org](#); [Vivian Araullo](#); [ewallace@ifpte21.org](#); [aflores@ifpte21.org](#); [smcgarry@nccrc.org](#); [larryjr@ualocal38.org](#); [jchiarenza@ualocal38.org](#); [SEichenberger@local39.org](#); [Richard Koenig](#); [anthonyu@smw104.org](#); [Charles, Jasmin \(MTA\)](#); [twulocal200@sbcglobal.net](#); [roger_marenco](#); [Peter Wilson](#); [Theresa Foglio](#); [bart@dc16.us](#); [dharrington@teamster853.org](#); [MLeach@ibt856.org](#); [jason.klumb@seiu1021.org](#); [theresa.rutherford@seiu1021.org](#); [XiuMin.Li@seiu1021.org](#); [Hector Cardenas](#); [pmendeziamaw@comcast.net](#); [mjayne@iam1414.org](#); [raquel@sfmea.com \(contact\)](#); [christina@sfmea.com](#); [criss@sfmea.com](#); [rudy@sflaborcouncil.org](#); [l200twu@gmail.com](#); [Local Twu](#); [lkuhls@teamsters853.org](#); [staff@sfmea.com](#); [president@sanfranciscodsa.com](#); [SFDPOA@icloud.com](#); [sfbia14@gmail.com](#); [ibew6@ibew6.org](#); [SFPD, Commission \(POL\)](#); [Airport Commission Secretary \(AIR\)](#); [Commission, Fire \(FIR\)](#); [DPH, Health Commission \(DPH\)](#); [MTABoard@sfmta.com](#); [info@sfwater.org](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Chan, Deland \(CPC\)](#); [Diamond, Susan \(CPC\)](#); [Fung, Frank \(CPC\)](#); [Imperial, Theresa \(CPC\)](#)
Subject: RE: New San Francisco Airport Employee Vaccination Requirement
Date: Wednesday, September 22, 2021 10:36:50 AM

To whom it may concern:

I just saw on Channel 2 news this morning (**see below newspaper articles**) that all SFO Airport employees will be required to be vaccinated; also includes vendors. The new mandate goes into effect immediately per Mayor London Breed's statement on Tuesday. Personnel can be vaccinated on site in the International Terminal per the news report.

<https://sanfrancisco.cbslocal.com/2021/09/21/covid-sfo-airport-worker-vaccine-requirement/>

<https://www.latimes.com/california/story/2021-09-21/san-francisco-airport-to-require-covid-vaccinations-for-workers>

<https://thehill.com/homenews/state-watch/573286-sfo-becomes-first-us-airport-to-mandate-vaccinations-for-all-workers>

Rosland R. Butler



Rosland Butler

Assistant to E/Dir. Catherine McGuire

San Francisco Police Department

Strategic Management Bureau: PSPP & Fiscal Division

Direct Line: 415.837.7133

Work Cell: 415.964-6822

From: Black Employee Alliance <blackemployeealliance@gmail.com>

Sent: Tuesday, September 21, 2021 6:31 PM

To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Bruss, Andrea (MYR)

<andrea.bruss@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Elsbernd, Sean (MYR) <sean.elsbernd@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>

Cc: John Doherty <jdoherty@ibew6.org>; cityworker@sfcwu.org; Charles Lavery <clavery@oe3.org>; mbrito@oe3.org; tneep@oe3.org; oashworth@ibew6.org; debra.grabelle@ifpte21.org; kgeneral@ifpte21.org; Jessica Beard <jbeard@ifpte21.org>; tmathews@ifpte21.org; Vivian Araullo <varaullo@ifpte21.org>; ewidth@ifpte21.org; aflores@ifpte21.org; smcgarry@nccrc.org; larryjr@ualocal38.org; jchiarenza@ualocal38.org; SEichenberger@local39.org; Richard Koenig <richardk@smw104.org>; anthonyu@smw104.org; Charles, Jasmin (MTA) <Jasmin.Charles@sfmta.com>; twulocal200@sbcglobal.net; roger marenco <rmarenco@twusf.org>; Peter Wilson <pwilson@twusf.org>; Theresa Foglio <laborers261@gmail.com>; bart@dc16.us; dharrington@teamster853.org; MLeach@ibt856.org; jason.klumb@seiu1021.org; theresa.rutherford@seiu1021.org; XiuMin.Li@seiu1021.org; Hector Cardenas <Hector.Cardenas@seiu1021.org>; pmendeziamaw@comcast.net; mjayne@iam1414.org; raquel@sfmea.com (contact) <raquel@sfmea.com>; christina@sfmea.com; criss@sfmea.com; rudy@sflaborcouncil.org; l200twu@gmail.com; Local Twu <local200twu@sbcglobal.net>; lkuhls@teamsters853.org; staff@sfmea.com; president@sanfranciscodsa.com; SFDPOA@icloud.com; sfbia14@gmail.com; ibew6@ibew6.org; SFPD, Commission (POL) <SFPD.Commission@sfgov.org>; Airport Commission Secretary (AIR) <airportcommissionsecretary@flysfo.com>; Commission, Fire (FIR) <fire.commission@sfgov.org>; DPH, Health Commission (DPH) <HealthCommission.DPH@sfdph.org>; MTABoard@sfmta.com; info@sflower.org; Koppel, Joel (CPC) <joel.koppel@sfgov.org>; Moore, Kathrin (CPC) <kathrin.moore@sfgov.org>; Chan, Deland (CPC) <deland.chan@sfgov.org>; Diamond, Susan (CPC) <sue.diamond@sfgov.org>; Fung, Frank (CPC) <frank.fung@sfgov.org>; Imperial, Theresa (CPC) <theresa.imperial@sfgov.org>

Subject: Fwd:

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

Good morning Mayor London Breed -

Please see the message below. Is it indeed true that City vendors and contractors are not required to be vaccinated?

We would like a response from you regarding the policy indicated in the [Mayor's Press Release](#) published earlier today. We are requesting an answer about why City employees (in all other departments, aside from the Airport) are being required to be vaccinated based on the City's vaccination mandate policy, yet work alongside others who are unvaccinated? Why are vendors and contractors not required to be vaccinated, when the City and County of San Francisco is

requiring vaccination for all of its employees?

In our estimation this is nonsensical, inequitable, and irresponsible. We would like a response as soon as possible.

Best regards,

Black Employees Alliance and Coalition Against Anti-Blackness

For more information about the BEA, please visit www.blackemployeesalliance.com

To become a member of the BEA, [sign-up here](#)

[Donate to the BEA by clicking this link](#)

----- Forwarded message -----

From: **Brenda Barros** <brendajbarros@gmail.com>

Date: Tue, Sep 21, 2021 at 1:51 PM

Subject:

To: <grant.colfax@sfdph.gov>, <carol.isen@sfgov.org>, <blackemployeealliance@gmail.com>,

Brenda Barros <brendabarros@rocketmail.com>

Dear Director Colfax, many of us black employees have just been made aware that the City and County of SF is not requiring vaccinations for contractors or vendors working in the workplace alongside city workers. This presents an equity issue between employees and contractors and puts employees at risk of Covid. Members of the black employees alliance how DPH and the Mayor's office have allowed this to happen. We also know that the city has chosen to terminate employees who are not in compliance with the vaccine mandate. How is it possible that employees who choose not to be vaccinated will lose their jobs but contractors working in the same workplaces are not subject to the same compliance measures. Where is the good faith it seems to be non-existent.

From: [Black Employee Alliance](#)
To: [Breed, Mayor London \(MYR\)](#); [Bruss, Andrea \(MYR\)](#); [Board of Supervisors, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Ronen, Hillary](#); [Safai, Ahsha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Elsbernd, Sean \(MYR\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [John Doherty](#); [cityworker@sfcwu.org](#); [Charles Lavery](#); [mbrito@oe3.org](#); [tneep@oe3.org](#); [oashworth@ibew6.org](#); [debra.grabelle@ifpte21.org](#); [kgeneral@ifpte21.org](#); [Jessica Beard](#); [tmathews@ifpte21.org](#); [Vivian Araullo](#); [ewallace@ifpte21.org](#); [aflores@ifpte21.org](#); [smcgarry@nccrc.org](#); [larryjr@ualocal38.org](#); [jchiarenza@ualocal38.org](#); [SEichenberger@local39.org](#); [Richard Koenig](#); [anthonyu@smw104.org](#); [Charles, Jasmin \(MTA\)](#); [twulocal200@sbcglobal.net](#); [roger_marenco](#); [Peter Wilson](#); [Theresa Foglio](#); [bart@dc16.us](#); [dharrington@teamster853.org](#); [MLeach@ibt856.org](#); [jason.klumb@seiu1021.org](#); [theresa.rutherford@seiu1021.org](#); [XiuMin.Li@seiu1021.org](#); [Hector Cardenas](#); [pmendeziamaw@comcast.net](#); [mjayne@iam1414.org](#); [raquel@sfmea.com \(contact\)](#); [christina@sfmea.com](#); [criss@sfmea.com](#); [rudy@sflaborcouncil.org](#); [l200twu@gmail.com](#); [Local Twu](#); [lkuhls@teamsters853.org](#); [staff@sfmea.com](#); [president@sanfranciscodsa.com](#); [SFDPOA@icloud.com](#); [sfbia14@gmail.com](#); [ibew6@ibew6.org](#); [SFPD, Commission \(POL\)](#); [Airport Commission Secretary \(AIR\)](#); [Commission, Fire \(FIR\)](#); [DPH, Health Commission \(DPH\)](#); [MTABoard@sfmta.com](#); [info@sflower.org](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Chan, Deland \(CPC\)](#); [Diamond, Susan \(CPC\)](#); [Fung, Frank \(CPC\)](#); [Imperial, Theresa \(CPC\)](#)
Subject: Fwd:
Date: Tuesday, September 21, 2021 6:31:39 PM

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

Good morning Mayor London Breed -

Please see the message below. Is it indeed true that City vendors and contractors are not required to be vaccinated?

We would like a response from you regarding the policy indicated in the [Mayor's Press Release](#) published earlier today. We are requesting an answer about why City employees (in all other departments, aside from the Airport) are being required to be vaccinated based on the City's vaccination mandate policy, yet work alongside others who are unvaccinated? Why are vendors and contractors not required to be vaccinated, when the City and County of San Francisco is requiring vaccination for all of its employees?

In our estimation this is nonsensical, inequitable, and irresponsible. We would like a response as soon as possible.

Best regards,

Black Employees Alliance and Coalition Against Anti-Blackness

For more information about the BEA, please visit www.blackemployeesalliance.com

To become a member of the BEA, [sign-up here](#)

[Donate to the BEA by clicking this link](#)

----- Forwarded message -----

From: **Brenda Barros** <brendajbarros@gmail.com>

Date: Tue, Sep 21, 2021 at 1:51 PM

Subject:

To: <grant.colfax@sfdph.gov>, <carol.isen@sfgov.org>,

<blackemployeealliance@gmail.com>, Brenda Barros <brendabarros@rocketmail.com>

Dear Director Colfax, many of us black employees have just been made aware that the City and County of SF is not requiring vaccinations for contractors or vendors working in the workplace alongside city workers. This presents an equity issue between employees and contractors and puts employees at risk of Covid. Members of the black employees alliance how DPH and the Mayor's office have allowed this to happen. We also know that the city has chosen to terminate employees who are not in compliance with the vaccine mandate. How is it possible that employees who choose not to be vaccinated will lose their jobs but contractors working in the same workplaces are not subject to the same compliance measures. Where is the good faith it seems to be non-existent.

From: [Black Employee Alliance](#)
To: [Breed, Mayor London \(MYR\)](#); [Bruss, Andrea \(MYR\)](#); [Board of Supervisors, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Ronen, Hillary](#); [Safai, Ahsha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Davis, Sheryl \(HRC\)](#); [Cityattorney](#)
Cc: [John Doherty](#); [cityworker@sfcwu.org](#); [Charles Lavery](#); [mbrito@oe3.org](#); [tneep@oe3.org](#); [oashworth@ibew6.org](#); [debra.grabelle@ifpte21.org](#); [kgeneral@ifpte21.org](#); [Jessica Beard](#); [tmathews@ifpte21.org](#); [Vivian Araullo](#); [ewallace@ifpte21.org](#); [aflores@ifpte21.org](#); [smcgarry@nccrc.org](#); [larryjr@ualocal38.org](#); [jchiarenza@ualocal38.org](#); [SEichenberger@local39.org](#); [Richard Koenig](#); [anthonyu@smw104.org](#); [Charles, Jasmin \(MTA\)](#); [twulocal200@sbcglobal.net](#); [roger_marenco](#); [Peter Wilson](#); [Theresa Foglio](#); [bart@dc16.us](#); [dharrington@teamster853.org](#); [MLeach@ibt856.org](#); [jason.klumb@seiu1021.org](#); [theresa.rutherford@seiu1021.org](#); [XiuMin.Li@seiu1021.org](#); [Hector Cardenas](#); [pmendeziamaw@comcast.net](#); [mjayne@iam1414.org](#); [raquel@sfmea.com \(contact\)](#); [christina@sfmea.com](#); [criss@sfmea.com](#); [rudy@sflaborcouncil.org](#); [l200twu@gmail.com](#); [Local Twu](#); [lkuhls@teamsters853.org](#); [staff@sfmea.com](#); [president@sanfranciscodsa.com](#); [SFDPOA@icloud.com](#); [sfbia14@gmail.com](#); [ibew6@ibew6.org](#); [CivilService, Civil \(CSC\)](#); [kim@sflaborcouncil.org](#); [sflc@sflaborcouncil.org](#)
Subject: Fwd: WOW!!
Date: Sunday, September 19, 2021 7:55:41 PM
Attachments: [image.png](#)

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

Good afternoon Mayor Breed, Board of Supervisors, and Human Rights Commission -

We are writing to you on behalf of many concerned SFMTA employees who have contacted the BEA regarding an employee survey that the agency chose to release recently. As you can see below, the agency is asking employees to report their "sex at birth" (**see below**).

