

Wong, Jocelyn (BOS)

From: Board of Supervisors, (BOS)
Sent: Tuesday, June 25, 2019 12:46 PM
To: BOS Legislation, (BOS)
Subject: FW: 6/25/19 Agenda items 45/46: affirm Planning Commission finding on SWL Lot 330

Categories: 190611

From: Alice Rogers <arcomnsf@pacbell.net>
Sent: Monday, June 24, 2019 3:34 PM
To: Yee, Norman (BOS) <norman.yee@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Forbes, Elaine (PRT) <elaine.forbes@sfport.com>; Cohen, Emily (DPH) <emily.cohen@sfdph.org>
Subject: 6/25/19 Agenda items 45/46: affirm Planning Commission finding on SWL Lot 330

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

Dear President Yee, and Honorable Supervisors Brown, Fewer, Haney, Mandelman, Mar, Peskin, Ronen, Safai, Stefani, and Walton,

I am writing in support of the proposed SAFE Navigation Center to be located on a portion of Seawall lot 330, and asking you to affirm the Planning Commission's findings. This proposed center is a time-delimited (two to four years) interim use and thus subject to more limited review criteria according to the Port's Waterfront Plan than the longterm (66-year) projects that trigger the full panoply of multi-agency, multi-year, multi-commission evaluations and findings. It also furthers the Port's public service, diversity and inclusion, and sustainability goals in ways that the current interim use parking lot does not.

Our South Beach, Rincon, eastern SoMa neighborhood residents have, in my 25+-year experience here, been close to evenly divided on the hot-button projects that have surfaced in our area, with opponents to a given project being the most active. I want to be sure that the voices of those residents who do not oppose this limited-term use are also represented.

My support, however, is conditional upon the full enforcement of the Good Neighbor Policies developed to ensure that this center—as a hub for healing and moving people out of homelessness—does not also turn the adjacent neighborhoods into a safe haven where guests of the center can practice destructive behaviors that are not allowed in the center itself. We see the suffering and the humiliating conditions in which those without shelter are living on our sidewalks now and we want all hands on to move these souls to help, health, and lives of dignity. We need the full faith and action of the City to support the positive trajectory, inside the center and in the area around it.

Sincerely,
Alice Rogers

.....
Alice Rogers
10 South Park St
Studio 2
San Francisco, CA 94107

Wong, Jocelyn (BOS)

From: Board of Supervisors, (BOS)
Sent: Tuesday, June 25, 2019 12:45 PM
To: BOS-Supervisors; BOS Legislation, (BOS)
Subject: FW: Navigation Center on the Embarcadero

Categories: 190611

From: Have Mercy <have2mercy@gmail.com>
Sent: Tuesday, June 25, 2019 11:59 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Navigation Center on the Embarcadero

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

Dear Supervisors,

As a resident and voter of San Francisco, I will like to let you know that I am against the building of the Navigation Center on the Embarcadero.

The reason I am against this proposal is because I do not think the location is practical. The location is not near efficient and reliable transportation. In addition, the location is not near any social services. In addition, the navigation would be a burden on the tiny fire station. I don't think this is a well thought out proposal and that it should not be fast tracked.

I do think having a navigation center is a good idea. How about building a navigation center near civic center or on van ness which is close to transportation and city services.

I have spoken to many people on this issue and not a single person thinks the location of the Navigation Center is a practical idea.

A little about me. I am a long term resident of San Francisco. I do not live anywhere near the Embarcadero. I am not a home owner and have a modest income. I care about the people living on our streets. So please do not think all the people that are opposing the center are doing it bc of NIMBY.

Thank you for your consideration.

Wong, Jocelyn (BOS)

From: Peter Prows <pprows@briscoelaw.net>
Sent: Monday, June 24, 2019 10:19 PM
To: BOS Legislation, (BOS); smw@stevewilliamsllaw.com; hestor@earthlink.net
Cc: GIVNER, JON (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Rahaim, John (CPC); Teague, Corey (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lynch, Laura (CPC); Rodgers, AnMarie (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); Forbes, Elaine (PRT); Quezada, Randolph (PRT); Quesada, Amy (PRT); Kositsky, Jeff (HOM); Schneider, Dylan (HOM); Stewart-Kahn, Abigail (HOM); Rosenberg, Julie (BOA); Cantara, Gary (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS)
Subject: RE: PORT MEMO and APPELLANT SUPPLEMENTAL INFORMATION: Appeal of CEQA Exemption Determination - Proposed Seawall Lot 330 Project - Appeal Hearing on June 25, 2019
Attachments: Find San Francisco Parking _ Impark Lot Map Search.pdf; CCSF 043695.pdf; Transfer Agreement dated Jan 24 1969.pdf; CCSF055001-34.pdf; Transfer Agreement dated Jan 24 1969.pdf
Categories: 190611

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Thank you.

Please find attached, for the record, the 1969 transfer agreement between the City and the State Lands Commission.

Also attached are two documents relating to average parking demand and rates. If half of the parking from Seawall Lot 330 is removed for this project, parking demand will exceed supply.

Also attached are crime reports for the record showing an overall increase in crime in neighborhoods after other Navigation Centers went in.

Photos taken for the record of persistent homelessness problems from outside other Navigation Centers are here: https://drive.google.com/open?id=1brkNiPPSeiTTUVgJwdKQKulytMk_UKbT

Thanks.

From: BOS Legislation, (BOS) [<mailto:bos.legislation@sfgov.org>]
Sent: Monday, June 24, 2019 9:09 AM
To: smw@stevewilliamsllaw.com; Peter Prows <pprows@briscoelaw.net>; hestor@earthlink.net
Cc: GIVNER, JON (CAT) <Jon.Givner@sfcityatty.org>; STACY, KATE (CAT) <Kate.Stacy@sfcityatty.org>; JENSEN, KRISTEN (CAT) <Kristen.Jensen@sfcityatty.org>; Rahaim, John (CPC) <john.rahaim@sfgov.org>; Teague, Corey (CPC) <corey.teague@sfgov.org>; Sanchez, Scott (CPC) <scott.sanchez@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>; Jain, Devyani (CPC) <devyani.jain@sfgov.org>; Navarrete, Joy (CPC) <joy.navarrete@sfgov.org>; Lynch, Laura (CPC) <laura.lynch@sfgov.org>; Rodgers, AnMarie (CPC) <anmarie.rodgers@sfgov.org>; Sider, Dan (CPC) <dan.sider@sfgov.org>; Starr, Aaron (CPC) <aaron.starr@sfgov.org>; Forbes, Elaine (PRT) <elaine.forbes@sfgov.org>; Quezada, Randolph (PRT) <randolph.quezada@sfgov.org>; Quesada,

Amy (PRT) <amy.guesada@sfgov.org>; Kositsky, Jeff (HOM) <jeff.kositsky@sfgov.org>; Schneider, Dylan (HOM) <dylan.schneider@sfgov.org>; Stewart-Kahn, Abigail (HOM) <abigail.stewart-kahn@sfgov.org>; Rosenberg, Julie (BOA) <julie.rosenberg@sfgov.org>; Cantara, Gary (BOA) <gary.cantara@sfgov.org>; Longaway, Alec (BOA) <alec.longaway@sfgov.org>; BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>

Subject: PORT MEMO and APPELLANT SUPPLEMENTAL INFORMATION: Appeal of CEQA Exemption Determination - Proposed Seawall Lot 330 Project - Appeal Hearing on June 25, 2019

Good morning,

Please find linked below a memo received Friday afternoon by the Office of the Clerk of the Board from Port as well as supplemental information submitted by the appellant, Safe Embarcadero For All (SEFA), regarding the appeal of the determination of categorical exemption from environmental review under CEQA for the proposed project at Seawall Lot 330. Both items were received after compilation of, and is not included in, the hearing's Agenda Packet for the June 25 Board Meeting. It will, however, be a part of the final legislative history file.

[Port Memo - June 21, 2019](#)

[Appellant - SEFA - Supplemental Information - June 23, 2019](#)

The hearing for this matter is scheduled for Tuesday's 3:00 p.m. special order before the Board on June 25, 2019, at 3:00 p.m.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the links below:

[Board of Supervisors File No. 190611](#)

Best regards,

Jocelyn Wong

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

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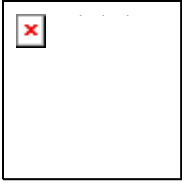
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PETER PROWS

155 Sansome Street, Seventh Floor
San Francisco, California 94104
Direct: (415) 402-2708 Cell: (415) 994-8991

A G R E E M E N T

RELATING TO TRANSFER OF THE PORT OF SAN FRANCISCO

FROM THE STATE OF CALIFORNIA TO

THE CITY AND COUNTY OF SAN FRANCISCO

R40413

BOOK B308 PAGE 686

RECORDED AT REQUEST OF
CITY & COUNTY OF SAN FRANCISCO

At 15 Min Past 12 P M
JAN 3 0 1969

City & County of San Francisco, Calif.
MARTIN MORGAN
RECORDER

Gilley

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AGREEMENT

Pursuant to the provisions of the Statutes of 1968, Chapter 1333, this agreement is made and entered into in quadruplicate this 24th day of January, 1969, by and between the City and County of San Francisco, a municipal corporation of the State of California, hereinafter referred to as "the City" and the Director of Finance of the State of California acting for and on behalf of the State of California, and assisted by the Secretary for Agriculture and Services of the State of California and the San Francisco Port Authority, an agency of the State of California, negotiations for the form of the Agreement having been concluded by October 21, 1968 in compliance with the terms of Section 21 of said chapter.

Pursuant to the provisions of the Statutes of 1968, Chapter 1333, the parties hereto agree as follows:

I. TIME OF TRANSFER

The time of transfer of the property described in Section 2 of the aforesaid Statutes of 1968, Chapter 1333, hereinafter referred to as "the Act," as set forth in Section 10 of the Act is when the voters of the City and County of San Francisco have assented to the transfer under the terms and conditions specified, and the results of the election have been certified to according to law. Section 9 of the Act provides, however, that as express conditions to the transfer the City and County must agree to specific conditions, all as more particularly set forth in the Act. One of said conditions is the negotiation and approval of this agreement by both parties. The Act also requires that certain charter amendments be enacted as conditions of the transfer. Those charter

amendments do not take effect until approved by the Legislature of the State of California meeting in regular session. The necessary charter amendments have been approved by the Board of Supervisors of the City and County of San Francisco and will be on the ballot on November 5, 1968.

On November 5, 1968, there will be submitted also to the voters a proposition to approve the transfer of the Harbor of San Francisco from the State of California to the City and County of San Francisco under the terms and conditions set forth in Statutes of 1968, Chapter 1333 and to assume by agreement to indemnify, defend, and hold harmless the State of California with regard to all outstanding bonded indebtedness incurred by the State of California for San Francisco Harbor improvements and to assume the liabilities, obligations and duties of the San Francisco Port Authority under all other outstanding contracts, leases, franchises and agreements, all as more particularly set forth in Ordinance No. 273-68 adopted by the Board of Supervisors on the 10th day of September, 1968, approved by the Mayor on the 13th day of September, 1968.

In order to avoid conflict and ambiguity and in the interests of the City and County of San Francisco and the State of California, the parties agree that the vote on the propositions set forth hereinabove will not be certified by the Registrar of Voters if favorable in the required majorities unless or until the Legislature of the State of California is meeting in session so that it may act promptly on such measures. In the event the vote is not favorable in the required majorities in the election of November 5, 1968, the parties will amend this agreement to provide a new date of transfer after such later favorable vote and transfer will not take effect until this agreement is amended. In the event, however, that the election is favorable in the required majorities, the transfer will take effect on the 7th day of February, 1969, providing this agreement has been entered

into and approved by the parties, and providing there has been approval of the charter amendments by the Legislature. If either of these provisos has not been completed, the transfer will take effect when both provisos are completed. The time for transfer of funds shall, for accounting purposes, be the date of transfer set forth herein.