In addition to this being negligent and irresponsible, we believe it is a total violation of employees privacy and employment rights. It is a potential violation of HIPPA laws, and other state and local statutes protecting employees against discrimination, as well as rights to privacy. How is an employees "sex at birth" relevant to their employment at the City and County of San Francisco? We are asking that the City provide a detailed explanation about the need to collect this information.

On behalf of trans, queer, and trans-queer communities, and all others who understand the endless layers of the unconscienable egregiousness that underlies this discriminatory action - we are asking the the City and County of San Francisco and the SFMTA retract this survey immediately, and that they discard any and all information that they may have collected.

We expect to receive a response from you by the end of day Friday, October 1st, 2021.

Black Employees Alliance and Coalition Against Anti-Blackness

For more information about the BEA, please visit www.blackemployeesalliance.com

To become a member of the BEA, [sign-up here](#)

[Donate to the BEA by clicking this link](#)

Prefer not to answer

What was your sex at birth?

Female

Male

Prefer not to answer

What is your gender?

Female

Genderqueer / Gender Non-Binary

Male

Trans female

Trans male

Not listed

Prefer not to answer

What is your sexual orientation?

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS Legislation, \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Appeal Item 27-30 - 5801 Mission
Date: Thursday, September 23, 2021 12:27:00 PM
Attachments: [SFCC Opposition.pdf](#)

From: Delia Fitzpatrick <fitzpatrick.delia@gmail.com>
Sent: Tuesday, September 21, 2021 2:29 AM
To: Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Josephine Zhao <josephine8zhao@gmail.com>; Jones, Ernest (BOS) <ernest.e.jones@sfgov.org>
Subject: Appeal Item 27-30 - 5801 Mission

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

Good morning,

I am representing San Francisco Christian Center.
Here are my slides for Item #27, File #210801, Hearing - Appeal of Conditional Use Authorization Approval - 5801 Mission Street.

Delia

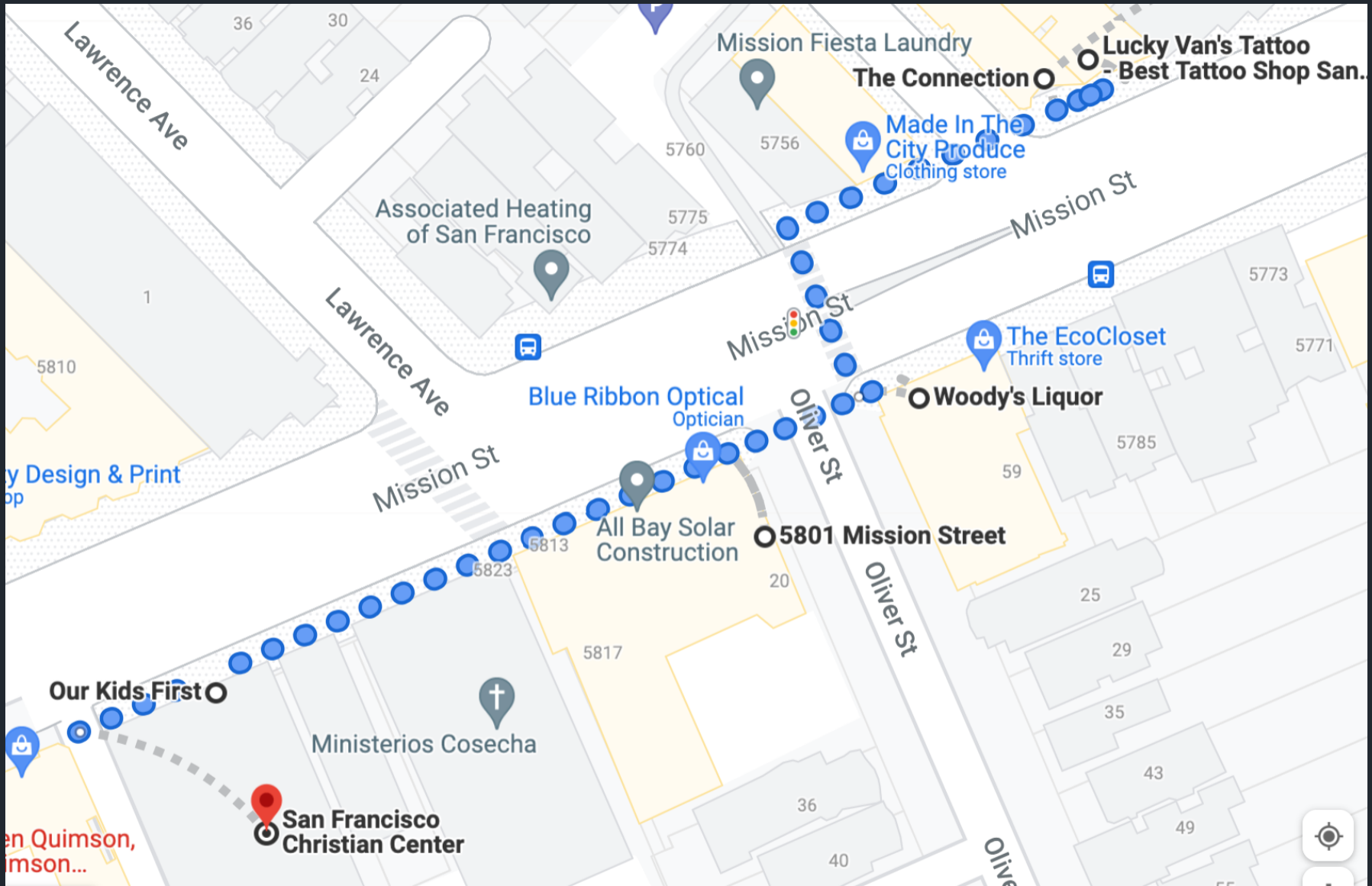
--

Delia Fitzpatrick

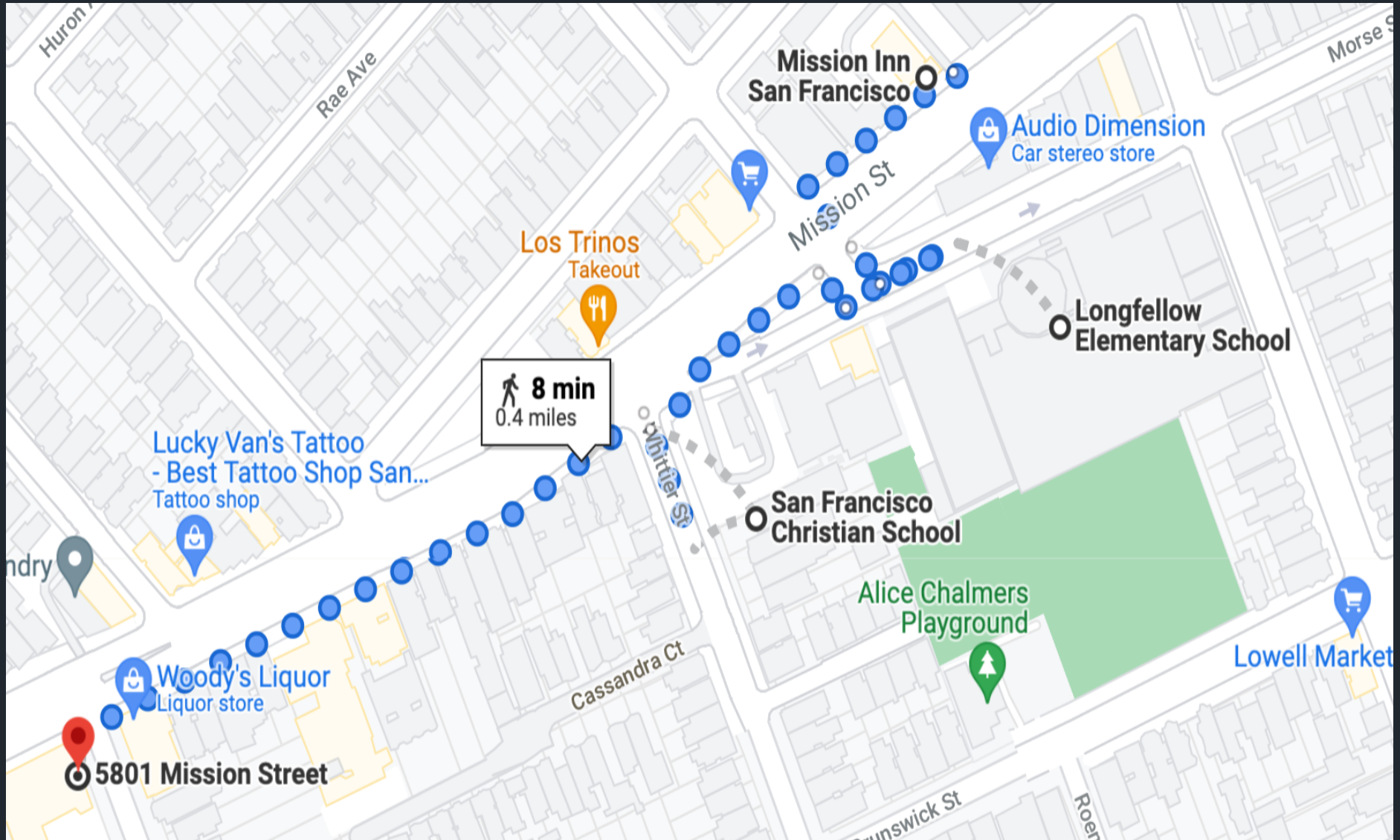
We are appealing the Planning Commission's decision to approve the Conditional Use Authorization (CUA) of 5801 Mission Street Case Number. 2020-007152CUA.

-San Francisco Christian Center

300 feet around 5801 Mission Street



Schools/Playground near 5801 Mission Street



OPPOSITION: 5801 MISSION STREET

CLUSTERING

3 within the district
to date

HIGH RISK CORRIDOR

Area included in
Safe Routes to
Schools program

AA EQUITY VIOLATION

Organizations serving
families and the
community within
100 feet

HIGHEST NUMBER

The concentration of
the immigrants and
Families

LIMITED ACCESS

For population

LOCATION

This is a well-
traveled area

COMMUNITY

Almost 40% of the
property owners
signed to challenge
the approval



THE COMMUNITY IS IN NEED OF
YOUR SUPPORT TO **APPEAL**

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS Legislation, \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Letter supporting the appeal of the CUA for the demolition of 249 Texas St
Date: Thursday, September 23, 2021 12:15:00 PM

From: Emily Block <emilybee3@gmail.com>
Sent: Wednesday, September 22, 2021 3:32 PM
To: ChanStaff (BOS) <ChanStaff@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; MelgarStaff (BOS) <MelgarStaff@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Letter supporting the appeal of the CUA for the demolition of 249 Texas St

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

Dear Supervisors,

I am a neighbor within the 300 foot radius of 249 Texas which is up for appeal soon for its CUA for demolition of a two unit Victorian home in my neighborhood of Potrero Hill. This property, 249 Texas Street, has long been a source of affordable housing for our neighborhood, and I believe that the current owner's plan to rebuild a giant single family mansion with a token basement unit is not only contrary to the nature of our mixed income neighborhood, but also needlessly disruptive to neighbors.

My issue with this demolition and build stems from the sponsor not only refusing communication and, more importantly, compromise with neighbors, but also lying multiple times to the planning commission in order to gain a favorable ruling for their project. At the first CUA hearing on March 4th, the architect knowingly lied multiple times claiming that the house was a 1 unit single family home, and that their project would therefore be ADDING housing to our neighborhood in a bid to gain approval. When this patently false lie was exposed to the commission by neighbors calling in that very meeting, the only recourse that occurred was that they had to re-submit their project. I believe that the planning commission did not do their due diligence in checking the facts of this project, as they were not at that first meeting able to confirm whether or not a lower unit with a visible mailbox and front door as well as a long history of tenant occupancy existed. This architect, John Maniscalco, is responsible for 40% of demolitions of two unit homes to build giant single family homes with token second units. The planning commission's refusal to enact any sort of consequence for

his lies is clear evidence that he is being hired specifically because he can get approvals for these types of projects that are counter to our city's perseverance of affordable housing. This project also directly contradicts the spirit of the San Francisco General Plan's edict to preserve "naturally affordable housing" such as this 2 unit home.