II. TRANSFER OF PROPERTY

TRANSFER OF REAL PROPERTY: The real property which is transferred under the Act is the real property under the jurisdiction and control of the San Francisco Port Authority as of the date of transfer, subject to certain restrictions and exceptions, all as more particularly set forth in the Act. The real property so transferred lies within the perimeter description set forth in Harbors and Navigation Code section 1770 and those additional lands which are the properties of the State of California set forth in Harbors and Navigation Code section 1772. In addition to the property included within the aforementioned code sections, there are specific acquisitions as shown in Book B 192, page 384, Recorder's office City and County of San Francisco, recorded November 13, 1967. Within three years from August 14, 1968, the effective date of the Act, the City and County of San Francisco shall at the cost of the Harbor Commission of the City and County of San Francisco have the State Lands Commission survey and monument the transferred lands and record a description and plat thereof in the office of the Recorder of the City and County. This requirement need not, however, be complied with unless or until the transfer takes effect. A map depicting the real property transferred is appended hereto as Exhibit "A" for the convenience of the parties, except that said map does not purport to show all the property within the perimeter description which is not included in the transfer. Some of the property within the perimeter is in ownership other than the State of California or is owned by or under the jurisdiction or control of the departments or agencies set forth in Section 2 of the Act. In addition, said exhibit cannot accurately depict the real property covered under Section 1772 until the survey is completed by the State Lands Commission. When the aforesaid

survey is completed the description contained therein will be deemed to be a part of this agreement except that either party reserves the right to object to the description. If agreement cannot be reached between the parties each party reserves the right to have the matter determined by a court or courts of competent jurisdiction. In that event when the final court's determination is finally concluded, that determination will become a part of this agreement.

PERSONAL PROPERTY OTHER THAN FUNDS: Under Section 2 of the Act all personal property owned or controlled by the State of California and used in connection with the operation and maintenance of the harbor is transferred pursuant to the terms of the Act. The personal property so transferred is listed in the office of the Comptroller of the San Francisco Port Authority on an index listing called "Data Processing Depreciation Listing." The State takes no responsibility for any property which may not be located at the time of transfer, but so far as the State is aware, all of the property so listed is in use and can be located and all this property will be transferred pursuant to the terms of the Act.

TRANSFER OF FUNDS: The funds which will be transferred from the State to the City pursuant to the Act are presently on deposit with the State Treasurer of the State of California and accounted for in the office of the State Controller, Division of Accounting Records. Those funds consist of the following: San Francisco Harbor Improvement Fund; San Francisco Sea Wall Fund No. 4; San Francisco Sea Wall Fund No. 5; Harbor Bond Sinking Fund; India Basin Sinking Fund; San Francisco Sea Wall Sinking Fund No. 2; San Francisco Sea Wall Sinking Fund No. 3; San Francisco Sea Wall Sinking Fund No. 4; and Special Deposit.

Monies are presently due those funds from the Surplus Monies Investment Fund. At the time of the transfer monies in the Surplus Monies Investment Fund from each of the above funds

will be transferred as of the date of transfer in accordance with the provisions of Section I of this agreement, and interest on those monies will be credited by the State in the same manner and to the same extent as it presently credits interest to the deposits of the funds when the San Francisco Port Authority requests transfer back to the funds. San Francisco Harbor Improvement Fund is the fund provided for in Harbors and Navigation Code section 1706. San Francisco Sea Wall Fund No. 4 is the construction fund authorized by Chapter 835 of the Statutes of 1929. San Francisco Sea Wall Fund No. 5 is the construction fund authorized by Harbors and Navigation Code section 3902. Harbor Bond Sinking Fund is the fund for redemption of bonds and payment of interest pursuant to Harbors and Navigation Code section 3902. India Basin Sinking Fund is the fund for the redemption of bonds and payment of interest pursuant to Statutes of 1909, Chapter 407. San Francisco Sea Wall Sinking Fund No. 2 is the fund for redemption of bonds and payment of interest pursuant to Statutes of 1909, Chapter 320. San Francisco Sea Wall Sinking Fund No. 3 is the fund for redemption of bonds and payment of interest pursuant to statutes of 1913, Chapter 602. San Francisco Sinking Fund No. 4 is the fund for redemption of bonds and payment of interest pursuant to Statutes of 1929, Chapter 835. The fund designated Special Deposit is a trust fund in which monies which are not property of the State are deposited prior to refund or repayment to other persons. Such fund will be taken by the City subject to repayment to the true owners. In the event the funds are not repaid and vest in the City, such funds shall be credited by the City to the San Francisco Harbor Improvement Fund. Upon the transfer of these funds from the State to the City, the City shall set up funds identical with the funds hereinabove designated. Deposits shall be made into these funds in the same manner and to the same extent as deposits are presently made and the funds shall be used for the same pur-

poses as the funds are used by the State. This shall not preclude the City from setting up additional funds when and if that becomes necessary, nor shall it preclude the City from setting up additional accounts in the funds when and if such accounts become necessary. The additional funds may not, however, be set up except upon prior written notification to the Director of Finance. In the event the Director of Finance is of the opinion that the additional funds will affect the security of the funds now in existence or will otherwise adversely affect the interests of the Harbor or will adversely affect the accountability to the State pursuant to Section 8 of the Act, the Director of Finance may disapprove the setting up of additional funds except he shall not disapprove funds which are properly and reasonably set up for the repayment of bond issues authorized pursuant to Section 22 of the Act providing the monies available to the Harbor are sufficient to meet obligations to funds created prior in time and to meet current obligations and maintenance.

In addition to the funds enumerated above, it is agreed by the parties that any and all receivables, obligations, liquidated and unliquidated, and choses in action owing to the Authority at the time of the transfer are likewise transferred.

III. LIMITATIONS ON PROPERTY TRANSFERRED

The Act provides for the transfer of real property now owned by the State of California as more particularly set forth in said Act and in Section II hereof. The Act, however, contains limitations, exceptions and conditions. All of such provisions are hereby made a part of this agreement. It is the purpose of the parties in this section of the agreement to define and interpret the provisions of the Act which require such definition or interpretation.

The Act excepts and reserves to the State of California all subsurface mineral deposits including oil and gas deposits, together with the right of ingress and egress on the properties conveyed to the City for exploration, drilling and excavation of such mineral, oil and gas deposits. Minerals covered in this reservation shall be deemed to include all of the minerals enumerated in Public Resources Code Section 6407. Nothing contained herein, however, shall preclude the City in its operation of the Harbor from moving or removing earth, including sand, gravel and other deposits for purposes of dredging, filling, excavating, bulkheading or any other ordinary port maintenance, construction or reconstruction without charge to the City therefor. The right of ingress and egress in the reservation shall be exercised in such manner and to such extent as not to unreasonably interfere with the property for the purposes for which it has been transferred under the Act.

The Act reserves to the people of the State of California the right to hunt and fish in and over the waters of San Francisco Harbor. The right to hunt and fish is not intended to and does not limit the police powers of the City in connection with hunting or fishing in the city limits. The right to hunt and to fish shall not be exercised in such fashion as to interfere with the operation of the property for port purposes, nor shall such

rights be exercised in an area or in such manner as to endanger the safety of persons or property.

The Act provides the property transferred remain subject to requirements of the Department of Public Works, Division of Bay Toll Crossings, Division of Highways, or the California Toll Bridge Authority for future rights of way, or easements or material for the construction, location, realignment, expansion and maintenance of bridges or other transportation facilities without compensation to the City except that in the event improvements, betterments or structures have been placed upon the property transferred compensation shall be made to the City and credited to the Harbor Improvement Fund for the value of the improvements, betterments or structures taken, and except property taken that was originally acquired for valuable consideration shall require compensation to the City.

TRANSFER OF BUDGET CONTROLS

The Department of Finance approved budget under which the Port is acting at the time of the transfer will be deemed an approved City budget for the remainder of the fiscal year. This budget will be incorporated in the City Controller's budgeting control procedures.

IV. CONDITIONS OF TRANSFER

Section 9 of the Act enumerates four express conditions of transfer. The first provision which requires the City to indemnify, defend and hold harmless the State with regard to certain outstanding bonded indebtedness is to be submitted to a special election to be held in the City on Tuesday, November 5, 1968. The provisions of Section 9 have been incorporated in the proposition which will be submitted to the voters. It is recognized that this condition must be approved by a two-thirds vote of the people of the City. Assuming it is so approved, the City does by this agreement also agree to indemnify, defend and hold harmless the State with regard to all outstanding bonded indebtedness incurred for San Francisco Harbor improvements. The bonds now outstanding and the schedule for repayment are those referred to in Section II above together with an additional principal sum of \$7,500,000.00 not yet sold and delivered under the Harbor Development Bond Law of 1958 (Harbors and Navigation Code Section 3900 et seq.). It is anticipated this \$7,500,000.00 principal amount of bonds will be issued prior to the transfer and that amount is therefore included in this agreement of indemnification. To carry out the requirements of this agreement the City will set up the funds set forth in Section II above in the same manner as the funds are presently set up in the office of the State Controller of the State of California. In the event that there are not sufficient funds in the San Francisco Harbor Improvement Fund set up by the City, the Board of Supervisors shall at the time of fixing the general tax levy and in the manner for such general tax levy provided, levy and collect annually each year until such bonds are paid or until there is a sum in the treasury of the City set apart for that purpose to meet all sums coming due for the principal and interest on said bonds, a tax sufficient to pay the annual interest on such bonds

as the same become due and also such part of the principal thereof as shall become due before the proceeds of a tax levied at the time for making the necessary general tax levy can be made available for the payment of such principal.

In the same election the City has submitted to the voters the assumption of the obligations and duties of the Port Authority set forth in Section 9 (3) of the Act. It is understood that to assume these obligations and duties requires a favorable vote of the electors by a two-thirds majority. Assuming such favorable vote is had the City hereby agrees to assume the obligations and duties of the Port Authority on all outstanding contracts, leases, franchises or agreements (Bond obligations have been referred to specifically in the provisions above and are not intended to be included in this portion of the agreement). The Port will furnish the City with a description of all known obligations assumed by the City under this provision.

Section 9 (2) of the Act provides that the City shall transfer to the State amounts necessary to pay the amounts due upon the bonded indebtedness prior to the time such amounts are due. The City hereby agrees to perform this obligation and will transfer from the funds set up in Section II hereof or from other monies if amounts in such funds are not sufficient to meet the obligations in full at least ten days prior to the time such amounts are due. Transfers will be made on warrant from the City from the City Controller to the State Controller of the State of California. He in turn will remit to the State Treasurer of the State of California so that the provisions of this section will be complied with.

The Controller's office of the State of California has schedules of deposits for deposits into the bond redemption funds. These schedules will be made available to the City. When these schedules are changed as by reason of changes in

retirement of bonds issued or additional issuance the Controller of the State of California has advised the Comptroller of the San Francisco Port Authority of the proposed new changes in schedules and these changes have in turn been concurred in by the Authority. This practice shall likewise be followed by the Controller of the City so that adequate provision can be made by the Harbor Board in the management of its monies.

Section 9 (4) provides that the City will comply with the provisions of this Act. To comply with the provisions of the Act the City hereby promises to perform all the obligations and requirements set forth in the Act. This agreement is one of the requirements of the Act and the City agrees that this agreement will become a binding obligation on the City prior to the transfer.

V. REQUIREMENTS OF TRANSFER

Section 4 of the Act requires the City to establish a separate Harbor Trust Fund or funds in such manner as may be prescribed by the Department of Finance. It is the intention of the parties as more specifically set forth in Section II hereof that unless or until this agreement is amended the City will set up funds to the same extent and for the same purpose as the Port Authority funds are presently set up by the State Controller of the State of California. When all the bond redemptions covered by a specific fund have been made or when the monies in Sea Wall Fund No. 4 or Sea Wall Fund No. 5 have been exhausted, those funds may be discontinued. Nothing in this agreement, however, shall preclude the establishment of additional funds which may become necessary because of Harbor operations. The City agrees that all monies received directly from or indirectly attributable to the transferred lands or its facilities or any other property transferred hereunder shall be deposited in the fund or funds set up pursuant to this agreement. Monies not designated for other specific funds shall be deposited in the San Francisco Harbor Improvement Fund.

Section 4 of the Act provides that an annual statement of financial condition and operation shall be transmitted by the City to the Department of Finance each year on or before September 30th for the preceding fiscal year. The Port presently submits to the Director of Finance financial statements in accordance with section 7960 of the State Administrative Manual. The City agrees that it will continue to submit these statements and that for purposes of the report required under the Act it will comply with the State Administrative Manual. The City further agrees it will continue to furnish these statements in the same detail as presently furnished unless or until it is

instructed by the Department of Finance of different requirements. Changes will be made by the City in the report as changes are required by the State Administrative Manual or the Port Authority Manual. The Department of Finance may at any time demand additional material or reports if such additional material or reports assist the Department in complying with its duties under the Act.

The City shall at the request of the Department of Finance make its books and records in connection with the Harbor available for audit and inspection to auditors of the State of California in order that the State may insure that the provisions of the Act are complied with and to assist the Department of Finance in complying with its duties under the Act.

Section 7 of the Act requires that the accumulation and expenditure of revenues for any single capital improvement on the transferred lands involving an amount in excess of \$250,000.00 in the aggregate shall require that the City file with the Department of Finance a detailed description of the capital improvement not less than 90 days prior to the time of any disbursement therefor or in connection therewith excepting preliminary planning. The Department of Finance may within 90 days after the time of such filing determine and notify the City that such capital improvement is not in the statewide interest and benefit or is not authorized by any of the provisions of the Act, in which event proceedings may be conducted in accordance with Section 7 of the Act. The description shall specify the particular subdivision or subdivisions of the Act which the City deems applicable and its reasons for regarding such expenditure as being so authorized. To facilitate action under this section the parties agree that the following are found to be matters of state-wide as distinguished from local or purely private interest and benefit.

- (a) The construction, reconstruction, improvement, repair,

operation and maintenance of works, lands, waterways, and facilities necessary for the harbor within the boundaries of the lands transferred under the Act.

(b) The construction, reconstruction, repair, operation and maintenance of streets, roadways, bridges and bridge approaches within the boundaries of, or reasonably necessary to provide immediate access to said harbor.

(c) The construction, reconstruction, repair, operation and maintenance of the bulkheads, piers, earthfills, streets, roadways, bridges, bridge approaches, buildings, structures, recreational facilities, landscaping, parking lots, utilities, and other improvements on or adjacent to the harbor for the benefit and use of said harbor.

(d) The construction, reconstruction, repair, operation and maintenance of small boat harbors, marine stadiums, maritime museum, marine parks, beaches, waterways, and related facilities, on the lands transferred under the Act.

(e) In addition to the foregoing, any expenditures permitted by Sections 3 or 5 of the Act, or any other use or purpose of state-wide, as distinguished from local or purely private interest and benefit which are in fulfillment of those trust uses and purposes described in said Act.

(f) The acquisition of property or the rendition of services reasonably necessary to the carrying out of the foregoing uses and purposes.

The foregoing sections are not intended to limit the definition of the term "statewide benefit." If the proposed capital expenditure does not fall within subdivisions (a) to (f) above, it may nevertheless be authorized in the manner prescribed in Section 7 of the Act.

VI. EXPENDITURE OF PORT FUNDS AND USE OF PROPERTY

All of the property transferred under the Act shall be held by the City in trust for purposes of commerce, navigation and fisheries and subject to the terms and conditions specified in the Act and set forth in this agreement. All property acquired with funds derived from the transferred property shall likewise be so held by the City. Without prejudice to the generality of the foregoing the parties agree specifically to the following.

Personal property transferred under the Act and property later acquired with Port funds to replace this property shall continue to bear separate designations so that the trust nature of the property can be determined. In the event that the City uses said property for other than trust purposes it shall reimburse the Port funds for the use of such property. Nothing herein contained shall, however, prevent the Port from disposing of personal property which is obsolete or is no longer required for the trust purposes, but in that event the funds derived therefrom shall become Port funds subject to the purposes of the trust.

The City shall not require the Port to perform functions or accept or employ personnel in excess of functions or personnel required to carry out the purposes of the trust.

The Port presently maintains some streets and roadways within the Port area. The City may, if it elects to do so, undertake some or all of those functions of maintenance, but it may not require the Port to maintain streets and roadways outside the Port area nor may it require the Port to maintain streets, roadways, bridges or other facilities maintained by the City at the time of transfer, nor may it require the Port to undertake the furnishing or maintenance of streets, roadways and bridges primarily designed as thoroughfares for the City rather than as roadways for Port purposes. In the event streets, roadways or bridges perform a dual function an appropriate division of costs

shall be made. This provision is not intended to affect the Embarcadero which is presently maintained by the Port, nor is it intended to prevent the Port from constructing or maintaining any streets, roadways, bridges or sidewalks the Port deems required.

Police traffic services in the Port area and protection of Port property is presently performed by the Port's police officers. In the event that duties other than police traffic services in the Port area or protection of Port property are required of the Port police, payment for such additional duties shall be made from other than Harbor funds.

Revenues received from parking meters installed on the transferred lands shall continue to accrue to the Port so long as the Port installs, operates and maintains the meters.

The Port presently performs at its own expense some fire protection services and reimburses the City for certain other fire protection services. In the event additional fire protection services are required, such additional services shall not be paid for out of Harbor funds.

Nothing in this agreement shall preclude the City from undertaking all or part of the services presently performed by the Port if economics will result therefrom. The Port shall not, however, be required to contribute to City services if such contribution will result in expenditures greater than those required.

VII. AUTONOMOUS OPERATION

Section 12 of the Act provides that the transferred property shall be under the administration and control of the Harbor Commission of the City and County of San Francisco.

Section 4 of the Act provides for the establishment of a separate Harbor Trust Fund or Funds upon the transfer. Section 2 of the Act provides that the property transferred be held in trust for specified purposes and subject to the terms and conditions of the Act. In order to insure that these provisions be complied with it is advisable that the transferred property be administered independently from other City property. Certain charter amendments are before the voters designed to insure this autonomous operation and such amendments will be approved by the voters prior to the transfer. It is agreed by the parties that the following provisions are necessary to the operation as set forth hereinabove and will be continued in effect unless or until this agreement is amended by mutual consent of the parties hereto, except that changes may be made in subparagraph 8 as set forth therein.

The Port Commission provided for by the Act shall have all the powers and duties given to boards and commissions by section 19 of the charter and shall have the power to establish such departments and bureaus as may be necessary or convenient for the conduct of its affairs. Subject to the terms and conditions of the transfer and this agreement, the Port Commission shall have the control and management of all real and personal property transferred under the Act, or otherwise acquired or purchased with funds under its control or acquired or purchased by it within the scope of its authority, or otherwise placed under its management, supervision and control. The property under the control and management of the commission shall be known as the Port Area. The Port Commission shall have the

power and duty to use, conduct, operate, maintain, manage, regulate, and control the Port Area of San Francisco and to do all things it deems necessary in connection with the use, conduct, operation, management, maintenance, regulation, improvement and control of said Port Area, or which may further the interests of the Port in world trade, including, without limiting the generality of the foregoing, the exclusive power to perform or accomplish the following in the Port Area:

1. The improvement, operation and conduct of the harbor, and any and all improvements or facilities located thereon;

2. The construction, reconstruction, repair, operation and use of all works, buildings, facilities, utilities, structures and appliances incidental, necessary or convenient for the promotion and accommodation of commerce and navigation, or located within the Port Area;

3. The establishment, improvement and conduct of railroad and aviation facilities and all works, buildings, facilities, utilities, structures and appliances incidental, necessary or convenient for the promotion and conduct of air commerce and navigation and railroad transportation;

4. The construction, reconstruction, repair, maintenance and operation of public buildings, parks, playgrounds, public educational and recreation facilities and all works, buildings, facilities, structures and appliances incidental, necessary or convenient for the promotion and accommodation of any such uses;

5. The preservation or restoration of marine resources consistent with the primary mission of the harbor of San Francisco;

6. The grant of franchises thereof for limited periods not exceeding 66 years for wharves and other public uses and purposes and the lease of said lands, facilities, or any part thereof for limited periods not exceeding 66 years, and the collection and retention of rents and other revenues from such leases,

franchises, permits, licenses, and privileges. Such lease or leases, franchises, permits, licenses, and privileges shall be for purposes consistent with the trusts upon which the lands are held by the State and with the requirements of commerce and navigation, or if the Port Commission of the City and County of San Francisco determines that any portion of the transferred lands is not required for the foregoing uses described in this section, such lease or leases, franchises, permits, licenses, and privileges, may be for the purposes of such development and use as the commission finds will yield maximum profits to be used by the commission in the furtherance of commerce and navigation;

7. Leases and franchises granted or made by the Port Commission shall be administered exclusively by the operating forces of the Port Commission;

8. There shall be a Port Director who shall be the chief executive of the Port Commission and who shall have the management of the affairs and activities placed under the jurisdiction of the commission. He shall devote his entire time to the duties of his office and his salary shall be fixed by the commission. He shall hold his office at the pleasure of the commission and shall have the management of said Harbor and of all of the facilities and equipment thereof and of all bureaus and departments established for the operation of said Harbor or for the operation of any equipment or facility thereof. Subject to the approval of the commission he shall appoint and remove any and all heads of departments or bureaus who are not subject to the civil service provisions of the charter. He shall possess the necessary administrative, executive and technical qualifications necessary to enable him to perform the duties of his office. His compensation shall not exceed prevailing salaries paid those holding similar positions in comparable maritime employment. The commission may confer on him such additional powers and authority as it may see fit. It is understood and agreed that the presently

Incumbent Port Director shall remain the Port Director and continue to hold his office at the pleasure of the commission. The proposed charter amendment which adds Section 48.3 provides in subsection 8 thereof that the Port Director shall be nominated for appointment by the commission and appointed by the Mayor. It is understood and agreed that a nominee for the position of Port Director shall become the Acting Port Director upon his acceptance of the nomination. The Acting Port Director shall be the chief executive of the Port Commission and acting head of the department and shall serve as such Acting Port Director at the pleasure of the commission until such time as he shall be appointed Port Director by the Mayor, or in the event he is not so appointed, until such time as the commission nominates another person for the position of Port Director. It is understood and agreed that nothing in the foregoing provisions shall be construed to prohibit an amendment to the Charter to provide for the appointment of a Port Director by the commission.

9. To regulate the berthing, anchoring, towing, loading and unloading and mooring of vessels within the Port;

10. To issue receipts, negotiable or otherwise, for property or merchandise in its charge or possession;

11. To fix all rates, dockage, rentals, tolls, wharfage, and charges, for the use and occupation of the public facilities or appliances of the Port, and for services rendered by the Port Commission, and to provide for the collection thereof;

12. To enter into contracts, agreements, or stipulations germane to the scope of its powers and duties;

13. To give such bonds or assurances as may be required by the United States in the operations permitted hereunder;

14. To provide and equip offices within or without the Port, within other states, or in foreign countries, and through such employees and agencies as it may deem expedient;

15. To contract for and operate foreign trade zones within

the Port Area or auxiliary to the Port Area, or such zones or sub-zones as have been operated by the San Francisco Port Authority. Agreement may be made with the Public Utilities Commission for operation of future zones or sub-zones in other areas;

16. Members and officers of the Port Commission shall be exempt from the provisions of the City charter relating to absences from the State, but shall advise the Mayor and the Board of Supervisors in advance of such absences;

17. May promote the maritime and commercial interests of the Harbor by advertising its advantages and facilities and by the solicitation of business. The advertising and solicitation may be conducted within or without this State and through such agencies, mediums, employees and agents as are determined by the commission. The commission may, in its discretion, publish and distribute a magazine, pamphlets, booklets and other printed and advertising matter for the purpose of developing traffic and promoting and maintaining the commerce and prestige of the Port, and may use any monies of the Harbor Fund for the special purposes authorized by this provision. Members and employees of the commission in attending conventions of port authorities and meetings of transportation clubs, trade associations and business organizations that may advance the interests of the Port shall be allowed their actual necessary expenses in the performance of such services as may from time to time be deemed desirable by the commission and shall be allowed hospitality expenses necessarily incurred in furthering the interests of the Port;

18. To issue revenue bonds for purposes of the Act;

19. To expend all funds necessary to the carrying out of the powers and duties herein expressed;

20. This section does hereby vest in the Port Commission all of the powers set forth in Section 3 and Section 5 of the Act.

It is the understanding of the parties that the finding

of the Department of City Planning that a proposed capital improvement project on Port property does not conform to the master plan does not preclude the Board of Supervisors from authorizing an appropriation of Port funds for the capital improvement project.

The Port may contract for and be responsible for its own telephone service.

Travel allowances for the Port Director and Commissioners within and without the State shall be no less than then authorized by the Board of Control of the State of California. Travel allowances for Port employees outside the State shall be no less than then authorized by the Board of Control of the State of California.