Neighbors from each side of the block and across the street share these concerns, and were kept in the dark about this project and the proceedings by the project sponsors. Neighbors within a 300ft radius were not kept updated about hearing extensions (of which there were two, the first because the sponsor violated the Sunshine Ordinance by not pasting a public sign concerning the hearing on the building, the second because the sponsor had to submit information concerning the second unit they had omitted from their paperwork). This limited the neighbors' ability to organize and attend these meetings, resulting in the loss of their rights to be heard by the city government. I ask that please listen to the appeal with an open mind and look at the policy considerations that exist between the lines.

Sincerely,
Emily Block, 255 Mississippi St

--

Emily Block

From: [Board of Supervisors, \(BOS\)](#)
To: [Board of Supervisors, \(BOS\)](#); [BOS-Supervisors](#)
Cc: [Wong, Linda \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: 2 Letters for File No. 210871
Date: Thursday, September 23, 2021 12:46:00 PM
Attachments: [2 Letters regarding 210871.pdf](#)

Hello,

Please see attached 2 letters for File No. 210871.

File No. 210871 - Resolution authorizing the issuance and sale of one or more series of Special Tax Bonds for City and County of San Francisco Community Facilities District No. 2014-1 (Transbay Transit Center) in the aggregate principal amount not to exceed \$35,000,000; approving related documents, as defined herein, including an Official Statement, Third Supplement to Fiscal Agent Agreement, Bond Purchase Agreement and Continuing Disclosure Undertaking; and determining other matters in connection therewith, as defined herein.

Regards,

John Bullock

Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

(415) 554-7706

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

From: [Jackson Fahnestock](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: [Lily Madjus Wu](#)
Subject: Item no. 16, CFD No. 2014-1
Date: Tuesday, September 21, 2021 1:00:25 PM

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

To the BOS clerk,

Please enter my comments below into the record of today's Board of Supervisors' meeting regarding the issuance of tax bonds under CFD No. 2014-1.

"President Walton and Members of the Board,

My name is Jackson Fahnestock.

- As a long-standing member of the TJPA CAC and a participant in major transportation projects across the globe, this DTX extension project stands out to me as worthy as any I have been involved with in my professional career. I therefore encourage you to support and approve the Transbay Transit Center Community Facilities District (CFD) Series 2021 bond resolution. I know you are aware that this is needed to provide the necessary committed funding for the Downtown Rail Extension project that the Federal Transit Administration requires in order to enter the New Starts process.
- With the currently low interest rates, 86% of the CFD revenue would go to the DTX project with your approval of this bond issuance. Issuing this bond now will also avoid a possible overall project escalation of about \$200 million a year.
- The Board's approval of this item will bring the DTX one step closer to extending rail service into downtown San Francisco. Additionally, it will greatly assist in meeting the state's mobility and development goals, connecting neighborhoods and cities, and by reducing emissions and creating badly needed economic opportunities.

Thank you for the opportunity to address the board on this important issue."

From: [Gwen Litvak](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: Re: [Updated]: Bay Area Council Comment re: SF BOS Meeting 9/21/21
Date: Tuesday, September 21, 2021 1:10:43 PM
Attachments: [092121BACTJPA.pdf](#)

Hello,
My apologies. Please see the attached PDF.

Thanks,
Gwen
(she/her)

o: 415-946-8706 m: 310-435-1046

From: "Board of Supervisors, (BOS)" <board.of.supervisors@sfgov.org>
Date: Tuesday, September 21, 2021 at 12:49
To: Gwen Litvak <glitvak@bayareacouncil.org>
Subject: RE: [Updated]: Bay Area Council Comment re: SF BOS Meeting 9/21/21

Hello,

Please resend the attachment. We are unable to view it.

Regards,

Office of the Clerk of the Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184

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

From: Gwen Litvak <glitvak@bayareacouncil.org>
Sent: Tuesday, September 21, 2021 11:09 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Subject: [Updated]: Bay Area Council Comment re: SF BOS Meeting 9/21/21

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

To Whom It May Concern:

Please see the attached UPDATED letter from the Bay Area Council in advance of today's BoS meeting.

Thanks,
Gwen Litvak
(she/her)

o: 415-946-8706 m: 310-435-1046

From: Gwen Litvak <glitvak@bayareacouncil.org>

Date: Monday, September 20, 2021 at 13:58

To: "bos@sfgov.org" <bos@sfgov.org>

Subject: Bay Area Council Comment re: SF BOS

To Whom It May Concern:

Please find the attached letter from the Bay Area Council commenting on item #16 at tomorrow's BoS meeting.

Thanks,
Gwen
(she/her)

Gwen Litvak | Senior Vice President, Public Policy | BAYAREA COUNCIL

o: 415-946-8706 m: 310-435-1046

glitvak@bayareacouncil.org | www.bayareacouncil.org



San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

September 21, 2021

Re: Item #16- Issuance of Special Tax Bonds - Community Facilities District No. 2014-1 (Transbay Transit Center)

Dear San Francisco Board of Supervisors,

The Bay Area Council urges you to support and approve the Transbay Transit Center Community Facilities District (CFD) Series 2021 bond resolution, which is needed to provide the necessary committed funding for the Downtown Rail Extension (DTX) project that Federal Transit Administration (FTA) requires to enter the New Starts process in October 2021.

It is critical to move forward now for the following reasons:

- 1) Approval of this bond issuance capitalizes on historically low interest rates with 86% of the CFD revenue going to the DTX project.
- 2) Waiting to issue bonds will delay the critical path work the Transbay Joint Powers Authority and its partners have been doing to bring the DTX project into the Federal Transit Administration New Starts process.
- 3) Delays to the critical path work result in overall DTX project cost escalation on the order of \$200 million per year.

The region's congestion has already returned to pre-Covid levels, even though over 50% of employees are still working from home. Our congestion only stands to get worse without key regional transit investments like the Downtown Rail Extension. Commuting patterns have changed due to Covid-19 but San Francisco will always be a hub of economic and cultural activity. It is critical we move forward with this project so our region can thrive in the future.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Gwen Litvak', with a long horizontal flourish extending to the right.

Gwen Litvak
Senior Vice President, Public Policy

From: [Board of Supervisors, \(BOS\)](#)
To: [Board of Supervisors, \(BOS\)](#); [BOS-Supervisors](#)
Cc: [Wong, Linda \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: 7 Letters for File No. 210871
Date: Tuesday, September 21, 2021 10:24:00 AM
Attachments: [7 Letters regarding File No. 210871.pdf](#)

Hello,

Please see attached letters for File No. 210871.

File No. 210871 - Resolution authorizing the issuance and sale of one or more series of Special Tax Bonds for City and County of San Francisco Community Facilities District No. 2014-1 (Transbay Transit Center) in the aggregate principal amount not to exceed \$35,000,000; approving related documents, as defined herein, including an Official Statement, Third Supplement to Fiscal Agent Agreement, Bond Purchase Agreement and Continuing Disclosure Undertaking; and determining other matters in connection therewith, as defined herein.

Regards,

John Bullock

Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

(415) 554-7706

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

From: [Owen Stephens](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: Public Comment File 210871 - Support funding for the TJPA DTX bond
Date: Monday, September 20, 2021 11:10:33 AM
Attachments: [Letter in Support of TJPA DTX Project -BOS.pdf](#)

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

Good morning,

Please find the attached letter prepared as public comment to the Board of Supervisors' consideration of the proposed CFD 2021 bond resolution to fund the DTX project (File # 210871) that is scheduled for the September 21st Board meeting tomorrow.

Please let me know if you or the Supervisors have any questions.

Sincerely,

--

Owen Stephens
o.stephens@gmail.com

Owen P. Stephens

650 California Street, 26th Floor, San Francisco, CA 94108

September 18, 2021

Board of Supervisors
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689

RE: Support of Funding the TJPA Downtown Rail Extension Project

File #: 210871

Dear President Walton and the Board of Supervisors,

I am writing to encourage you to support and approve the Transbay Transit Center Community Facility District (CFD) 2021 bond resolution that is needed to commit necessary funding for the Downtown Rail Extension (DTX) project that the Federal Transit Administration (FTA) requires to enter the New Starts process this October.

My interest in seeing the Transbay Transit Center reach its full potential sooner rather than later stems from being a twenty year resident of Treasure Island whose only public transit access point is through the Center. During that time I experienced the Center in all its forms from a derelict transit hub to its present partial implementation. I am serving my third year as a MUNI riding member of the TJPA Citizens Advisory Committee (CAC) to learn about TJPA plans and programs and advise the TJPA Board of Directors on matters of public interest related to the Transbay Program.

I want San Francisco to keep building momentum toward fulfilling its promise to make the Transbay Center a central public transit hub that will serve the city, region and state. Taking steps now to ensure that positive federal attention and funding is directed toward this program is essential to reach that goal.

The proposed CFD Series 2021 bond will provide the necessary funding commitment that the Federal Transit Administration requires for the DTX to enter the New Starts funding pipeline, which is needed for local dollars to receive matched federal funds. Moving forward now will allow the TJPA to submit its Full Funding Grant Request in

August 2023 to take advantage of once-in-generation transit funding available on the federal level.

Completion of the DTX project will deliver the 1999 Prop H voter mandate to extend Caltrain rail service and other intended modes of transportation into downtown San Francisco. Waiting to issue bonds will delay critical work, risk missing out on federal funding available now, and result in cost escalations on the order of \$200 million per year.

I have witnessed the evolution of the Transbay Transit Center in its many forms over the span of twenty years. I would have preferred that its mission would have been completed already, but knowing the cycle of barriers and opportunities that arose during that time, I strongly urge the Board of Supervisors to approve these CFD bonds to ensure current funding opportunities are capitalized on.

Sincerely,



Owen P. Stephens

From: [Raquel Lopez](#)
To: [Board of Supervisors, \(BOS\); Information, Government \(LIB\)](#)
Subject: NOTICE OF PROJECT OPEN HAND BOARD MEETING , Chapter 12L
Date: Monday, September 20, 2021 11:20:56 AM
Attachments: [Outlook-AFA0B1F2.png](#)
[Outlook-5C11D6D0.png](#)
[Outlook-DE92F55E.png](#)
[Outlook-DDDB291C.png](#)
[Outlook-BAAD998A.png](#)
[Outlook-9C115A28.png](#)
[POH Chapter 12L \(Sunshine Ordinance\), October 2021.docx](#)

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

Please see attached word doc.

Thank you,

Raquel López | Executive Assistant
Project Open Hand | 730 Polk Street
San Francisco, CA 94109
www.openhand.org



What started out in Oakland is now expanding to the East Bay! [Join us for Dining Out For Life East Bay](#) on September 30. Let's Dine Out to End HIV! #DiningOutForLife #DOFLEastBay

Follow us on      **at @ProjectOpenHand / #FoodisMedicine #MealswithLove**
This email message is for the intended recipient(s) only

From: [Laura Tolkoff](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: Support- Board of Supervisors 9/21/21 Item 16 - Issuance of Special Tax Bonds for DTX
Date: Monday, September 20, 2021 11:47:46 AM
Attachments: [SPUR-SFBOS-09.19.21.pdf](#)

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

Dear San Francisco Board of Supervisors:

Attached please find a letter of support encouraging the Board of Supervisors to issue \$35 million in Transbay Transit Center Community Facilities District (CFD) bonds to advance the Downtown Rail Extension (DTX) Project. SPUR has long supported the extension of Caltrain service from its current northern terminus at San Francisco's Fourth and King streets to the new Salesforce Transit Center.

The potential to receive federal funding for this project may never be as favorable as it is today. This Transbay Transit Center Community Facilities District (CFD) Series 2021 bond issuance process will provide the necessary committed funding that FTA requires for the DTX to enter the New Starts pipeline.

Thank you for providing the opportunity to comment on and support this important milestone. Please do not hesitate to reach out with any questions at ltolkoff@spur.org.

Stay well,

Laura Tolkoff, AICP (she • her)
Transportation Policy Director | [SPUR](#)
ltolkoff@spur.org



The [SPUR Regional Strategy](#) has landed

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NOTICE OF PROJECT OPEN HAND BOARD MEETING

To: The Clerk of the San Francisco Board of Supervisors
San Francisco City Hall, Room 244 San Francisco, California 94102
board.of.supervisors@sfgov.org

San Francisco Main Library Government Information Center
100 Larkin St, SF, CA 94102
governmentinfo@sfpl.org

Pursuant to Chapter 12L (Sunshine Ordinance) of the San Francisco Administrative Code, and section 12L.4(d)(2) therein, the Meeting of the Board of Directors of Project Open Hand, a California nonprofit, public benefit corporation, has been designated and scheduled for public comment, to be held via videoconference, from **6:00 – 7:55p.m. on Thursday, October 21, 2021.**

Please click the link below to join the October Meeting via Zoom:

<https://us02web.zoom.us/j/83515377340?pwd=ZlR0QUkzanpoL3Awa0YwK3lTQklZUT09>

Or mobile one-tap: +16699009128,,83515377340#,,, *078213#

Or Telephone: +1 669 900 9128 US

Meeting ID: 835 1537 7340

Passcode: 078213

To access the October Board Meeting, please copy / paste the Zoom link above into your browser search bar or use the mobile one-tap phone line. If neither of those are an option, please use the telephone number above, and enter the meeting ID and passcode when prompted. This meeting will **not** be recorded.