VIII. TRANSFER OF EMPLOYEES

Section 20 of the Act provides that the employees of the San Francisco Port Authority who at the time of the transfer are entitled to the benefits of the civil service provisions of the State of California shall be continued in their respective positions and shall continue to hold their positions pursuant to the civil service provisions of the charter of the City of San Francisco. The Act further defines the rights of these employees. The charter provisions which will be submitted to the voters on November 5, 1968, and particularly Section 48.4 thereof, further define the rights and privileges of the transferred employees. This agreement shall not be deemed to limit any of the rights or privileges afforded the employees under either the Act or the charter provisions but is intended only to correct ambiguities or reaffirm those rights.

It is agreed by the parties that the date at which the benefits of civil service provisions will be determined shall be the date of the transfer of the property. An employee who qualifies under this provision is any employee regularly certified and appointed from an eligible list. This includes State Belt Railroad employees who do collectively bargain but are employees entitled to civil service provisions which provisions govern their status over matters for which they have not collectively bargained. At the time of transfer there may be some temporary or casual employees who do not have the benefit of civil service provisions. The rights of an employee in this status will terminate as it would had the property not been transferred to the City. Other employees may, however, be on temporary appointment awaiting civil service examination. In that event the City will schedule the necessary examinations as soon as possible so as to insure continuity of employment whenever possible.

It is agreed by the parties that on matters of seniority for transferred employees the City shall set up a seniority system using the date of the first permanent appointment to employment under State employment in the same manner and to the same extent as if the employee had in fact been employed under the City system. The schedule now set up by the City shall, therefore, be extended to the transferred employees in accordance with the terms of the Act and this agreement.

The Act provides for the retention by the transferred employees of salary, employment conditions and benefits. At the present time permanent State employees have equal or greater sick leave and vacation privileges than provided for by City civil service. To carry out the provisions of the Act the City shall permit the transferred employees to carry over to City service all accumulated sick leave and to continue to accumulate sick leave as the employee would have accumulated that sick leave had he remained in State service. Vacation rights shall likewise be carried over. Where the employee has greater vacation rights under State service he shall continue to accrue vacation rights in the same manner and to the same extent as if he had remained in State service. Some employees have group insurance or other insurance policies which may be dependent on membership in the California State Employees Association or some other group association or arrangement that may not be available to the employee by reason of the transfer. If these employees will no longer be eligible for this membership the City agrees to assist the employees in whatever way is necessary to continue these insurance policies. In the event that the carrier requires additional contribution from the employee by reason of the discontinuance in a group membership and in the event the City cannot satisfy the carrier with membership in its own group for the purpose of continuing the policies without change in amount or benefits, the City agrees to compensate the employees for any

additional charges that may be required by the carrier by reason of the employee's loss of membership in the group or supply equivalent insurance with some other carrier.

The State presently provides a contribution toward payment of the employee's health insurance plan. This payment shall be continued by the City for each transferred employee in the same amount as is at any time allowed by the State.

Port employees are presently allowed to select their own doctor and hospital when receiving benefits under Workmen's Compensation. These rights shall be continued by the City for each transferred employee so long as the practice is permitted by the insurance carrier.

An employment condition and benefit of the transferred employees is the right to take competitive examinations for other positions in State service. Six months after the transfer the transferred employees will have lost this right in State service, but the City shall afford a similar right in City service in the same manner and to the same extent as it would afford to the employees had they been city employees originally. If the employees are accepted in the new positions they shall retain such additional benefits as they had under this agreement with reference to the State Employees Retirement System, vacation rights, sick leave, insurance privileges and similar benefits.

Each employee eligible for transfer shall be notified by the Port Authority of his right to transfer to another State agency or to be placed on a State layoff list within six months from the date of transfer.

Section 20 of the Act provides the employee shall retain his position on existing subdivisional and departmental promotional and eligible lists as long as such lists are in effect. The employee on such list shall be certified from the list in the same

manner and to the same extent as if the employee had remained in State service.

Section 20 of the Act provides the employee shall retain overtime and shift premium pay whenever and wherever applicable. These benefits shall be afforded by the City in the same manner and to the same extent as if the employee had remained in State service.

Section 20 of the Act provides the employee shall have callback and standby pay whenever and wherever applicable. These benefits shall be afforded by the City in the same manner and to the same extent as if the employee had remained in State service.

Section 20 of the Act provides the City shall waive residence requirements for the transferred employees. The City agrees it shall permit the transferred employees to reside in any area whatever without limitation.

Section 20 of the Act provides the transferred employees shall have continued membership in the Public Employees Retirement System. The City shall permit the transferred employees to continue to be members of the Public Employees Retirement System with all the rights, privileges and benefits of said system, and they shall not be members of the San Francisco City and County Employees' Retirement System. The City shall perform all acts necessary to continue the membership of such employees in said Public Employees Retirement System.

Employees of the State Belt Railroad are not members of the Public Employees Retirement System of the State of California but are covered under the provisions of the Railroad Retirement Act. Such employees shall not be required to be members of the San Francisco City and County Employees' Retirement System but may continue to be covered under the provisions of the Railroad Retirement Act.

Section 20 of the Act requires that the transferred employees shall retain their option to continue any present health insurance and group life coverage. The City agrees to perform all acts necessary to insure that these rights will be carried out in the same manner and to the same extent as if the employee had continued in State service. In the event this cannot be accomplished without the payment of additional premium the City shall compensate the employee for the cost of the additional premium.

Employees who are employed after the date of transfer shall be and become City employees and their rights shall not be affected by Section 20 of the Act or by this agreement.

IX. TRANSFER OF EXCESS REVENUES

Section 8 of the Act provides that at the end of each fiscal year that portion of the San Francisco Harbor revenues in excess of \$250,000 remaining after necessary operating costs and expenditures directly related to the operation of the maritime activity of the Port or the maintenance of non-maritime activities of the Harbor have been made shall be deemed excess revenue; provided that any funds deposited in a reserve fund for future capital expenditures or any funds used to retire general obligation or revenue bond issues shall not be deemed excess revenue. Capital improvements for non-maritime activities may be considered as expenditures for the purpose of determining net revenues if they have the prior authorization of the Department of Finance.

Capital improvements authorized under the provisions of Sections 3 and 5 of the Act and Part V of the agreement shall be deemed expenditures for the purposes of determining net revenues. Procedures for authorization shall be as specified in Section 7 of the Act, except that for the purposes of the Act, in the instance of non-maritime activity as defined in Part IX of this agreement where a capital expenditure is for a sum less than \$250,000, the Department of Finance and the Harbor Commission may agree upon a procedure for obtaining the approval as required by Section 8 of the Act.

With respect to those provisions of Section 8 which affect the allocation of certain expenditures for the determination of excess revenues, as follows:

1. Operating costs and expenditures directly related to operation of the maritime activity of the Port; and
2. Maintenance of non-maritime activities of the harbor, the parties agree that the following are matters of "maritime activity":

All construction, reconstruction, improvement, repair, maintenance, operation, acquisition, promotion and protection of any property, facility or service,

(a) which provides for, or is necessary, incidental or auxiliary to the interchange of goods, products or persons, between land or water or land-based or water carriers, or any combination thereof; or

(b) which provides for, or is necessary, incidental or auxiliary to the berthing, accommodation, repair, construction or equipment of vessels or other facilities used in connection with commerce or water activities.

Non-maritime activities on the transferred lands shall include the following:

Parks, playgrounds, public educational and recreational facilities, and all works, buildings, facilities, structures and appliances used in connection therewith.

Any use which is not covered under the foregoing definition of maritime activity or non-maritime activity shall be subject to further agreement between the Port Commission and the Director of Finance.

In determining excess revenues the Port shall:

(a) First expend all amounts necessary for operating costs and expenditures incurred during the previous fiscal year related to the operation of the maritime activity.

(b) Expend all amounts necessary for the maintenance of non-maritime activities incurred for the previous fiscal year.

(c) Deposit any funds that may be required to retire general obligation or revenue bond issues, including any reserves which may be required to be set

up under the general obligation or revenue bond issues.

(d) Set up a reserve fund for future capital expenditures for maritime activities if such improvements have the prior authorization of the Department of Finance and if the details and terms of reserves have been agreed to by the Department of Finance.

(e) Set up a reserve fund for capital improvements for non-maritime activities if such improvements have the prior authorization of the Department of Finance.

(f) Set up a cash reserve against depreciation sufficient for replacement of personal property or structures required to carry out the purposes of the Act if the details and terms of reserves have been agreed to by the Department of Finance.

Excess revenue then remaining over \$250,000 shall be divided 85 per cent to the State General Fund and 15 per cent to the City to be deposited in the Harbor Trust Fund and used for purposes authorized by Sections 3 and 5 of the Act.

X. PROVISIONS FOR DIVESTITURE

Section 22 of the Act provides for the reversion of the lands transferred under the Act.

XI. PROTECTION OF EXISTING USES

Most of the present users of the transferred lands were not permitted to have leases under the existing law governing the operation of the transferred lands. Under Harbors and Navigation Code Section 3053 permitted uses of property were terminable by the Authority on 30 days previous notice to the person using the property. It has not been the practice of the State to terminate these uses without reasonable cause. When the City takes the transferred lands the City shall make every effort to provide present users of the property with continued occupancy under fair terms and conditions and without unfair advantage or discrimination.

XII. AMENDMENT

This agreement is in itself an express condition of transfer under Section 9 of the Act and a term of the transfer under Section 14 of the Act.

This agreement shall be binding on the City and the Department of Finance unless or until the parties amend this agreement in writing between the parties hereto.

In the event, however, that the Legislature amends, modifies or revokes the Act, as provided in Section 18 thereof, to the extent such action of the Legislature is not in conformity with this agreement, this agreement will be deemed amended, modified or revoked thereby in accordance with the action of the

Legislature. In that event the parties hereto will meet promptly to negotiate any necessary changes.

IN WITNESS WHEREOF, the City and the State of California have respectively caused this agreement to be duly executed as of the day and year first above written.

STATE OF CALIFORNIA

By Caspar W. Weinberger
Director of Finance

(Authorized by Ordinance No. ~~338-68~~ approved by the Mayor of San Francisco on DECEMBER 6, 1968)

CITY AND COUNTY OF SAN FRANCISCO
By Joseph L. Alioto
Mayor

APPROVED AS TO FORM:

Thomas M. Clover
City Attorney

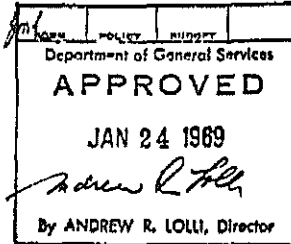
ATTEST:

Robert J. Selman
Clerk of the Board of Supervisors

APPROVED AS TO FORM:

Thomas M. Clover
Attorney General

By Debra E. Wolff
Deputy Attorney General

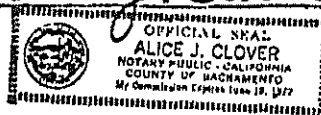


STATE OF CALIFORNIA }
COUNTY OF Sacramento } ss

On this 24th day of January, 1969, before me, Alice J. Clover, Notary Public, personally appeared Caspar W. Weinberger, Director of Finance of the State of California and known to me to be the person who executed the within instrument on behalf of the State of California, and acknowledged to me that the State of California executed the same.

WITNESS my hand and official seal.