Please post this notice where notices of meetings of the Board of Supervisors are posted.



SPUR

San Francisco | San Jose | Oakland

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

September 19, 2021

Re: Agenda Item 16. Issuance of Special Tax Bonds - Community Facilities District No. 2014-1 (Transbay Transit Center)- Not to Exceed \$35,000,000

Dear President Walton and San Francisco Board of Supervisors,

For decades, leaders have planned to extend Caltrain service from its current northern terminus at San Francisco's Fourth and King streets to the new Transbay Transit Center. **We encourage the Board of Supervisors to issue \$35 million in Transbay Transit Center Community Facilities District (CFD) bonds to advance the Downtown Rail Extension (DTX) Project.**

The Downtown Rail Extension (DTX) would bring high-quality rail service to the densest job center in the region, shorten trip times between Millbrae and San Francisco, connect San Francisco to other cities in the statewide high-speed rail network, and offer a one-seat Caltrain ride between Market Street and the cities along the Caltrain Corridor. In the future, this train could extend across San Francisco Bay and connect with the rail network in the East Bay.

The potential to receive federal funding for this project may never be as favorable as it is today. We encourage the Board of Supervisors to put its full weight behind getting federal funding for the approved project in this administration. This Transbay Transit Center Community Facilities District (CFD) Series 2021 bond issuance process will provide the necessary committed funding that FTA requires for the DTX to enter the New Starts pipeline. Moving forward now will allow San Francisco to submit a Full Funding Grant Request in August 2023 during an exciting time for once-in-a-generation transit funding on the federal level.

Thank you for providing the opportunity to comment on and support this important milestone. Please do not hesitate to reach out with any questions or concerns.

Sincerely,

Laura Tolkoff
Transportation Policy Director

From: [Robert Feinbaum](#)
To: [Peskin, Aaron \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Ronen, Hillary; MandelmanStaff, \(BOS\)](#); [Preston, Dean \(BOS\)](#); [ChanStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Haney, Matt \(BOS\)](#)
Cc: [Lily Madjus Wu](#)
Subject: Item #16 Bond for DTX
Date: Monday, September 20, 2021 12:33:05 PM

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

To: San Francisco Board of Supervisors

Re: Item #16

SaveMUNI has been, and continues to be, a strong supporter of the Downtown Extension of Caltrain. (DTX)

We believe that it is essential to pass item #16 on your agenda today to authorize the issuance of \$ 35,000,000 of Community Facilities District bonds to support further work on the Downtown Extension of Caltrain.

The DTX will be a major element of the seamless network of transit that we envision for the Bay Area. An essential part of the connectivity is the pedestrian connector between BART and the Market Street Muni lines and the Transbay Terminal, and we urge you to insist on that as part of the DTX project.

From: [Gwen Litvak](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: Bay Area Council Comment re: SF BOS
Date: Monday, September 20, 2021 1:58:44 PM
Attachments: [092121BACTJPA.pdf](#)

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

To Whom It May Concern:

Please find the attached letter from the Bay Area Council commenting on item #16 at tomorrow's BoS meeting.

Thanks,
Gwen
(she/her)

[Gwen Litvak](#) | Senior Vice President, Public Policy | [BAYAREA COUNCIL](#)
o: 415-946-8706 m: 310-435-1046
glitvak@bayareacouncil.org | www.bayareacouncil.org



San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

September 21, 2021

Re: Item #16- Issuance of Special Tax Bonds - Community Facilities District No. 2014-1 (Transbay Transit Center)

Dear President Mandelman and the San Francisco Board of Supervisors,

The Bay Area Council urges you to support and approve the Transbay Transit Center Community Facilities District (CFD) Series 2021 bond resolution, which is needed to provide the necessary committed funding for the Downtown Rail Extension (DTX) project that Federal Transit Administration (FTA) requires to enter the New Starts process in October 2021.

It is critical to move forward now for the following reasons:

- 1) Approval of this bond issuance capitalizes on historically low interest rates with 86% of the CFD revenue going to the DTX project.

- 2) Waiting to issue bonds will delay the critical path work the Transbay Joint Powers Authority and its partners have been doing to bring the DTX project into the Federal Transit Administration New Starts process.

- 3) Delays to the critical path work result in overall DTX project cost escalation on the order of \$200 million per year.

The region's congestion has already returned to pre-Covid levels, even though over 50% of employees are still working from home. Our congestion only stands to get worse without key regional transit investments like the Downtown Rail Extension. Commuting patterns have changed due to Covid-19 but San Francisco will always be a hub of economic and cultural activity. It is critical we move forward with this project so our region can thrive in the future.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Gwen Litvak', with a long horizontal flourish extending to the right.

Gwen Litvak
Senior Vice President, Public Policy

From: [Howard](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#)
Subject: SUPPORT ITEM 16. 210871---Issuance of Special Tax Bonds - Transbay Transit Center
Date: Tuesday, September 21, 2021 4:50:44 AM
Attachments: [clip_image004.png](#)

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

SUPPORT ITEM 16. 210871 Issuance of Special Tax Bonds - Transbay Transit Center

TO: Board of Supervisors

As a member of the TJPA CAC, I echo my colleagues strong support for the issuance of \$35 million in Transbay Transit Center Community Facilities District (CFD) bonds. Delayed too long, the promised Downtown Caltrain Extension (DTX) is a step towards a regional transportation node. DTX's Project Development is necessary to enter FTA's Capital Investment Grant New Starts program. **Caveat:** I urge inclusion of the design of the pedestrian connector from the Transbay Center to the Embarcadero Station---as a bid alternate. Best Regards, Howard Wong, AIA

ADVANCING DTX: BIG STEPS TOWARD FTA NEW STARTS PROCESS



DTX IS LEGALLY MANDATED

DTX is the highest transportation priority, mandated by SF voters with overwhelming passage of Proposition H (1999) and has been a consistent MTC priority for federal funding. The project is federal/ state environmentally-cleared. The underground station box has already been built.

* * * * *

1999 PROP H: DOWNTOWN CALTRAIN STATION (Downtown Caltrain Extension / Transbay Terminal)

Bay Rail Alliance: http://www.bayrailalliance.org/san_francisco_prop_h_text/

This measure is an ordinance that would make it City law to extend the Caltrain line to a new or rebuilt regional transit station in San Francisco to be located on the site of the Transbay Terminal at First and Mission Streets. The City would be directed to use an underground tunnel whenever feasible for the

extension of the Caltrain line from the current station to the Transbay Terminal. The City would be prohibited from taking any actions that would conflict with extending Caltrain to downtown San Francisco, including allowing conflicting use or development of the Transbay Terminal or the proposed extension right-of-way.

Voter Pamphlet: https://sfpl.org/pdf/main/gic/elections/November2_1999short.pdf

Controller's Statement: If the proposed ordinance is adopted, it would require the Mayor, the Board of Supervisors, and other City Officials to take all necessary action to extend CalTrain to a new downtown station and pursue electrification of the CalTrain line from the City to San Jose. The ordinance also requires the City and the San Francisco Transportation Authority to take all appropriate actions to generate the revenue to finance the downtown extension and transit station".

* * * * *

BUILD PUBLIC TRUST

The upzoning of the Transbay District and new development were predicated on DTX. Instead, DTX was never built---while tens of thousands of new commuters, cars, workers, residents and visitors have stressed the Muni system, streets and highways. New real estate development requires commensurate transit development.

DTX IS THE NEXUS OF REGIONAL TRANSPORTATION

DTX will connect Caltrain to six Muni rail lines, four BART lines and more than 40 bus lines at a centralized transportation hub. By 2025, 300,000 cars a day will be entering San Francisco from the South---more than the combined number of cars on the Golden Gate and Bay Bridges. DTX is the top priority to cut traffic congestion on highways, streets and arterials.

DTX IS SHOVEL-READY FOR A BETTER FUTURE

DTX has established formal relationships with regional and state agencies for moving forward. DTX has completed the City's multiagency Rail Alignment and Benefits Study. DTX has had MTC cost and design reviews. DTX is consistent with realizing the New Transbay Rail Crossing and local/ regional/ state goals for sustainability and environmental quality.

* * * * *

From: [Michael Gimbel](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: Letter of Support for Issuance of Special Tax Bonds (Transbay Transit Center)
Date: Tuesday, September 21, 2021 8:29:12 AM
Attachments: [Letter of Support for Issuance of Special Tax Bonds \(DTX\).docx](#)

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

Dear President Walton and the San Francisco Board of Supervisors,

On behalf of the Friends of the Downtown Extension (i.e. Friends of DTX), please find attached our letter of support for adopting the resolution to authorize the CFD bonds for the Transbay Transit Center DTX program.

Thank you for your time and consideration of this matter. We look forward to future collaboration to improve connectivity and transit options around our growing city and region.

Sincerely,

Michael Gimbel
Co-Founder, Friends of DTX

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

September 21st, 2021

**Re: Item #16- Issuance of Special Tax Bonds - Community Facilities District No. 2014-1
(Transbay Transit Center)**

Dear President Walton and the San Francisco Board of Supervisors,

On behalf of the Friends of the Downtown Extension (i.e. Friends of DTX), I am very pleased to submit this letter of support for encouraging you to support and adopt the Transbay Transit Center Community Facilities District (CFD) Series 2021 bond resolution, which is needed to provide the necessary committed funding for the Downtown Rail Extension project that Federal Transit Administration (FTA) requires to enter the New Starts process in October.

Your approval of this bond issuance capitalizes on historically low interest rates with 86% of the CFD revenue going to the DTX project. Waiting to issue bonds will only delay the critical work TJPA and its partners have been doing and can result in overall DTX project cost escalation of about \$200 million per year.

It is important you approve this item before you to bring this project one step closer to extending rail service into downtown San Francisco and creating an integrated regional transportation system.

Once DTX is completed, the Transit Center will bring an impressive number of regional and state transit systems under one roof, linking Caltrain and high-speed rail with nine other transit operators: AC Transit, BART, Golden Gate Transit, SFMTA Muni, SamTrans, WestCAT Lynx, Amtrak, Greyhound, as well as local paratransit service. The project will **close a major gap in the Bay Area's transportation system** with accessibility benefits for up to 90,000 new and existing Caltrain and high-speed rail passengers in addition to new and existing bus riders by 2040. It **will relieve gridlock on US101/I-80**, one of the most congested corridors in the Bay Area, and anchor growth in one of the region's most robust and diverse Priority Development Areas, the Downtown SF/South of Market/Mission Bay area. Bringing rail to the Transit Center also leverages the region's prior investment in this facility and is key to its long-term financial stability, providing much needed relief to MTC and local transit operators who heavily subsidize transit center operations presently. Finally, taking 4th and King off as the terminus will help a

terribly undersized station fit into a larger regional picture instead of being stretched beyond its strained capacity.

Thank you for your consideration of this request. We look forward to collaborating to improve connectivity for current and future transit riders across the Bay Area region, Northern California mega-region, and throughout the state.

Sincerely,

Friends of the Downtown Extension

Michael Gimbel, Co-Founder of Friends of the Downtown Extension

James Haas, Creator of the SFCTA and a member of the TransBay Area CAC

Peter Straus, SF Transit Riders Board member and retired Muni Service Planning Manager

From: [Board of Supervisors, \(BOS\)](#)
To: [Board of Supervisors, \(BOS\)](#); [BOS-Supervisors](#)
Cc: [BOS Legislation, \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: 44 Letters for File No. 210901
Date: Thursday, September 23, 2021 12:52:00 PM
Attachments: [44 Letters regarding File No. 210901.pdf](#)

Hello,

Please see attached 44 letters for File No. 210901.

File No. 210901 – Hearing of persons interested in or objecting to the approval of a Final Mitigated Negative Declaration under the California Environmental Quality Act for the 1525 Pine Street Project, identified in Planning Case No. 2015-009955ENV, and affirmed on appeal by the Planning Commission and issued on May 6, 2021. (District 3) (Appellant: David P. Cincotta of Law Offices of David P. Cincotta, on behalf of Patricia Rose and Claire Rose and other neighbors of 1545 Pine Street) (Filed August 20, 2021).

Regards,

John Bullock

Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

(415) 554-7706

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

From: [Robert VanCamp](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 10:38:22 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my iPad

From: [Douglas Hudson](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 10:12:01 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

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From: [Oran Scott](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sgrubstake@gmail.com
Subject: Support NOT TO Rebuild Grubstake Diner-EDITED
Date: Thursday, September 23, 2021 11:31:41 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support OF NOT REBUILDING THIS community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income (WHAT DOES MIDDLE INCOME ACTUALLY MEAN? NO ONE CURRENTLY IN THIS NEIGHBORHOOD WILL BE ABLE TO AFFORD THESE UNITS)

housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

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FROM THE ABOVE LETTER-IT SEEMS FOR GOOD REASONS AND THAT ITS IN THEIR OWN BEST INTERESTS, THE AUSTIN IS THE ONLY THING STANDING IN THE WAY OF THIS HISTORICAL SAN FRANCISCO LANDMARK BEING MUTILATED & BASICALLY TORN DOWN. THE GRUBSTEAK BUILDING SHOULD BE REGISTERED AS A HISTORICAL LANDMARK & THE GRUBSTEAK SHOULD HAVE LEGACY BUSINESS STATUS IN SF. THESE THINGS WILL NOT HAPPEN, BECAUSE THE GREEDY LANDOWNERS WANT TO BUILD THEIR CONDOS. THESE ARE DEVELOPERS THAT ARE TEARING THE HEART & SOUL OUT OF SF, MAKING IT A TALL GENERIC CITY OF GREY BOXES.