Alice J. Clover



STATE OF CALIFORNIA
CITY AND COUNTY OF SAN FRANCISCO

BOOK B308 PAGE 722

On the 29th day of January, A. D. Nineteen Hundred and Sixty Nine
before me, MARTIN MONGAN, County Clerk and ex-officio Clerk of the Superior Court of the State of California in and for the City and County
of San Francisco, personally appeared Joseph L. Blythe

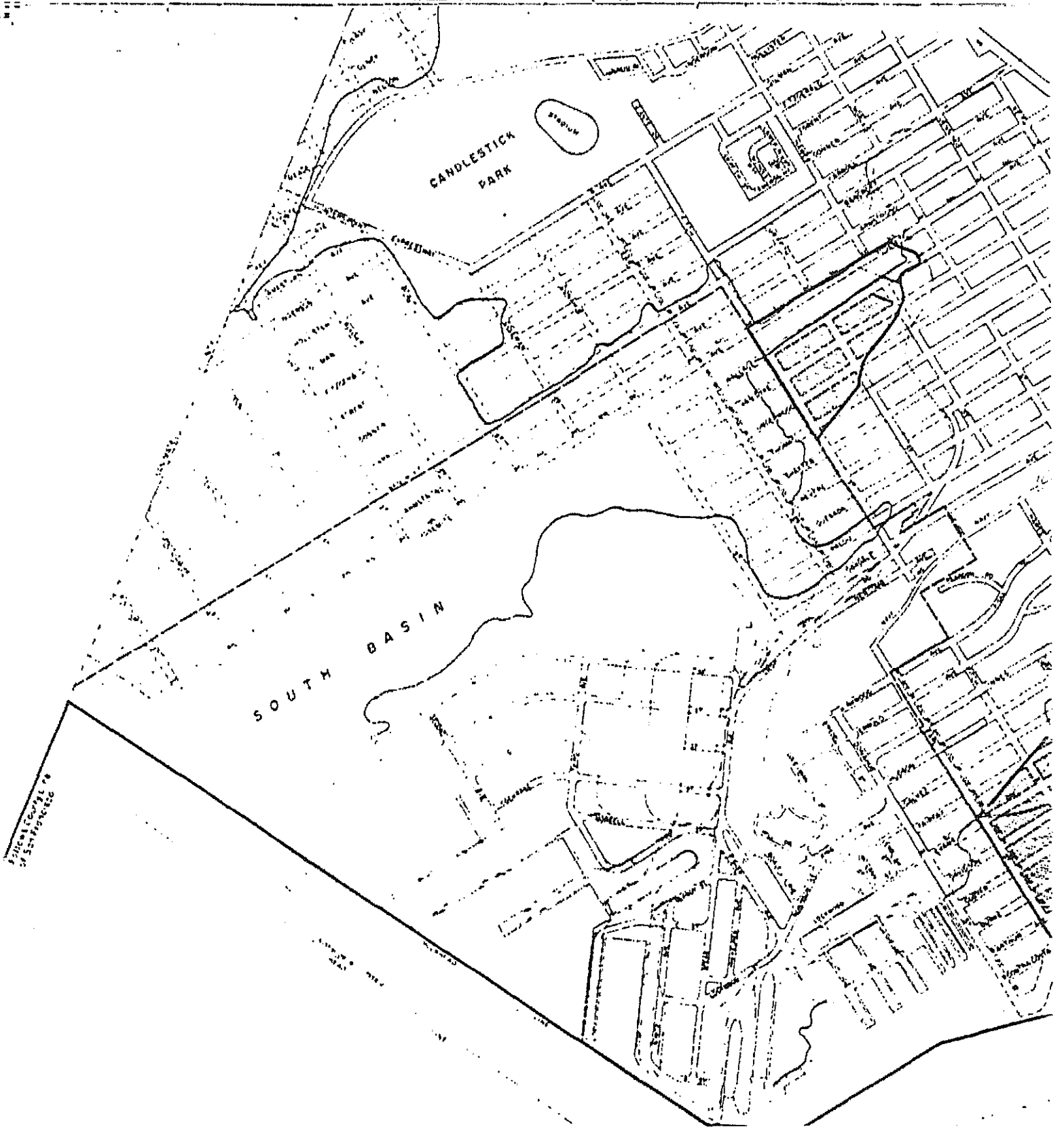


known to me to be the person whose name is subscribed to and who executed the annexed instrument and who acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Superior Court, the day and year above written.

MARTIN MONGAN
County Clerk and ex-officio Clerk
of the said Superior Court

By J. F. [Signature]
Deputy Clerk



200-B308 PAGE 725

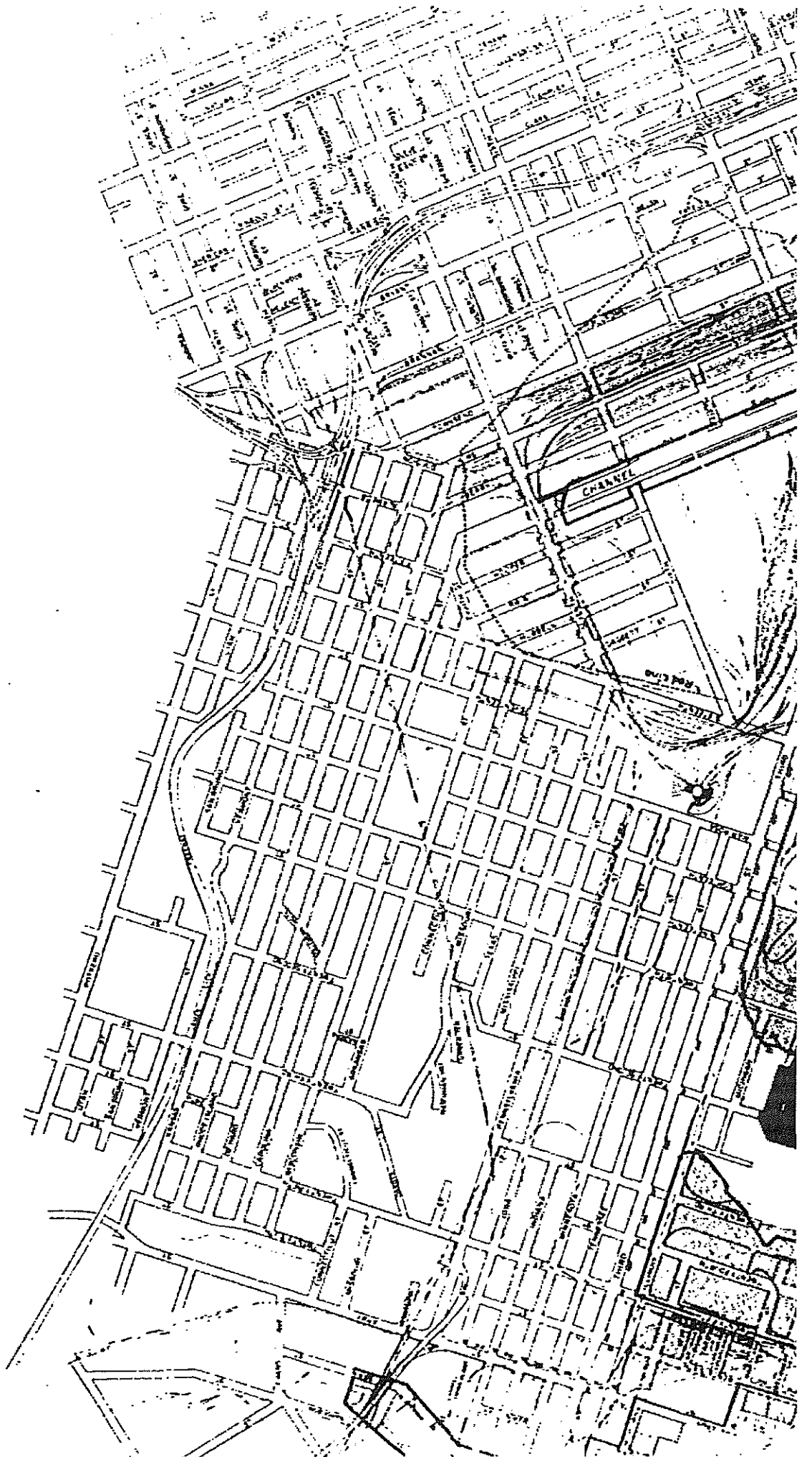






EXHIBIT "A"

SAN FRANCISCO PORT AUTHORITY
PORT OF SAN FRANCISCO

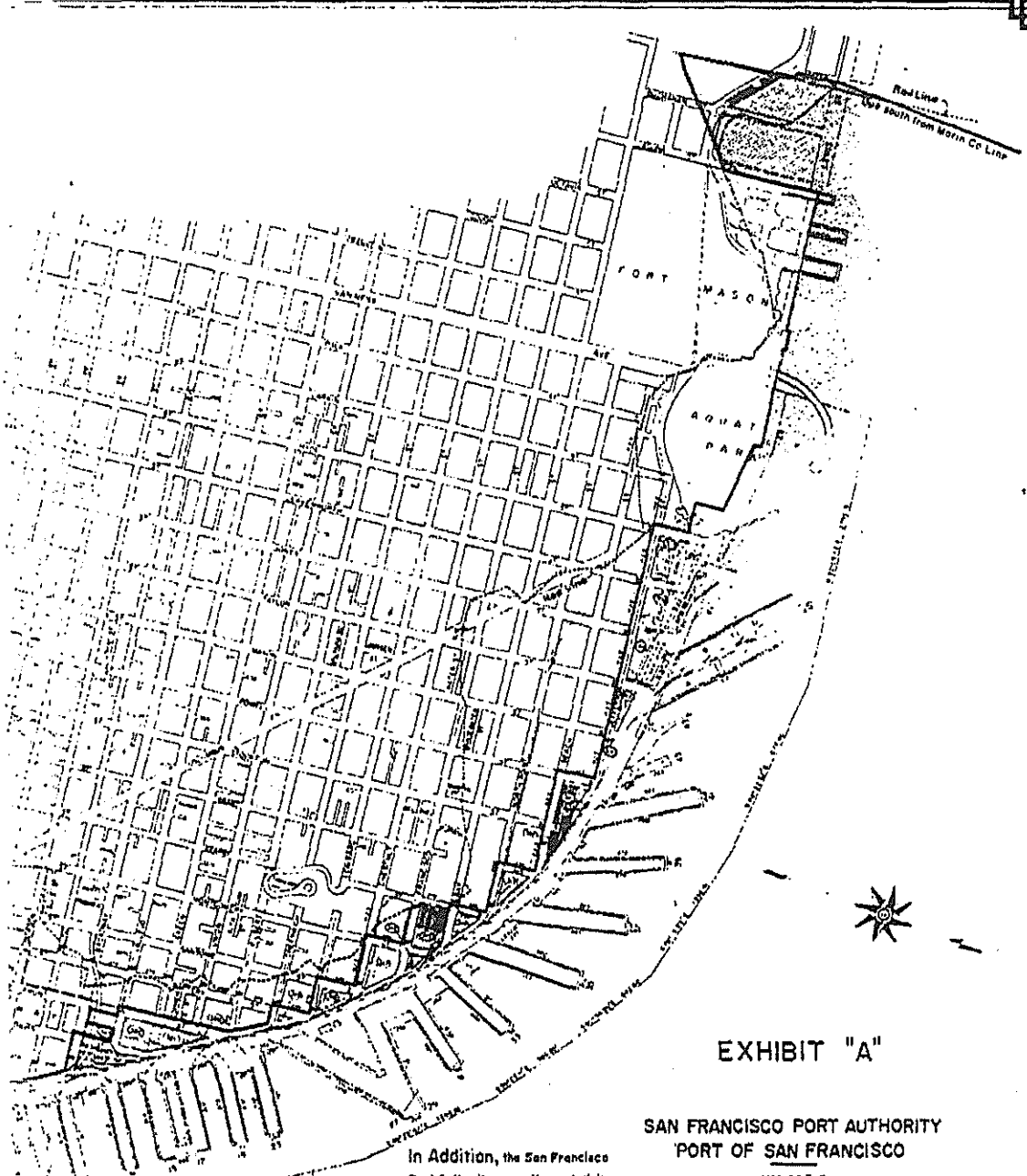
MAP OF THE
WATERFRONT
OF
SAN FRANCISCO
1968

In Addition, the San Francisco Port Authority owns the underlying fee of street areas and any unencumbered lands within the Eddy Red Line area or bayward of the mean high tide line established by the Tideland Commission.

- Eddy Red Line
- Line of State Jurisdiction - S.F.P.A. (Sec. 1770, H & N. Code, 1946)
- Property within Jurisdiction Line owned by S.F.P.A.
- Property within Jurisdiction Line not owned by S.F.P.A.

ENGINEERS
CIVIL, MECHANICAL, ELECTRICAL, SANITARY & CHEMICAL
1200 CALIFORNIA STREET, SAN FRANCISCO, CALIF.
DIRECTOR, HARVEY H. WATTS CHIEF ENGINEER, LAWRENCE W. MERRILL

SCALE IN FEET
0 100 200 300 400
DWG. NO. 7686-101-2 Date 10-10-68



In Addition, the San Francisco Port Authority owns the underlying fee of street areas and any un conveyed lands within the Eddy Red Line area or beyond of the mean high tide line established by the Tideland Commission.