SUPERVISOR PESKIN & SUPERVISORS
I STRONGLY URGE YOU TO NOT LET THIS PROPERTY BE DEVELOPED AS PLANNED, LET SF RETAIN SOME OF ITS HEART.

SINCERELY,
ORAN R SCOTT
SF SMALL BUSINESS OWNER & 20 YEAR RESIDENT.

From: [Douglas Russell](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Thursday, September 23, 2021 11:05:43 AM

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my iPhone

From: [Janet Witkosky](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Thursday, September 23, 2021 10:48:25 AM

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Dear Supervisor Peskin and Supervisors,

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Best Regards,

Ms. Janet Witkosky

From: [hsumax](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Thursday, September 23, 2021 10:37:37 AM

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Sent from my Verizon, Samsung Galaxy smartphone

From: [Humberto Vasquez](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Thursday, September 23, 2021 10:13:24 AM

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Dear Supervisor Peskin and Supervisors,

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Sent from my iPad

From: [Angela Layton](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Thursday, September 23, 2021 8:18:37 AM

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Thank you for listening!
Angela Layton

Sent from my iPhone

From: [Ken Walczak](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Thursday, September 23, 2021 3:21:28 AM

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From: [Anthony](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Thursday, September 23, 2021 1:39:49 AM

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Dear Supervisor Peskin and Supervisors,

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-Anthony

From: [Ruth Nott](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Thursday, September 23, 2021 12:52:20 AM

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- Ruth

Ruth Nott
415-793-5330

Preferred Gender Pronouns: she/her/hers

"We can choose to be affected by the world or we can choose to affect the world." Heidi
Wills, author

From: [Terri Fellers](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 11:52:03 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Terri Fellers
1890 Clay ST

From: [Cameron Scott Espinoza Ohl](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 9:35:49 PM

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Dear Supervisor Peskin and Supervisors,

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

From: [Stacey Haysler](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [SF Grubstake](#)
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 9:00:17 PM

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Regards,

Stacey Haysler

From: [Gina Latter](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 5:43:36 PM

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Sent from my iPhone

From: [Kenneth r Jackman](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 5:38:20 PM

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Ken Jackman
SF Resident 16 years

Sent from my iPhone

From: [Brad Armenti](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 4:30:53 PM

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Sent from my iPhone

From: [Lutf Mohsin](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 3:57:13 PM

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Sent from my iPhone

From: jamil.mohamed
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 3:54:55 PM

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Sent from my iPhone

From: [Marissa Barker](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 3:36:02 PM

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Thank you,

Marissa Barker

From: [Lidia G Davis](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 3:30:23 PM

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Thanks,

Lidia G Davis

From: [Liam Hennessy](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner(FROM A NATIVE SAN FRANCISCAN)
Date: Wednesday, September 22, 2021 3:10:23 PM

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AS A NATIVE San Franciscan WHO always went to the Grubstake on Sunday mornings for over 30 years I believe that the project needs to be approved.

Sincerely,
Liam Hennessy
169 Pfeiffer St
San Francisco
CA 94131
dolbay@hotmail.com

From: [carolyn](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 1:33:54 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

carolyn conwell

From: [Jason Owens](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 1:25:01 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

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The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

From: [chezza](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner - it was made very clear as the Austin went up that this deal was made
Date: Wednesday, September 22, 2021 9:19:38 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its neighbors concerns. As the Austin was being built deals were made and well-reported that The Grubstake was going to stay & then be rebuilt to continue to stay. The hard-fought-for agreement was very public knowledge. In recent years new residents have moved in to SF neighborhood situations of existing, neighboring restaurants, clubs, live music, bars, etc, and then made many efforts to close those existing, often very long-existing businesses. As if they were 'shocked, shocked to find there was nightlife happening in their location' as it had fir years and decades.

As covid closures have shown us these existing historical and cultural businesses are fragile but vital to San Francisco's life and identity. They are the flavor, the spice for San Franciscans and why tourists come. Businesses need to support themselves. But this kind of existential and disingenuous attack should not be born just by the businesses as they continue to be falsely attacked by folks who have no valid claim that they 'did not know' what was agreed upon and literally in plain sight.

Please support The Grubstake.

Sincerely,

C. Martin

From: [Andres Chavez](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 8:07:37 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

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The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my iPhone

From: [Larry Finn](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 7:20:28 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

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The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Larry Finn
120 29th St.
San Francisco, CA 94110

Sent from my iPhone

From: [Linda Carneiro](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Wednesday, September 22, 2021 5:50:26 AM

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

Dear Supervisor Peskin and Supervisors, The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

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The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my iPhone

From: [Barbara Conwell](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 10:57:48 PM

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

Dear Supervisor Peskin and Supervisors:

The Grubstake Diner holds great importance to the LGBTQ+ community and also to me as a straight/hetero person, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

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The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted. The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project. The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sincerely,
Barbara Conwell
SF Homeowner and Grubstake lover

From: [David Mauroff](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 10:44:55 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Thank you,
David Mauroff

From: [SamuelLK me](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [sfgrubstake@gmail.com](#)
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 10:14:08 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Samuel L. Krauth
701.318.9362
samuelkrauth@gmail.com

From: [Michael Gonos](#)
To: [Stefani, Catherine \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 3:24:47 PM

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

Dear Supervisor Stefani,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

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Michael Gonos
Resident of District Two
San Francisco, CA

From: [Giovanna Soto](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 3:21:10 PM

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Dear Supervisor Peskin and Supervisors,

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Sent from my iPhone

From: [John Mccutchen](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 2:14:09 PM

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

Dear Supervisor Peskin and Supervisors,

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

From: [David Colbert](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 1:52:10 PM

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

Dear Supervisor Peskin and Supervisors,

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Sincerely yours,
David S Colbert

From: [Henry Ostendorf](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 12:36:16 PM

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Sent from my iPhone

From: [liz Rigali](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 12:07:57 PM

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From: [Donna Amador](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 10:45:10 AM

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Sent from my iPhone

From: [Eric Bishop](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 10:28:35 AM

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Get [Outlook for Android](#)

From: [Robb Fleischer](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 10:12:16 AM

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Robb Fleischer



Powered by
[cloudHQ](#)

x

From: [Steve Gallagher](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 10:04:40 AM

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Steve Gallagher

From: [Irving](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 9:14:57 AM

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From: [Sandy Joachim](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 9:06:53 AM

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Sent from my iPhone

From: [Rolo Talorda](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 8:59:38 AM

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From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS Legislation, \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: 59 Letters for File No. 210901
Date: Tuesday, September 21, 2021 10:48:00 AM
Attachments: [59 Letters regarding File No. 210901.pdf](#)

Hello,

Please see attached letters for File No. 210901.

File No. 210901 – Hearing of persons interested in or objecting to the approval of a Final Mitigated Negative Declaration under the California Environmental Quality Act for the 1525 Pine Street Project, identified in Planning Case No. 2015-009955ENV, and affirmed on appeal by the Planning Commission and issued on May 6, 2021. (District 3) (Appellant: David P. Cincotta of Law Offices of David P. Cincotta, on behalf of Patricia Rose and Claire Rose and other neighbors of 1545 Pine Street) (Filed August 20, 2021).

Regards,

John Bullock
Board of Supervisors - Clerk's Office
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-7706

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

From: [Christopher Wichlan](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 11:41:48 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet.

Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

The Grubstake is a SF institution. Having worked in the hotel industry many years in SF it is one of the requested places to dine for our international guests. Please assist to settle this dispute and compromise for both parties.

Kind Regards,

Chris Wichlan

From: [Jerry W. Brown](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 8:45:22 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Jerry Brown (he, his, him)
1201 California Street #604
San Francisco Ca. 94109
Front Porch
415-527-6537 (cell)
Email jbrown@frontporch.net

Covia and Front Porch have come together as one organization!

Learn more at <https://covia.org/affiliation/>

From: [Jason Heffel](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 8:30:46 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my iPhone

From: [Alexi Adams](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 8:27:53 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Please save grubstake!!!

Sent from my iPhone

From: [Sharon Ireland](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 7:58:44 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

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The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my iPhone

From: [Eddie Jen](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [RonenStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Marstaff \(BOS\)](#); [MeigarStaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); sfgrubstake@gmail.com; [Waltonstaff \(BOS\)](#)
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 7:10:48 AM

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

Dear Supervisor Peskin and Supervisors, The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood. The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further. Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood." The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted. The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project. The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Eddie Jen
5 Corbett ave
San Francisco ca
94114

From: [Lawrence Helman](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 4:52:37 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

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The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my iPad

From: [Kimya Dawson](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [RonenStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Marstaff \(BOS\)](#); [MeigarStaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); sfgrubstake@gmail.com; [Waltonstaff \(BOS\)](#)
Subject: Support Rebuilding Grubstake Diner
Date: Tuesday, September 21, 2021 12:41:10 AM

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

Dear Supervisor Peskin and Supervisors, The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood. The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further. Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood." The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted. The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project. The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

From: [Martha](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 10:01:57 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Martha Brooder
(many good times there)!
Sent from my iPhone

From: [William Hack](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 9:48:27 PM

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Dear Supervisor Peskin and Supervisors,

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William Hack
1728 Laguna street

From: [marowak105](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [sfgrubstake@gmail.com](#)
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 8:18:59 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance not only to the LGBTQ+ community, but the entire Upper Polk community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

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The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my Galaxy

From: [Roger Adkins](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 4:44:45 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Please Save Grubstake, they have great food there and we don't need to see another long time

business, that is loved by many, go kerplunk! Please save it, Thanks!

Sincerely,
Roger Adkins

From: [Julian Carey](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 4:35:59 PM

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Dear Supervisor Peskin and Supervisors,

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issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

From: [Bruce R Parnas](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 4:05:16 PM

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

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

From: [Thomas Chimento](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 4:00:39 PM

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

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

From: [James Rumohr](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 11:27:58 PM

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

Dear Supervisor Peskin and Supervisors,

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

*Sent from a mobile phone – please excuse the brevity and typos.

From: [Kenneth Cross](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 2:18:44 PM

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

Dear Supervisor Peskin and Supervisors, The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood. The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further. Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Thank you for hearing my concerns.

Ken Cross

Pine Street neighbor of Grubsteak

From: [marcella sanchez](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [sfgrubstake@gmail.com](#)
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 2:07:01 PM

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

Dear Supervisor Peskin and Supervisors,

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Grubstake is a piece of San Francisco's history. Please don't let it crumble like so many other historic SF restaurants and safe havens.

Sincerely,

Marcella Sanchez

Sent from my iPhone

From: [Jim Kroupa](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 12:35:53 PM

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Dear Supervisor Peskin and Supervisors,

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Sincerely,
Jim Kroupa

From: lisa.moschetti
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 12:28:58 PM

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Sent from my iPhone

From: [John Shifler](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 11:53:16 AM

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Sent from my iPhone

From: [Debbie Persselin](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 11:50:55 AM

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The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my iPhone

From: [Candace Jordan](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 11:42:29 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

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The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my iPhone

From: [Lewis Brown Jr](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 9:33:09 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood. The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further. Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Thank you,
Lewlu Brown
Tenderloin resident

Sent from my iPhone

From: [Rob Rothrock](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 6:13:52 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my Verizon, Samsung Galaxy smartphone

From: [Robyn](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Monday, September 20, 2021 2:39:57 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sincerely,
Robyn Marsh
San Francisco, CA

From: [Marco Place](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Sunday, September 19, 2021 10:14:44 PM

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

Dear Supervisors,

I am writing in support of The Grubstake Diner. The Grubstake has held great importance to the LGBTQ+ community over the decades. Now, after waiting over six-years to redevelop the site with 21-units of middle-income housing over their business, the project continues to face opposition from adjacent residents.

The Grubstake team has worked to address its neighbors' concerns, including having a light analysis prepared. The analysis found that the project meets CEQA requirements and the units would receive light via the interior courtyard which, with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, the project sponsor has voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Residents of the Austin condominium have tried to file appeals to various aspects of the project while their intent is to block any additional height adjacent to their building. Please note that all Austin owners signed pre-sale disclosures stating their knowledge that the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has addressed every issue brought forth by the Austin residents. I urge you to support the efforts of this historical establishment - The Grubstake.

Respectfully,
Marco Place

From: [Anna Lederman](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Sunday, September 19, 2021 7:07:39 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Thank you very much for your time,
-Anna Lederman

Sent from my iPhone

From: [Justine Stanis](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Sunday, September 19, 2021 4:08:18 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my iPhone

From: [David Maddox](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Sunday, September 19, 2021 1:45:37 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.



David Maddox
Creative Services
[2092 University Circle](#)
[Memphis, Tennessee 38112](#)
9901.489.8548
dminmem@yahoo.com

From: [Gilbert A Villareal](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Sunday, September 19, 2021 11:59:58 AM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

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The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Warm regards,
Gilbert A. Villareal
150 Highland Ave
San Francisco, CA 94110
415-572-3966

Sent from my iPhone
Please forgive any typos.

From: Adam Warrick
To: [Dustin Pomeroy](#), [Sofia Lefteris](#), [Vivian](#), [Michael](#), [Douglas](#), [Christina](#), [Suzanne](#), [Margaret](#), [Meredith](#), [Suzanne](#), [Sally](#), [Walter](#), [Board of Supervisors](#), [adamwarrick@gmail.com](#)
Subject: Support Rebuilding Grubstake Diner
Date: Saturday, September 18, 2021 5:40:47 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

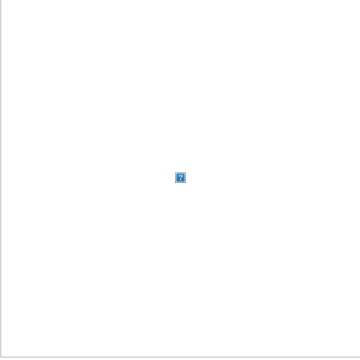
The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Adam Warrick
Realtor®

408.712.0719
<https://www.aarl-protection.com/v1?url?o=www.AdamWarrick.com&g=ND8kYzE2ZDY0NDJlODg4ZQ==&h=3MjA0NWwJY2RlZDkwMjIwODE4NGlyNWUzNmY1MjQ5NTYyMWJlYzBhMzRlMjQ5NTYyY3NwY3OGVlNTk0OTZlYw==&p=YXAzOnNmZHQyOmF2YW50b3p0CjA4MjYzZDhhNWE3NTYyZjNkMDUwZjRlNzNmZTBiMWJlOnYx>

Sent from iPhone



From: [Jeff Suntech Gmail](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Saturday, September 18, 2021 2:11:34 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my iPhone

Sent from my iPhone

From: Brent Pogue
To: [Carmen Arroyo \(BOC\)](#), [Carmen Calhoun \(BOC\)](#), [Derek Wolf \(BOC\)](#), [Dustin Wolf \(BOC\)](#), [Candice Wolf \(BOC\)](#), [Carmen Wolf \(BOC\)](#), [Mikayla Wolf \(BOC\)](#), [Mackenzie Wolf \(BOC\)](#), [Sara Wolf \(BOC\)](#), [Walter Wolf \(BOC\)](#), [Board of Supervisors \(BOC\)](#), [brent.pogue@cityofaustin.com](#)
Subject: Support the Rebuilding of the Grubstake Diner
Date: Saturday, September 18, 2021 1:44:03 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure.

I have expressed my support in numerous hearings with the planning commission, and just recently, on the day they voted approval of the project! I am a former PG&E engineer and know full well of the time and effort that went into the planning and construction particulars of this project.

After waiting over six years to redevelop the site with 21 units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood. The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Best Regards,
Brent D Pogue
Linked In Profile:
<https://avanan.ar1-protection.com/v1/ur/?o=inp%3A/ww.linkedin.com/in/brentpogue&g=YWU1NjhiYzYwYW11NTI1Zg==&h=YT0YQ2NjNjZlC2NzY1M2QwYml1MzFkYjMyNWQwMGFISNGYwMzgzZDExYTdnNzVINzJlNjI1MjU3YTBJMmUwYQ==&p=YXAzOnNmZHFQOmF2YW5hbjpwOmFkMzAzYjA0ZjE5ZDZjZjA2MWRkYadnThNGL2RkOnYx415.309.2309>

From: [Jennivine Lee](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [RonenStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Marstaff \(BOS\)](#); [MeigarStaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); sfgrubstake@gmail.com; [Waltonstaff \(BOS\)](#)
Subject: Support Rebuilding Grubstake Diner
Date: Saturday, September 18, 2021 11:52:12 AM

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

Dear Supervisor Peskin and Supervisors, The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood. The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further. Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood." The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted. The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project. The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

--

Be Well,

Jennivine Lee

Certified Ideal Protein Coach/

CEO iWellness Plan

Direct-415-562-5881

Click here for more info.:

[*Introduction to Fundamentals of Ideal Protein*](#)

Clinic Locations:

San Mateo Clinic

951 Mariners Island Blvd., Suite 300

San Mateo, CA 94404

**REMOTE/VIRTUAL via [JOIN.ME](#) or Google Hangouts (Weekly)*



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From: [Robert Young](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Saturday, September 18, 2021 11:30:11 AM

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Robert Young

From: [Laura Mahoney](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Saturday, September 18, 2021 12:12:26 AM

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

Dear Supervisor Peskin and Supervisors,

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Sent from my iPhone

From: [Kelly Hernandez](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 11:57:21 PM

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

Dear Supervisor Peskin and Supervisors,

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From: [Erick Francisco](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 8:59:44 PM

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

Dear Supervisor Peskin and Supervisors,

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Erick Francisco

From: [Brigida Vaccaro](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 8:54:13 PM

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Thank you for your kind attention

Brigida

From: [Sarena Foster](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 7:52:15 PM

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Dear Supervisor Peskin and Supervisors, The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood. The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further. Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood." The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted. The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project. The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

From: devinposey@aol.com
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 7:16:05 PM

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

Dear Supervisor Peskin and Supervisors, The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood. The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further. Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood." The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted. The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project. The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

From: [Chip Gower](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 6:58:30 PM

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— Harry Gower
1355 48th Ave, Apt 4
San Francisco

Sent from my phone----

From: [Lou Cook](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 6:32:13 PM

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

Dear Supervisor Peskin and all Supervisors,

I would like to express my support for the rebuilding of the **Grubstake Diner**, a San Francisco community treasure. So much of historic San Francisco has already been destroyed and disappeared forever. There is no good reason to continue on this pathway!

For over six years, the redevelopment of this site has faced opposition from adjacent residents. Please note that all owners at the Austin were **required to sign pre-sale disclosures stating the Grubstake site would be developed**, and that light, air and views on the eastern side of the building, where a lightwell exists, would be impacted.

The Grubstake team has worked tirelessly to address our neighbor's concerns. This includes: a light analysis that found the project meets CEQA requirements. All these units will continue to receive light from the interior courtyard, in addition to a matching lightwell on the project greater than 25 by 25 feet. These residents will receive sufficient sunlight: we have proven that the project does not pose a health or safety hazard. Nonetheless, the project sponsor has voluntarily and in good faith added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Residents of the neighboring Austin condominium building have filed appeals to numerous aspects of this project, in every way possible trying to block any additional height adjacent to their building. Some of these owners continue their years-long **abuse of the City's land use entitlement process**, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood." Does the City not need more housing?

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to **generate increased housing in urban neighborhoods**. The SDBP provides flexibility in planning and financing

new home development. This will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address all the issues brought forth. We urge you see the value of this project in the proposed form.

Please deny this frivolous appeal.

Sincerely,
Louise D. Cook, San Francisco Resident

From: [Ernie Gilbert](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [RonenStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Marstaff \(BOS\)](#); [MeigarStaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); sfgrubstake@gmail.com; [Waltonstaff \(BOS\)](#)
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 5:55:08 PM

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

Dear Supervisor Peskin and Supervisors, The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood. The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further. Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood." The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted. The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project. The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

--

"Let's stop trying to impress others with the things that we own, and start trying to inspire them by the lives that we live." Joshua Becker

www.erniegilbert.com

From: [William OConnor](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 5:50:02 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission,
Sent from [Mail](#) for Windows

From: [Robert G Brown](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 5:23:19 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

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The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

So FUCK these entitled assholes at the Austin and let's get on to building affordable housing with keeping our iconic LGBTQ+ spaces preserved for our community.

The Grubstake team has made every attempt possible to address any issues brought forth by

the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Robert G Brown

From: [Brienne Ligon](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 5:20:17 PM

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

Dear Supervisor Peskin and Supervisors,

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The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Brienne

From: [SS](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 5:15:33 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

From: [Lauren Graffort](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 5:13:51 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

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The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

From: [craig Jones](#)
To: [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [RonenStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Marstaff \(BOS\)](#); [MeigarStaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); sfgrubstake@gmail.com; [Waltonstaff \(BOS\)](#)
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 4:58:18 PM

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

Dear Supervisor Peskin and Supervisors, The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood. The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further. Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood." The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted. The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project. The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

--

Craig A. Jones

From: [Brian Carbajal](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 4:44:50 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

The Grubstake team has worked tirelessly to address its next-door neighbors' concerns, including having a light analysis prepared that found the project meets CEQA requirements and the units would still receive light from the interior courtyard which with a matching lightwell on the project would be greater than 25 by 25 feet. Additionally, even though residents of the Austin will receive sufficient sunlight and the project does not pose a health and safety hazard, the project sponsor has in good faith voluntarily added UV lights to its building, timed to match daylight hours to enhance the light in the interior courtyard further.

Despite these efforts, some owners at the Austin have continued their years-long abuse of the City's land use entitlement process, appealing the Mitigated Negative Declaration granted for the project by the Planning Commission, citing the impact on the light, air, and private terraces of the existing building's units, as well as the project's lack of parking, and the "over-supply of housing in the neighborhood."

The residents of the neighboring Austin condominium building have tried in every way possible to file appeals to various aspects of the project while their sole intent is to block any additional height adjacent to their building. It is important to note that all owners at the Austin were required to sign pre-sale disclosures stating the Grubstake site would be developed, and that light, air, and views on the eastern side of the building where the lightwell exists would be impacted.

The project sponsor is using the State Density Bonus Program (SDBP), which encourages developers to elevate the height and development capacity of a project in order to generate increased housing in urban neighborhoods. The SDBP provides more flexibility in planning and financing new home development and will help ensure the viability of this important LGBTQ+ preservation project.

The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

From: [Aaron VanDevender](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [SF Grubstake](#)
Subject: Please Support Rebuilding Grubstake Diner and More Housing!
Date: Friday, September 17, 2021 4:28:37 PM

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

Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Yours, Truly

-Aaron VanDevender

From: [Jo Anne Appel](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 4:17:41 PM

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Dear Supervisor Peskin and Supervisors,

The Grubstake Diner holds great importance to the LGBTQ+ community, and I am pleased to express my support for the rebuilding of this community treasure. After waiting over six-years to redevelop the site with 21-units of middle-income housing over a new Grubstake Diner, the project continues to face opposition from adjacent residents who only recently moved into the neighborhood.

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from my iPhone

From: [Margaret Lawrence](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 4:12:49 PM

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

Dear Supervisor Peskin and Supervisors,

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The Grubstake team has made every attempt possible to address any issues brought forth by the Austin residents and we hope that you see the value of this project in its proposed form and deny this frivolous appeal.

Sent from [Mail](#) for Windows

From: [Danielle Lopez](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 4:12:00 PM

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

Dear Supervisor Peskin and Supervisors,

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Kind regards,

Danielle Lopez

From: [Ryan Stout](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 4:10:48 PM

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From: [Brett Marlin](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Cc: [Kate Colantuono](#)
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 4:10:01 PM

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--
Brett Marlin
(415) 851-4679

From: [Kara Cooper](#)
To: [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Marstaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Haneystaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [RonenStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); sfgrubstake@gmail.com
Subject: Support Rebuilding Grubstake Diner
Date: Friday, September 17, 2021 4:07:38 PM

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Commissioners
Peter S. Silva, President
 Jamul
Samantha Murray, Vice President
 Del Mar
Jacque Hostler-Carmesin, Member
 McKinleyville
Eric Sklar, Member
 Saint Helena
Erika Zavaleta, Member
 Santa Cruz

STATE OF CALIFORNIA
 Gavin Newsom, Governor

Fish and Game Commission



Wildlife Heritage and Conservation
 Since 1870

Melissa Miller-Henson
Executive Director
 P.O. Box 944209
 Sacramento, CA 94244-2090
 (916) 653-4899
fgc@fgc.ca.gov
www.fgc.ca.gov

September 24, 2021

TO ALL AFFECTED AND INTERESTED PARTIES:

This is to provide you with a Notice of Final Consideration concerning the petition to list Pacific leatherback sea turtle (*Dermochelys coriacea*) as an endangered species under the California Endangered Species Act. This notice will be published in the California Notice Register on September 24, 2021.

Sincerely,

Jenn Greaves
 Associate Governmental Program Analyst

Attachment

RECEIVED
 BOARD OF SUPERVISORS
 SAN FRANCISCO
 2021 SEP 23 PM 2:11
 BY JK

Commissioners
Peter S. Silva, President
Jamul

Samantha Murray, Vice President
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Jacque Hostler-Carmesin, Member
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CALIFORNIA FISH AND GAME COMMISSION NOTICE OF FINAL CONSIDERATION OF PETITION

NOTICE IS HEREBY GIVEN pursuant to the provisions of Fish and Game Code Section 2078, that the California Fish and Game Commission (Commission), has scheduled final consideration of the petition to list Pacific leatherback sea turtle (*Dermochelys coriacea*) as an endangered species for its October 13-14, 2021 meeting. Consideration of the petition will be heard October 14, 2021 via webinar/teleconference. Instructions for participation in the webinar/teleconference hearing will be posted at www.fgc.ca.gov in advance of the meeting or may be obtained by calling 916-653-4899.