- Eddy Red Line
- Line of State Jurisdiction-S.F.P.A. (Sec.1770, H & N Code, 1941)
- Property within Jurisdiction Line owned by S.F.P.A.
- Property within Jurisdiction Line not owned by S.F.P.A.

EXHIBIT "A"

SAN FRANCISCO PORT AUTHORITY
 PORT OF SAN FRANCISCO
 MAP OF THE
 WATERFRONT
 OF
 SAN FRANCISCO
 1968

COMMISSIONERS
 CHAIRMAN: JAMES J. RYDER - DANIEL E. LONDON
 DIRECTOR: RAY F. MATTE - CHIEF ENGINEER: EDWARD L. NUNN, JR.

SCALE IN FEET
 400 800 1200 1600
 DWG. NO. 7886-101-2 Date 10-10-68

Bayside Lot - Lot #26

1 Bryant Street,
San Francisco CA 94105



This large clean surface lot is located on the southwest corner of The Embarcadero and Bryant Street; near Piers 30 and 32 and the heart of the Financial District.

The lot is conveniently close to the Muni train transfer to F Line and Bart with easy access to and from the Bay Bridge. The Ferry Building is 3 blocks away and AT&T Park is within walking distance.



Daily Rate

- Daily:** \$17.00 expires at midnight daily
- Evening/Weekend:** \$10.00 (Evening rate begins after 5 p.m.)
- Event:** \$25.00-\$40 Flat Rate on Event Days

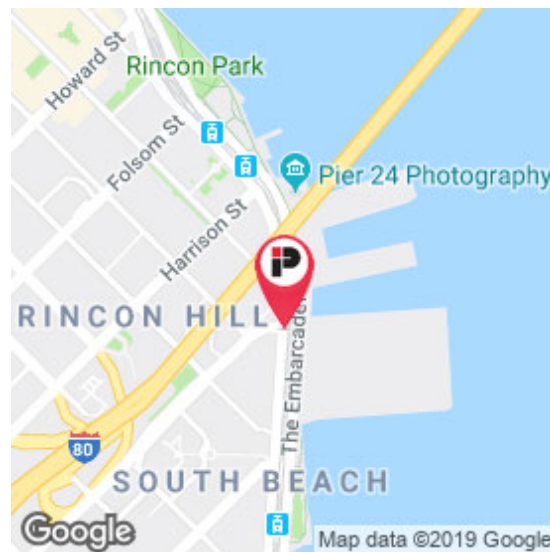
Daily rate payment options:



Monthly Rate

Random Unlimited New: \$315.00

In the case of a discrepancy between the rates shown here and those displayed at the lot, the rates at the lot shall prevail.



Reviews

Read All Reviews
(<https://maps.google.com/?cid=3193831421702550825>)

Lot Details

Number Of Spaces	289
Lot Number	26
Lot Type	urfaced Paved
Restrictions	No Re triction
Entrance	outh Off Bryant Between Main And Beale
Exit	North Onto Bryant treet

Re: Seawall 330/Pier 30-32 - Car Counts

Benson, Brad (PRT)

Fri 1/18/2019 6:16 PM

To: Lozovoy, Mark (PRT) <mark.lozovoy@sfport.com>

Cc: Martin, Michael (PRT) <michael.martin@sfport.com>

Thank you for your help with this, Mark.

Sent from my iPhone

On Jan 18, 2019, at 4:43 PM, Lozovoy, Mark (PRT) <mark.lozovoy@sfport.com> wrote:

Hey guys - here you go! ML

From: Joe Braucher [<mailto:JBraucher@impark.com>]

Sent: Friday, January 18, 2019 4:23 PM

To: Lozovoy, Mark (PRT)

Cc: Edgar Castaneda

Subject: Seawall 330/Pier 30-32 - Car Counts

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

Hi Mark,

Just got your VM regarding car counts. See below:

- Seawall 330 – Average Car Count – 200 cars
- Pier 30/32 – Average Car Count – 500 cars

Let me know if you have any questions or if you need any additional information. Thanks!

Joe Braucher MBA, CPP

Director of Account Management, San Francisco

<[image001.png](#)> <[image002.png](#)>

1740 Cesar Chavez Street, Suite
2W
San Francisco, CA 94124
P. 415.813.4280

From: Stevenson, David (POL) <david.c.stevenson@sfgov.org>
Sent: Tuesday, April 2, 2019 1:24 PM
To: Lynch, Andy (MYR) <andy.lynch@sfgov.org>
Subject: Fw: Navigation Centers request for information
Attach: RFI Coversheet Navigation Centers.pdf; Part 1 Crimes - Navigation Centers (1-8th mile perimeter).pptx; Part 2 and Other Incidents - Navigation Center (1-8th mile Perimeter).xlsx

FYI.

David Stevenson
Director of Strategic Communications
San Francisco Police Department
1245 3rd Street, 6th Floor
San Francisco, CA 94158
(415)837-7242 Desk
(415)307-6524 Cell
(415)575-6083 Fax

From: Cunningham, Jason (POL)
Sent: Tuesday, April 2, 2019 12:30 PM
To: Hussey, Deirdre (POL)
Cc: Stevenson, David (POL); McGuire, Catherine (POL)
Subject: FW: Navigation Centers request for information

FYI re: navigation centers.

v/r

Jason Cunningham
Program Manager
Professional Standards & Principled Policing Bureau
San Francisco Police Department
(415) 837-7130

From: Kwait, Lee (POL)
Sent: Tuesday, April 2, 2019 12:18 PM
To: Cherniss, Jason (POL) <Jason.Cherniss@sfgov.org>; Lazar, David (POL) <David.Lazar@sfgov.org>
Cc: Lam, Terry (POL) <terry.lam@sfgov.org>; Cunningham, Jason (POL) <jason.cunningham@sfgov.org>; Chisholm, Jeanne (POL) <jeanne.chisholm@sfgov.org>
Subject: Navigation Centers request for information

Hello,

Attached please find requested statistics for the Navigation Centers, and proposed site at Embarcadero & Bryant.

Regards,

Lee Ann Kwait, Senior Analyst
San Francisco Police Department
Professional Standards and Principled Policing
Business Analysis Team
1245 3rd St., 6th Floor
(415) 575-5894

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San Francisco Police Department
Professional Standards and Principled Policing Unit
Response to Request for Information

Requestor: Commander David Lazar, Community Engagement Division

Date of Request: April 2, 2019

Request: Crime statistics before and after opening of four Navigation Centers, within 1/8 mile buffer, as well as statistics within 1/8 mile of proposed site for new Navigation Center

Response:

Part 1 Crime incidents from Crime Data Warehouse were mapped to determine those falling within 1/8 of a mile of the parcels for four Navigation Centers, located at the following addresses: 224 South Van Ness Ave, 125 Bayshore Blvd, 680 Bryant St, 600 25th St. The results are aggregated in the following tables.

Navigation Center	Opened On	6 Months Prior	6 Months After	% Change
Bayshore Navigation Center	5/18	31	35	13%
Division Circle Navigation Center	8/3/18	178	152	-15%
Central Waterfront Navigation Center	5/24/17	12	8	-33%

Navigation Center	Opened On	2 Months Prior	2 Months After	% Change
Bryant Street Navigation Center	1/9/19	46	53	15%

A breakdown by month and maps indicating the area searched are provided in PowerPoint format. An additional PowerPoint slide depicts crime statistics in the area of the proposed Navigation Center near the intersection of Bryant St & The Embarcadero.

An Excel file is also included, which provides a monthly breakdown of Part II and other incident counts for each location.

Data Source: San Francisco Police Department Crime Data Warehouse via Business Intelligence Tools

Date Prepared: April 2, 2019

4/2/2019



1/8th Mile radius of Central Waterfront Navigation Center 600 25th Street, Opened on May 24, 2017

UCR PART I Crime Statistics, November 1, 2016 to March 31, 2019



http://www.sfpd.org

CCSF 055004

UCR Part I Category	2016						2017						2018						2019										
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Central Waterfront Navigation Center	6 Months Prior to Opening						6 Months after Opening																						
Opened Date: 5/24/2017																													
HOMICIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RAPE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROBBERY	0	0	0	0	0	1	0	0	0	1	0	0	1	2	1	0	1	0	0	2	2	0	0	1	0	0	0	0	
ASSAULT	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	1	2	0	0	0	1	0	
BURGLARY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
LARCENY THEFT	1	3	1	0	0	1	0	1	0	1	1	1	0	1	1	0	3	0	1	1	1	1	3	1	2	0	2	0	
MOTOR VEHICLE THEFT	0	2	0	0	1	0	1	0	0	0	2	0	0	2	0	2	0	2	2	1	0	0	1	2	0	1	1	0	
ARSON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
Grand Total	2	5	1	1	1	2	1	1	0	2	3	2	0	5	3	3	4	3	4	2	4	3	3	8	2	3	1	3	0



Mayor



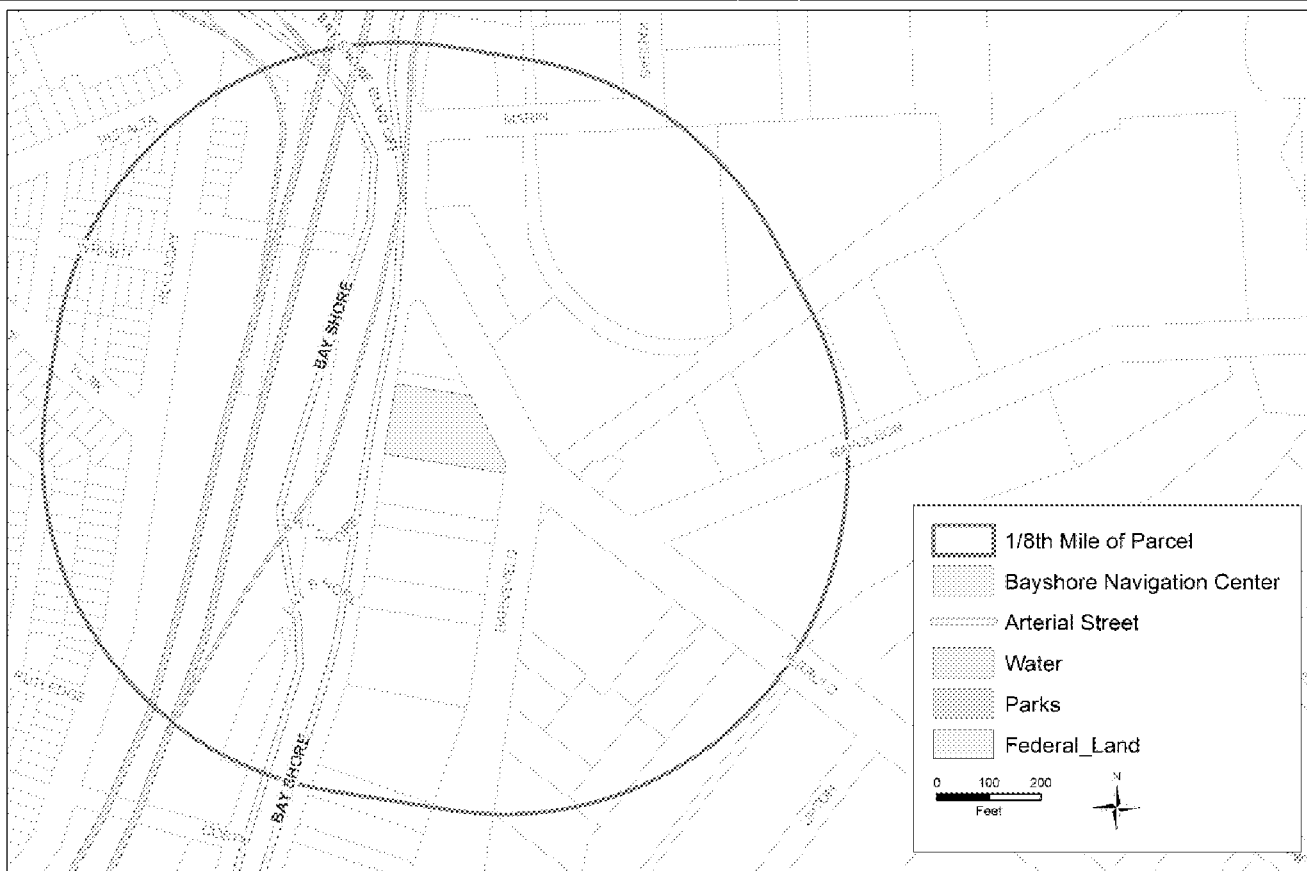
1/8th Mile radius of Bayshore Navigation Center