The agenda of the October 13-14, 2021 meeting, and the agendas and video archive of previous meetings where actions were taken on Pacific leatherback sea turtle are available online at <http://www.fgc.ca.gov/meetings/>.

Pursuant to the provisions of Fish and Game Code, sections 2075 and 2075.5, the Commission will consider the petition and all other information in the record before the Commission to determine whether listing Pacific leatherback sea turtle as an endangered species is warranted.

The petition, the California Department of Fish and Wildlife's evaluation report, and other information in the records before the Commission are posted on the Commission website at <https://fgc.ca.gov/CESA#plst>.

California Fish and Game Commission

September 10, 2021

Melissa Miller-Henson
Executive Director

Commissioners

Peter S. Silva, President
Jamul

Samantha Murray, Vice President
Del Mar

Jacque Hostler-Carmesin, Member
McKinleyville

Eric Sklar, Member
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Erika Zavaleta, Member
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STATE OF CALIFORNIA
Gavin Newsom, Governor

Fish and Game Commission



*Wildlife Heritage and Conservation
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Executive Director
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Sacramento, CA 94244-2090
(916) 653-4899
fgc@fgc.ca.gov
www.fgc.ca.gov

September 24, 2021

TO ALL AFFECTED AND INTERESTED PARTIES:

This is to provide you with a copy of the Notice of Proposed Changes in Regulations concerning the Experimental Fishing Permit Program (Phase II). This notice will be published in the California Notice Register on September 24, 2021.

Sincerely,

Jenn Greaves
Associate Governmental Program Analyst

Attachment

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2021 SEP 23 PM 2:21
BY JA

TITLE 14. Fish and Game Commission Notice of Proposed Changes in Regulations

NOTICE IS HEREBY GIVEN that the Fish and Game Commission (Commission), pursuant to the authority vested by sections 200, 205, 713, 1022, 1050, 7071, 7078, 7701, 7708, 8026, 8425, 8429.5, 8491, 8500, 8591, 8841 and 8842 of the Fish and Game Code and to implement, interpret or make specific sections 200, 205, 713, 1022, 1050, 7070, 7071, 7075, 7078, 7083, 7700, 7701, 7702, 7702.1, 7703, 7704, 7705, 7706, 7707, 7708, 7709, 7710.1, 7710.5, 8026, 8425, 8429.5, 8429.7, 8490, 8491, 8500, 8591, 8841, 8842, 9000, 9000.5, 9001, 9001.6, 9001.7, 9001.8, 9002, 9002.5, 9003, 9004, 9005, 9006, 9007, 9008, 9010, 9011, 9015, 12159 and 12160 of said Code, proposes to amend sections 90, 120.1, 149, 180 and 704, add Section 91 and repeal Section 149.3, Title 14, California Code of Regulations (CCR), relating to implementation of Experimental Fishing Permit (EFP) Program (Phase II) and repeal of nonoperational experimental market squid vessel permits.

Informative Digest/Policy Statement Overview

Unless otherwise specified, all section references in this document are to Title 14, CCR.

The California Department of Fish and Wildlife (Department) is recommending that Commission add new Section 91, which will establish a state Experimental Fishing Permit (EFP) Program for marine fisheries. This regulatory proposal will also amend current regulations in sections 90, 120.1, 180, and 704 for consistency with recent changes in the Fish and Game Code (FGC) pertaining experimental marine fishing activities and amend Section 149 and repeal Section 149.3 to remove nonoperational experimental market squid vessel permit provisions to harmonize the regulations associated with experimental fishing activities and avoid confusion with the use of the term “experimental” in reference to other permits outside the scope of the EFP Program.

The proposed regulations will implement Assembly Bill (AB) 1573, also known as the California Fisheries Innovation Act of 2018, which became effective on January 1, 2019. This legislative action repealed the experimental gear permit (EGP) provisions in FGC Section 8606 and added new FGC Section 1022, providing for an EFP program to facilitate fishery-related exploration and experimentation to inform state management of commercial and recreational fisheries.

Under current regulations (Section 90), EFPs may be issued only to those applicants previously approved by the Commission in 2018 to receive an experimental gear permit to participate in a collaborative research program evaluating the potential of a brown box crab fishery in California (box crab program). Section 90 regulations (EFP Program Phase I) implement, in part, AB 1573, ensuring that the current experimental box crab fishery research program can continue while a larger programmatic rulemaking (EFP Program Phase II) can be developed to build out an EFP program pursuant to FGC Section 1022. Requests for new EFPs cannot be accommodated until EFP Program Phase II regulations (this rulemaking) are in place.

The proposed regulations will add new Section 91, “Marine Fisheries: Experimental Fishing Permit Program,” which will establish the procedures for application submittal, Department review, public notice and comment, Commission approval, and Department issuance and administration of new EFPs. Specifically, Section 91 will:

- describe the purposes and scope of the EFP Program (subsection 91(a));

- define terms and phrases used within the proposed regulations (subsection 91(b));
- establish the application procedures and fees, including pre-application consultation and application requirements (subsection 91(c));
- establish the process for reviewing and accepting EFP applications by the Department (subsection 91(d));
- establish the process for public notice of and comment on an EFP application (subsection 91(e));
- establish the process for Commission action on an EFP application, including the requirement for grounds for permit denial (subsection 91(f));
- establish the process for Department issuance of an EFP (subsection 91(g));
- establish the permit standard terms are set forth on form DFW 1103 (subsections 91(h));
- establish that permit special conditions may be placed on an EFP for research purposes and the conservation of marine resources and the environment and are specified on form DFW 1103 (subsection 91(i));
- establish that it is unlawful to operate an EFP in violation of the permit standard terms and special conditions (subsection 91(j));
- describe the types of updates and amendments that may be made to an approved EFP (subsection 91(k));
- describe the annual and final reporting requirements for EFPs (subsection 91(l));
- establish the permit tiers and annual permit fees, including a permit fee reduction option (subsection 91(m));
- describe the term of the EFP and the permit renewal process (subsection 91(n));
- describe the causes and procedures for permit suspension, revocation, cancellation, or non-renewal (subsection 91(o)); and
- establish the process for reconsideration (subsection 91(p)).

In addition, Section 90 is proposed to be amended to add a sunset provision (subsection 90(f)) specifying that this section shall expire on April 1, 2023, which is the project end date of the Box Crab EFPs. Additionally, the title of Section 90 will be amended to read "Issuance of Box Crab Experimental Fishing Permits" and a new provision will be added (subsection 90(g)) to make clear

that Section 90 applies only to the EFPs issued for the box crab program, and that the requirements of proposed Section 91 will not affect the Box Crab EFPs.

Section 704 will be amended to add fee items to the EFP fee schedule pertaining to Phase II, which includes an application fee, initial permit issuance fee, annual permit fees for Tiers 1–4 EFPs, and minor and major amendment fees. In addition, new form DFW 1103 (NEW 04/06/21), Marine Fisheries: Experimental Fishing Permit Terms and Conditions, is proposed to be incorporated by reference in Section 704 as it would be unduly expensive and impractical to publish in Title 14, CCR. This form, containing the EFP number, a description of the authorized activity, a list of all persons and vessels conducting activities under the EFP, and a list of the permit standard terms and special conditions, is required for all EFPs and is necessary for compliance with Section 91 and FGC Section 1022.

Amendments to regulations in sections 120.1, and 180 are necessary to reflect changes in the FGC pursuant to AB 1573 and ensure consistency with the proposed regulations.

Amendments to regulations in Section 149 would eliminate cross reference to Section 149.3 for experimental market squid vessel permits and nonoperational provisions of Section 149.3 would be repealed. Future experimental fishing for market squid will be subject to the Phase II aspect of the EFP Program.

Other minor, non-substantive editorial changes (subsection renumbering) to Section 704 are proposed to improve clarity and consistency of the regulations. Non-substantive updates are proposed to the authority and reference citations for Section 180 to list sections individually.

Benefit of the Regulations

The Legislature has declared that well-supervised, strategic experimentation that tests hypotheses and/or new management approaches and that aligns with overarching state management goals and research priorities would likely accelerate the development of innovative scientific and technology tools for improving state fisheries management. It is the policy of the state to establish an EFP Program that fosters collaborative and cooperative marine fisheries research that renders critical information for designing policies and management strategies to better protect California's ocean ecosystems and the fisheries and coastal communities they support. The proposed regulations would establish a state process for integrating innovation, science, management, and leveraging collaboration with the fishing industry and research entities to fill data gaps and address priority research questions necessary to manage the long-term sustainability of state fisheries and other marine living resources. This rulemaking would provide a path for innovation and research in the existing management system by permitting limited exemptions from state fishing law and regulations for experimental fishing activities.

The benefits of the proposed regulations include valuable and productive fisheries research for state managed fisheries to meet the challenges of rapid changes in ocean conditions and the climate; promotion of collaboration with stakeholders to develop information available for management and, in some cases, inform the development of fisheries management plans; and consistency with the goals of the Marine Life Management Act (FGC Section 7050 et seq.). The proposed regulations will provide benefits by reducing the regulatory burden for stakeholders to pursue on-the-water

experimentation and exploration that will improve or provide for new opportunities for fishing, provide stronger protections for marine habitats, and ensure long-term sustainable fisheries in California.

Consistency and Compatibility with Existing Regulations

The proposed regulations are neither inconsistent nor incompatible with existing state regulations. Section 20, Article IV, of the state Constitution specifies that the Legislature may delegate to the Commission such powers relating to the protection and propagation of fish and game as the Legislature sees fit. The Legislature has delegated to the Commission the power to regulate the review, approval, and issuance of experimental fishing permits that authorize commercial or recreational marine fishing activity that is otherwise prohibited by law (FGC Section 1022). No other state agency has the authority to promulgate experimental fishing permit regulations. The Commission has reviewed its own regulations and finds that the proposed regulations are neither inconsistent nor incompatible with existing state regulations. The Commission has searched the CCR for any regulations regarding the review, approval, and issuance of experimental fishing permits and has found no such regulation; therefore, the Commission has concluded that the proposed regulations are neither inconsistent nor incompatible with existing state regulations.

Public Participation

NOTICE IS GIVEN that any person interested may present statements, orally or in writing, relevant to this action at a webinar/teleconference hearing to be held on Thursday, October 14, 2021, at 8:30 a.m. or as soon thereafter as the matter may be heard. Instructions for participation in the webinar/teleconference hearing will be posted at www.fgc.ca.gov in advance of the meeting or may be obtained by calling 916-653-4899.

NOTICE IS ALSO GIVEN that any person interested may present statements, orally or in writing, relevant to this action at a webinar/teleconference hearing to be held on Thursday, December 16, 2021, at 8:30 a.m. or as soon thereafter as the matter may be heard. Instructions for participation in the webinar/teleconference hearing will be posted at www.fgc.ca.gov in advance of the meeting or may be obtained by calling 916-653-4899.

It is requested, but not required, that written comments be submitted on or before 5:00 p.m. on December 2, 2021 at the address given below, or by email to FGC@fgc.ca.gov. Written comments mailed, or emailed to the Commission office, must be received before 12:00 noon on December 10, 2021. All comments must be received no later than December 16, 2021, during the webinar/teleconference hearing. If you would like copies of any modifications to this proposal, please include your name and mailing address. Mailed comments should be addressed to Fish and Game Commission, PO Box 944209, Sacramento, CA 94244-2090.

Availability of Documents

Copies of the Notice of Proposed Action, the Initial Statement of Reasons, and the text of the regulation in underline and strikeout format can be accessed through the Commission website at www.fgc.ca.gov. The regulations as well as all related documents upon which the proposal is based (rulemaking file), are on file and available for public review from the agency representative, Melissa Miller-Henson, Executive Director, Fish and Game Commission, 715 P Street, Box 944209,

Sacramento, California 94244-2090, phone (916) 653-4899. Please direct requests for the above-mentioned documents and inquiries concerning the regulatory process to Melissa Miller-Henson or Jenn Greaves at FGC@fgc.ca.gov or at the preceding address or phone number. **Marina Som, Environmental Scientist, Department of Fish and Wildlife, has been designated to respond to questions on the substance of the proposed regulations. Ms. Som can be reached at (858) 467-4229 or Marina.som@wildlife.ca.gov.**

Availability of Modified Text

If the regulations adopted by the Commission differ from but are sufficiently related to the action proposed, they will be available to the public for at least 15 days prior to the date of adoption. Any person interested may obtain a copy of said regulations prior to the date of adoption by contacting the agency representative named herein.

If the regulatory proposal is adopted, the final statement of reasons may be obtained from the address above when it has been received from the agency program staff.

Impact of Regulatory Action/Results of the Economic Impact Assessment

The potential for significant statewide adverse economic impacts that might result from the proposed regulatory action has been assessed, and the following initial determinations relative to the required statutory categories have been made:

- (a) **Significant Statewide Adverse Economic Impact Directly Affecting Business, Including the Ability of California Businesses to Compete with Businesses in Other States:**

The proposed action will not have a significant statewide adverse economic impact directly affecting business, including the ability of California businesses to compete with businesses in other states.