125 Bayshore Blvd, Opened in May, 2018

UCR PART I Crime Statistics, November 1, 2017 to March 31, 2019



UCR Part I Category	2017						2018						2019					
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
Bayshore Navigation Center																		
Opened Date: 5/2018	6 Months Prior to Opening						6 Months after Opening											
HOMICIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RAPE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROBBERY	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
ASSAULT	0	0	0	1	0	1	0	0	1	0	3	0	0	2	1	0	0	1
BURGLARY	2	0	0	0	0	3	2	1	1	0	1	0	2	1	0	4	0	0
LARCENY THEFT	3	0	0	2	1	4	2	0	3	5	0	4	1	2	2	1	3	3
MOTOR VEHICLE THEFT	2	1	3	0	3	2	3	3	2	2	1	4	1	2	3	3	3	1
ARSON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	7	1	4	4	5	10	8	4	7	7	5	8	4	7	6	8	5	5





1/8th Mile radius of Division Circle Navigation Center 224 South Van Ness Ave, Opened on August 3, 2018 UCR PART I Crime Statistics, February 1, 2018 to March 31, 2019



UCR Part I Category	2018						2019							
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Division Circle Navigation Center	6 Months Prior to Opening						6 Months after Opening							
Opened Date: 8/3/2018														
HOMICIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RAPE	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROBBERY	1	0	0	0	1	2	0	1	0	0	2	0	1	1
ASSAULT	5	2	2	0	2	6	0	6	2	3	3	1	1	4
BURGLARY	2	3	1	2	0	0	0	2	1	1	0	1	1	1
LARCENY THEFT	35	18	19	24	25	19	20	15	24	20	26	16	14	15
MOTOR VEHICLE THEFT	1	1	1	0	5	1	0	0	0	3	3	0	5	1
ARSON	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	44	24	23	26	33	28	20	24	27	27	34	18	22	22





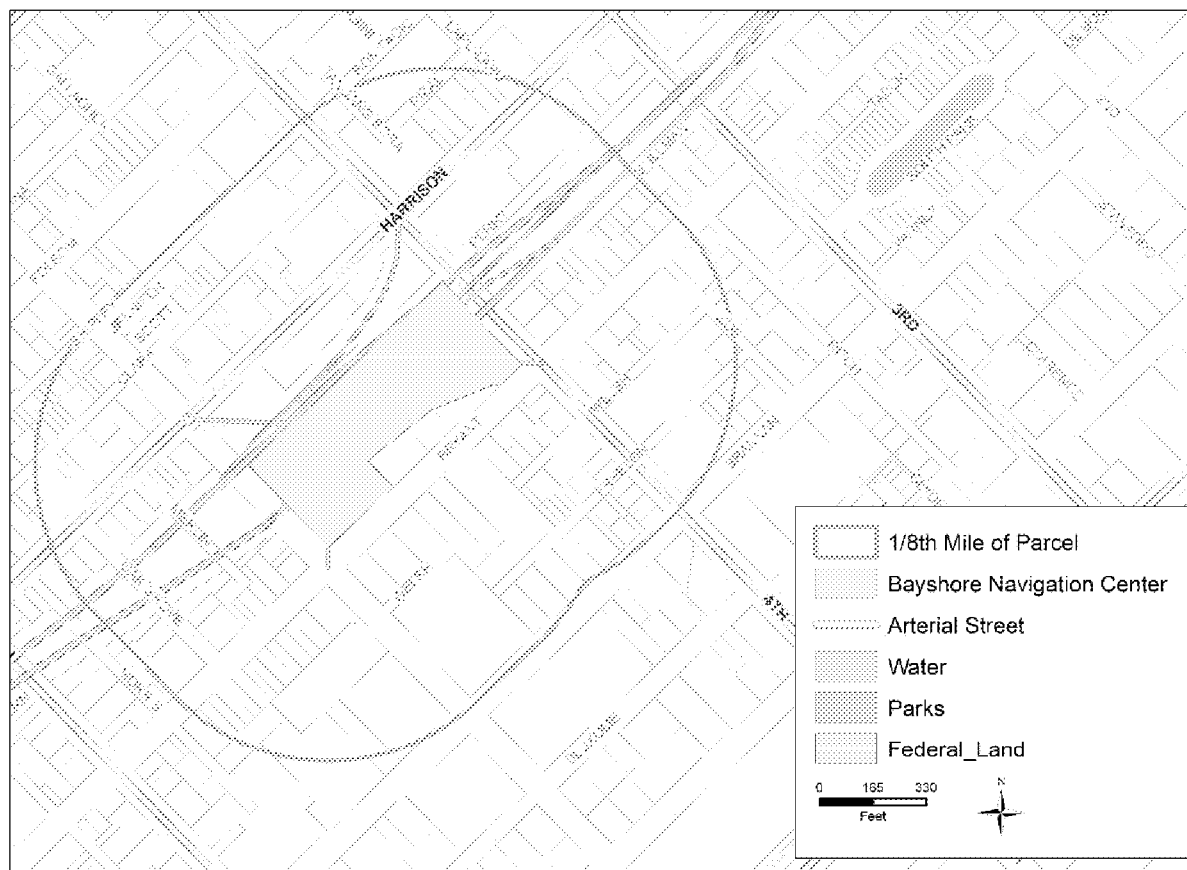
1/8th Mile radius of Bryant Street Navigation Center

680 Bryant Street, Opened on January 9, 2019

UCR PART I Crime Statistics, July 1, 2018 to March 31, 2019



UCR Part I Category	2018						2019		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Bryant Street Navigation Center									
Opened Date: 1/9/2019	6 Months Prior to Opening						2 Months		
HOMICIDE	0	0	0	0	0	0	0	0	0
RAPE	0	0	0	0	0	0	0	0	0
ROBBERY	0	4	1	0	1	0	1	1	0
ASSAULT	9	2	5	8	4	8	5	4	8
BURGLARY	4	4	2	2	0	5	1	0	2
LARCENY THEFT	26	18	21	24	12	10	14	13	17
MOTOR VEHICLE THEFT	4	7	1	6	4	2	1	7	1
ARSON	0	0	0	0	0	0	0	0	0
Grand Total	43	35	30	40	21	25	22	25	28





1/8th Mile radius of Seawall Lot 300

Proposed Navigation Center

UCR PART I Crime Statistics, January 1, 2018 to March 31, 2019



UCR Part I Category Seawall Lot 330 - 1/8th Mile Radius	2018												2019		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
HOMICIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RAPE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROBBERY	0	1	0	0	0	0	0	0	0	0	1	0	0	2	1
ASSAULT	2	0	0	1	0	0	1	1	2	0	1	0	1	0	0
BURGLARY	0	0	0	1	0	3	1	0	3	4	0	0	2	1	0
LARCENY THEFT	13	7	8	1	5	3	6	8	9	9	7	7	3	5	8
MOTOR VEHICLE THEFT	0	0	0	0	1	0	5	4	0	0	2	1	0	2	2
ARSON	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Grand Total	15	8	8	3	6	6	13	13	14	14	11	8	7	10	11



This record has been produced in a native format

From: Stevenson, David (POL) <david.c.stevenson@sfgov.org>
Sent: Wednesday, April 3, 2019 11:05 AM
To: Lynch, Andy (MYR) <andy.lynch@sfgov.org>
Subject: Re: Navigation Centers request for information
Attach: Part 1 Crimes - Navigation Centers (1-4th mile perimeter).pptx; Part 2 and Other incidents (1quartermile).xlsx; RFI Coversheet Navigation Centers 1-4th mile.pdf

Andy, please see updated attached documents.

David Stevenson
Director of Strategic Communications
San Francisco Police Department
1245 3rd Street, 6th Floor
San Francisco, CA 94158
(415)837-7242 Desk
(415)307-6524 Cell
(415)575-6083 Fax

From: Stevenson, David (POL)
Sent: Tuesday, April 2, 2019 1:23:56 PM
To: Lynch, Andy (MYR)
Subject: Fw: Navigation Centers request for information

FYI.

David Stevenson
Director of Strategic Communications
San Francisco Police Department
1245 3rd Street, 6th Floor
San Francisco, CA 94158
(415)837-7242 Desk
(415)307-6524 Cell
(415)575-6083 Fax

From: Cunningham, Jason (POL)
Sent: Tuesday, April 2, 2019 12:30 PM
To: Hussey, Deirdre (POL)
Cc: Stevenson, David (POL); McGuire, Catherine (POL)
Subject: FW: Navigation Centers request for information

FYI re: navigation centers.

v/r

Jason Cunningham
Program Manager
Professional Standards & Principled Policing Bureau

San Francisco Police Department
(415) 837-7130

From: Kwait, Lee (POL)

Sent: Tuesday, April 2, 2019 12:18 PM

To: Cherniss, Jason (POL) <Jason.Cherniss@sfgov.org>; Lazar, David (POL) <David.Lazar@sfgov.org>

Cc: Lam, Terry (POL) <terry.lam@sfgov.org>; Cunningham, Jason (POL) <jason.cunningham@sfgov.org>; Chisholm, Jeanne (POL) <jeanne.chisholm@sfgov.org>

Subject: Navigation Centers request for information

Hello,

Attached please find requested statistics for the Navigation Centers, and proposed site at Embarcadero & Bryant.

Regards,

Lee Ann Kwait, Senior Analyst
San Francisco Police Department
Professional Standards and Principled Policing
Business Analysis Team
1245 3rd St., 6th Floor
(415) 575-5894

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1/4th Mile radius of Central Waterfront Navigation Center 600 25th Street, Opened on May 24, 2017

UCR PART I Crime Statistics, November 1, 2016 to March 31, 2019



CCSF 055012

UCR Part I Category	2016		2017												2018					2019															
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar						
Central Waterfront Navigation Center	6 Months Prior to Opening						6 Months after Opening																												
Opened Date: 5/24/17																																			
HOMICIDE																																			
RAPE																																			
ROBBERY	1				1	1									1	1	2	1	1	1	0	0	2	2	0	0	1	0	1	1	0				
ASSAULT	1			1	1										0	1	0	1	0	1	3	0	1	1	2	2	0	0	2	3	1				
BURGLARY					1	1									1		1	3	1	3	1	0	2	3	0	1	1	1	1	2	1	0	2	0	4
LARCENY THEFT	2	5	3	1		3	1	3	4	2	4	10	4	4	4	5	5	3	2	1	7	5	3	12	4	12	3	9	4						
MOTOR VEHICLE THEFT	1	2	1	1	3		4	3	1	3	3	2	0	2	3	3	2	3	4	3	0	2	2	6	2	0	2	1	0						
ARSON															0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1					
Grand Total	5	7	4	3	6	5	5	6	6	6	9	15	6	12	10	10	11	11	9	5	11	11	8	24	9	12	10	14	10						