No businesses are expected to be negatively impacted by the proposed regulations because the regulations are voluntary to those who will seek an EFP. The actual number of businesses that may be impacted by the proposed regulations is unknown, but based on estimates and interest from stakeholders may range around 100 businesses amongst commercial fisheries, commercial passenger fishing vessels (CPFVs), or partnerships of these types of business with research organizations. The proposed regulations implement a process for the Commission to authorize and the Department to issue EFPs. The economic impact to the state is anticipated to be unchanged with no adverse impacts to California businesses or their ability to compete with other businesses in other states.

- (b) **Impact on the Creation or Elimination of Jobs Within the State, the Creation of New Businesses or the Elimination of Existing Businesses, or the Expansion of Businesses in California; Benefits of the Regulation to the Health and Welfare of California Residents, Worker Safety, and the State's Environment:**

The Commission does not anticipate any impacts on the creation or elimination of jobs, the creation of new business, the elimination of existing businesses or the expansion of

businesses in California. The proposed regulations would establish a framework for permitting marine fishing activities that are otherwise prohibited under the FGC or state regulations that can improve the management of state fisheries, including but not limited to improving the sustainability of state marine fisheries, efficiency of fishing effort, and reducing capture/discard of non-target species. Any future management action stemming from the outcome of the EFP research will need to be addressed in a separate rulemaking process.

The Commission anticipates indirect benefits to the health and welfare of California residents. Providing opportunities for experimental fishing activities promotes the development of information available for the conservation and sustainable use of California's marine resources which provide valuable economic, aesthetic, recreational, educational, scientific, nutritional, social, and historic benefits to the people of the state.

The Commission does not anticipate any benefits to worker safety because the proposed regulations would not have any impact on working conditions.

The Commission anticipates benefits to the state's environment in the sustainable management of natural resources.

(c) Cost Impacts on a Representative Private Person or Business:

The proposed regulations are necessary to fully implement a state EFP Program in accordance with FGC Section 1022. California businesses may elect to participate in the EFP program and will likely do so if they perceive that the cost of the EFP fees will yield an economically beneficial result from the authorized experimental marine fishing activities. Applicants and EFP holders will incur costs related to application review, EFP issuance, and oversight on EFP implementation by the Department. The proposed EFP fee items include application fee (\$153.25), initial permit issuance fee (\$880.50), permit fee based on the specific permit tier (Tier 1 \$450.50, Tier 2 \$1,063.50, Tier 3 \$4,471.00, Tier 4 \$9,786.50), and amendment fees (minor \$191.50, major \$455.75). The proposed fees are necessary to recovery a portion of the implementation and administrative costs of the Department relating to the EFP, as provided under FGC subdivision 1022(g).

(d) Costs or Savings to State Agencies or Costs/Savings in Federal Funding to the State:

There will be ongoing costs for the Department to implement the EFP Program. A portion of these costs would be offset by the proposed EFP Program fees which were determined using a "minimum" cost recovery approach. The Department conducted a Cost Recovery Analysis (Attachment 1 to the Initial Statement of Reasons) to evaluate the full range of cost recovery for Department and Commission staff time. The analysis includes a "minimum," "mid," and "high" cost recovery for permit fees. Recognizing the potential benefit of the EFP Program to the state, the Department opted for "minimum" cost recovery of permanent staff time and enforcement (i.e., recovery of only certain aspects of costs at the lowest level of functioning service) and not to pursue full cost recovery as provided by Fish and Game Code subdivision 1022(g).

There are no cost or savings in federal funding to the state.

(e) Nondiscretionary Costs/Savings to Local Agencies:

None.

(f) Programs Mandated on Local Agencies or School Districts:

None.

(g) Costs Imposed on any Local Agency or School District that is Required to be Reimbursed Under Part 7 (commencing with Section 17500) of Division 4, Government Code:

None.

(h) Effect on Housing Costs:

None.

Effect on Small Business

It has been determined that the adoption of these regulations may affect small business. The Commission has drafted the regulations in Plain English pursuant to Government Code Sections 11342.580 and 11346.2(a)(1).

Consideration of Alternatives

The Commission must determine that no reasonable alternative considered by the Commission, or that has otherwise been identified and brought to the attention of the Commission, would be more effective in carrying out the purpose for which the action is proposed, would be as effective and less burdensome to affected private persons than the proposed action, or would be more cost effective to affected private persons and equally effective in implementing the statutory policy or other provision of law.

FISH AND GAME COMMISSION

Melissa Miller-Henson
Executive Director

Dated: September 10, 2021

From: [Bullock, John \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: 2 Letters from a "John Smith"
Date: Thursday, September 23, 2021 12:36:00 PM
Attachments: [2 Letters from a "John Smith".pdf](#)

Hello,

Please see attached 2 Letters from a 'John Smith'.

Regards,

John Bullock
Board of Supervisors - Clerk's Office
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184

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

From: [john.smith](#)
 To: [Board of Supervisors, \(BOS\)](#)
 Subject: COMMENT ON YOUR JOB PERFORMANCE
 Date: Monday, September 20, 2021 12:03:42 PM

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

YOUR JOB PERFORMANCE IS CRAP. IT S VILE, YOU HAVE RUN SAN FRANCISCO INTO HELL! INTO A THIRD WORLD CESS POOL. I ASKED YOU MONTHS AGO "WILL THE VACCINE SHOTS BE FORCED"? YOU DIDNT ANSWER ME. YOU KNEW THEN IT WOULD BE. PROOF IT WAS ALL CREATED TO FORCE POWER OVER CITIZENS. LIKE SHUTTING DOWN OF CITY HALL. YOU KNEW. ALL THIS IS A SCAM. A CON. A BS LIE. YOU ARE LIARS. IN MY PERSONAL OPINION YOU ARE ALL LIARS. WHEN DOES THE NEWSPEAK MANDATE BEGIN, IN THE OPEN??? THIS IN AMERICA? I NEVER THOUGHT IT WOULD HAPPEN. I WAS WRONG IT HAS. AND YOU AND YOUR ILK DID IT. YOU DID.

HOW DID HITLER COME TO POWER? HE WAS A "SOCIALIST" HIS GROUP WAS CALLED NSDP OR NATIONAL SOCIALIST GERMAN WORKERS PARTY. OR NAZIS. THEY THOUGHT THEY WERE FAR RIGHT NO, THEY WERE FAR LEFT!!!!!! AS WE FOUND OUT!!! STALIN? MAO? CASTRO? POL POT? IDI- AMIN- DA- DA? HO CHI MIN? THE LIST GOES ON. THOSE THAT DONT KNOW HISTORY ARE DOOMED TO REPEAT IT. YEP.

MUSSOLINI? HE CALLED IT FACISM.

STALIN? COMMUNISM.

MAO? COMMUNISM HE WAS THE WORST MURDERER, HE MURDERED COUNTLESS MILLIONS, LOOK IT UP.

CASTRO AND CHE? MILLIONS OVER THE YEARS

AND YOU ARE ALL ON THE SAME TEAM THAT SUPPORTS THIS. SEE IF I'M WRONG FACT CHECK ME.

BECAUSE I'M NOT.

YOU ARE ALL WRONG. THAT SO-CALLED MAYOR THE LIAR HYPOCRITE YOUR PAL DOESNT NEED TO WEAR A MASK BUT ,WE DO?

IS "IT" A MEDICAL DOCTOR?

IF NOT THEN WHY IS "IT" GIVING MEDICAL ADVICE CONTRARY TO HIPPA? THE CONSTITUTION?

AND DO YOU HIRE ILLEGALS? DO YOU? WE HAVE HUNDREDS OF THOUSANDS OF HOMELESS. WE DONT NEED MORE PEOPLE FROM THIRD WORLD CESSPOOL HELLHOLES DO WE? NO WE DONT

YOU ALL ARE IN MY OPINION ARE A CLOWNSHOW

A COMPLETE CLOWN SHOW!!!

WHO SAID THE TRUTH WILL SET YOU FREE? HE WAS RIGHT.

YOU HAVE PUSHED CITIZENS OVER THE LIMIT ON PURPOSE. WHY? YOU TELL US. WE WANT TO KNOW. YOU TELL US. WE ARE NOT SMART LIKE YOU, BUT, YOU ARE

YOUR JOB PERFORMSNCE IS CRAP. IM MY PERSONAL OPINION GIVE THIS EMAIL TO THE GIVE THIS TO THE FEDS SEE WHAT THEY SAY, I DONT CARE THEY ARE CORRUPT TOO IN MY PERSONAL OPINION. THAT IS MY

CONSTITUTIONAL RIGHT; MY OPINION.
YOU ALL SHOULD BE REPLACED BY THE HOMELESS. WE HAVE PLENTY
THANKS TO YOU AND YOUR ILK.
TAKE CARE
ALL THE BEST
BE WELL

From: [john.smith](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: COMMENT ON THIS WEEKS TUMULT
Date: Wednesday, September 22, 2021 11:13:36 PM

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

YOU ARE GOING TO CRACK DOWN ON RETAIL SHOPLIFTING???

WHY NOW???? AFTER ,AFTER, AFTER, AFTER THE THEFTS AND RETAIL BUSINESSES THAT HAVE SUFFERED. SO ITS TOO LATE THE DAMAGE IS DONE. IS IT NOT?? YOU ARENT DOING IT NOW BECAUSE THE TAXES IS DWINGLING IS IT????

LIKE WHEN IT WAS TO CONVEY THE CITY WAS CRACKING DOWN ON TOURISTS BEING ROBBED. AND NOT TO CRACK DOWN ON CITIZENS BEING ROBBED???? ANY COMMENT ON THAT???

AND THIS LATEST STUNT TO DISTRACT WHEN THE MAYOR WAS CAUGHT NOT , NOT WEARING A MASK. AND OR PARTYING AND DRINKING I CANT EXCORIATE ON MANNERS OR EMPATHY TO BE DEMURE IT HAS THE RIGHT TO BE ILL MANNERED.

BUT, TO MAKE UP LIES IT DOES NOT HAVE THAT RIGHT.

OUR CITIZENS BEING BEATEN AND ROBED IT MAKES ME SICK TO HURT OTHERS FOR WHAT?? NO ONE HAS THE RIGHT TO HURT OR ROB OTHERS. I USE TO BOX AND I WAS "GOOD" IN THE GOLDEN MITTENS AND TO THE GOLDEN GLOVES AND TO THE PRO'S. IT MADE ME SICK. TO HURT OTHERS FOR WHAT? SPORT? ENTERTAINMENT? PEOPLE HAVE THE RIGHT TO SEE IT. AND I HAVE THE RIGHT TO BE REPELED BY IT.

OUR SUPPOSED LEADERS ARE VILE. FOR NOT STOPPING THIS ATTACKING/ROBBING/HURTING OF OTHERS, WHY?

THEY GO TO THEIR SAFE HOMES. THEIR SAFE STORES AND AREAS WHILE THOSE THAT CANT ARE STUCK HERE!!! IF ONE FIGHTS BACK THEY ARE FURTHER VICTIMIZED IN THE "COURT" A LAUGHABLE JOKE OF JUST PAYING MONEY TO LAWYERS, THE CITY FOR FINES BACK ON THE TREADMILL OF BS!!!!

SO, THIS "MAYOR" IS A JOKE!!!! PASSES A MANDATE TO WEAR A MASK AND "IT" DOESNT, DOES IT??? LIKE "NEWSOLINI" BRAINWASH OR CHEAT ENOUGH AND YOU PREVAIL?????

AND YOU WONDER OR CARE GOOD AMERICANS ARE FLEEING "EN MASSE"? AND WHO WILL REPLACE THEM?? THINK . ARE THEY ARE VERY GOOD? OR VERY AMERICAN? OR MERCENARY LIKE? TO GET THE MONEY!!! YOU DECIDE. THIS IS REALITY NOT

"THE SCARLET LETTER" "HUCKLEBERRY FINN" "GREAT EXPECTATIONS"
"THE CRUCIBLE" "THE TALE OF TWO CITIES" AND HOMER'S "ODYSSEY"

YOUR TURN WILL COME LIKE ROBESPIERRE THEY ALWAYS TURN ON ITSELF. "SO, HE WHO LAUGHS LAST LAUGHS BEST", EH?.

THIS CITY IS NOW A BUNCH OF BUILDINGS NO MORE THAN THAT WHAT WAS ONCE MORE THAN THAT. NOW ITS A JOKE RUN BY GREED AND EVIL. DRAMATIC??? WE DONT THINK SO NONE OF US DO

DONT TURN YOUR BACK AND LOOK WE STILL HAVE PLENTY OF CHEAP SALT, STILL. FOR NOW.

TAKE CARE
ALL THE BEST
BE WELL

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Mayor Breed
Date: Thursday, September 23, 2021 9:06:00 AM

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

From: Chris Roemer <chrisroemer1960@gmail.com>
Sent: Tuesday, September 21, 2021 3:12 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Mayor Breed

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

Your mayor, and other leaders like her, are the reason Americans are becoming tired with the empty rhetoric of the left. We're tired of Progressives making rules "the great unwashed" must obey or be punished, but people like Mayor Breed and other elites are free to do as they wish.

However, because she is of your political persuasion, you'll feel no obligation to hold her accountable for her irresponsible behavior.

And that hypocrisy is the reason American politics is where it is today.

Sent from my iPhone