Mayor



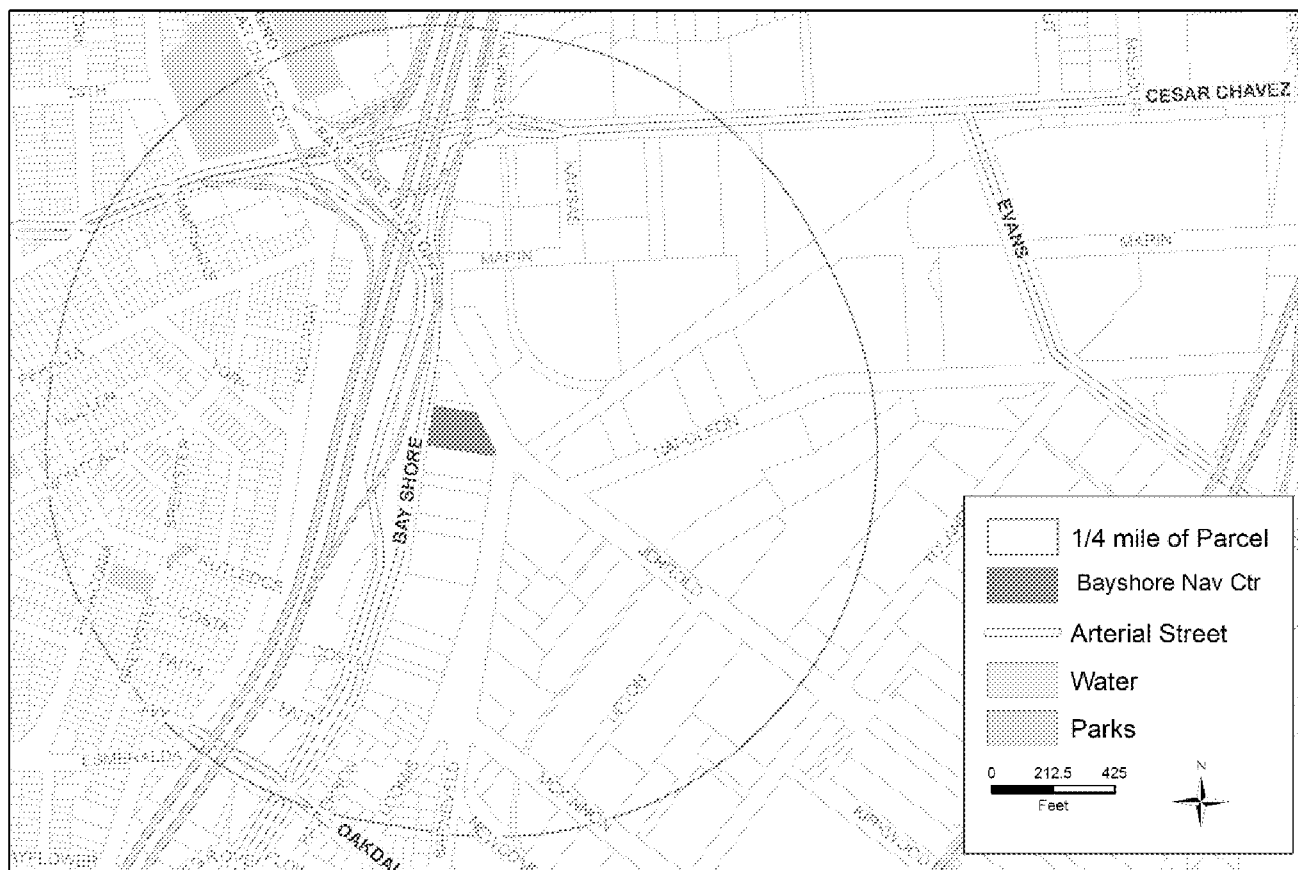
1/4th Mile radius of Bayshore Navigation Center

125 Bayshore Blvd, Opened in October, 2018

UCR PART I Crime Statistics, November 1, 2017 to March 31, 2019



UCR Part I Category	2018						2019					
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Bayshore Navigation Center	6 Months Prior to Opening						5 Months after Opening					
Opened Date: 10/2018												
HOMICIDE	0	0	0	0	0	0	0	0	0	0	0	0
RAPE	0	0	0	0	0	0	0	0	0	0	0	0
ROBBERY	1	2	2	0	5	1	1	1	0	1	0	2
ASSAULT	3	3	2	2	3	4	1	1	4	4	1	5
BURGLARY	3	3	1	1	2	2	2	2	1	1	4	1
LARCENY THEFT	10	11	5	8	11	5	10	6	5	5	9	8
MOTOR VEHICLE THEFT	4	3	6	3	5	5	7	5	4	7	12	4
ARSON	1	0	0	0	0	1	0	0	0	0	0	0
Grand Total	22	22	16	14	26	18	21	15	14	18	26	20

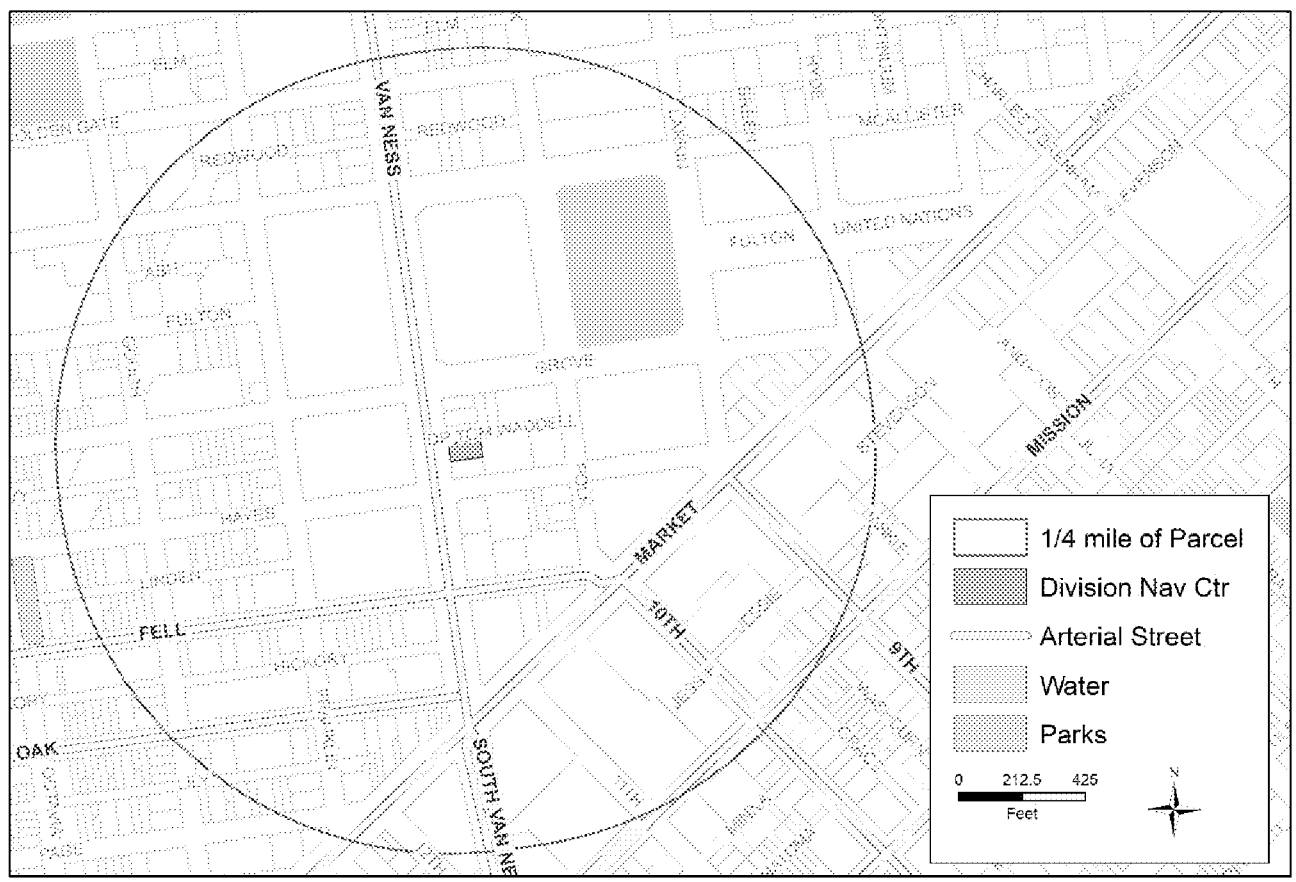




1/4th Mile radius of Division Circle Navigation Center 224 South Van Ness Ave, Opened on August 3, 2018 UCR PART I Crime Statistics, February 1, 2018 to March 31, 2019



UCR Part I Category	2018												2019	
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Division Circle Navigation Center	6 Months Prior to Opening						6 Months after Opening							
Opened Date: 8/3/2018														
HOMICIDE	0	0	0	0	0	0	0	1	0	0	0	0	1	0
RAPE	0	1	0	0	0	0	0	0	0	0	2	0	1	1
ROBBERY	13	4	7	8	9	8	5	7	4	0	7	3	4	2
ASSAULT	14	16	11	13	14	18	9	15	17	13	17	12	10	16
BURGLARY	3	9	11	13	12	5	12	8	11	4	7	7	8	3
LARCENY THEFT	93	89	81	101	101	100	83	87	94	92	92	80	67	73
MOTOR VEHICLE THEFT	4	2	10	4	10	5	2	9	6	6	11	6	8	4
ARSON	0	1	2	1	0	0	0	0	0	0	0	0	0	0
Grand Total	127	122	122	140	146	136	111	127	132	115	136	108	99	99

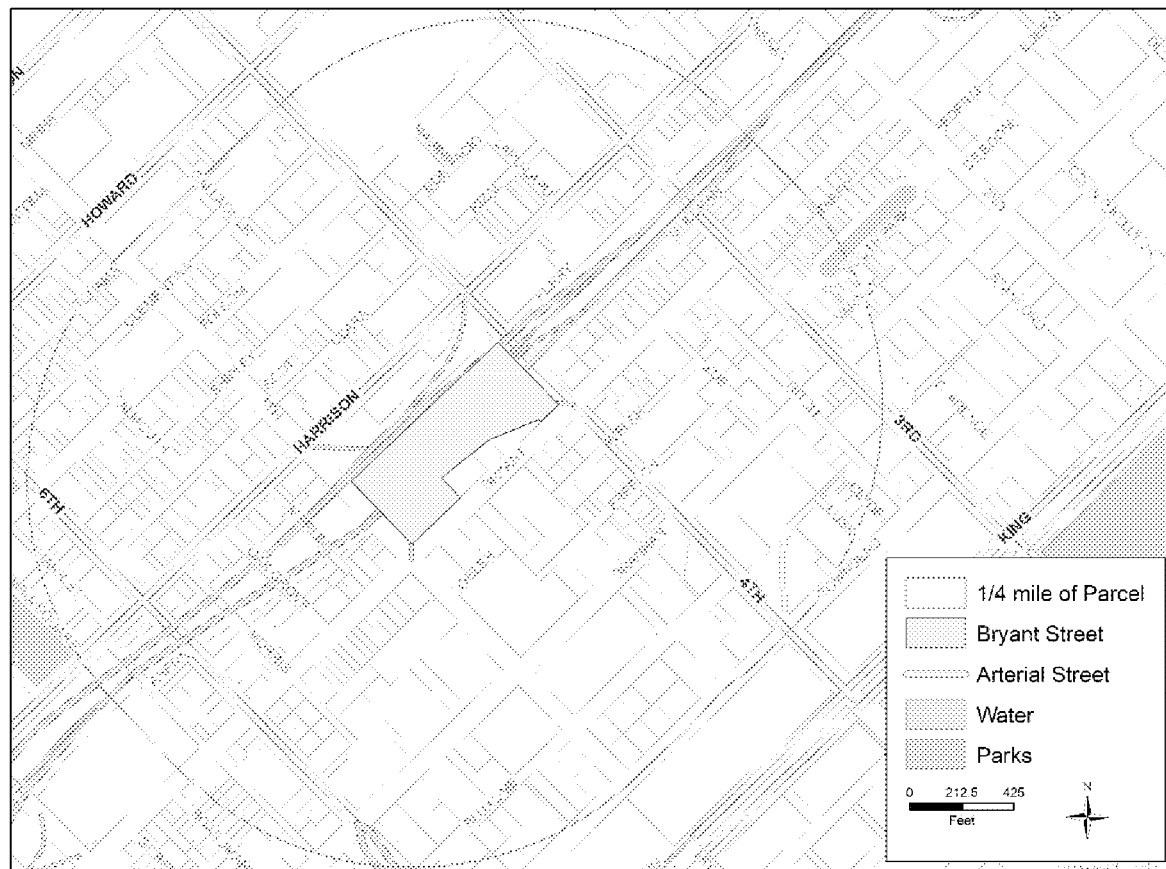




1/4th Mile radius of Bryant Street Navigation Center 680 Bryant Street, Opened on January 9, 2019 UCR PART I Crime Statistics, July 1, 2018 to March 31, 2019



UCR Part I Category	2018						2019		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Bryant Street Navigation Center									
Opened Date: 1/9/2019	6 Months Prior to Opening						2 Months		
HOMICIDE	0	0	0	0	0	0	0	0	0
RAPE	2	0	2	0	0	0	1	0	0
ROBBERY	2	7	2	1	6	4	3	3	1
ASSAULT	19	12	12	18	12	15	14	11	12
BURGLARY	9	10	12	14	12	11	7	9	11
LARCENY THEFT	87	57	84	75	59	50	50	62	42
MOTOR VEHICLE THEFT	7	12	7	13	12	8	8	7	4
ARSON	0	0	0	0	0	0	0	0	1
Grand Total	126	98	119	121	101	88	83	92	71





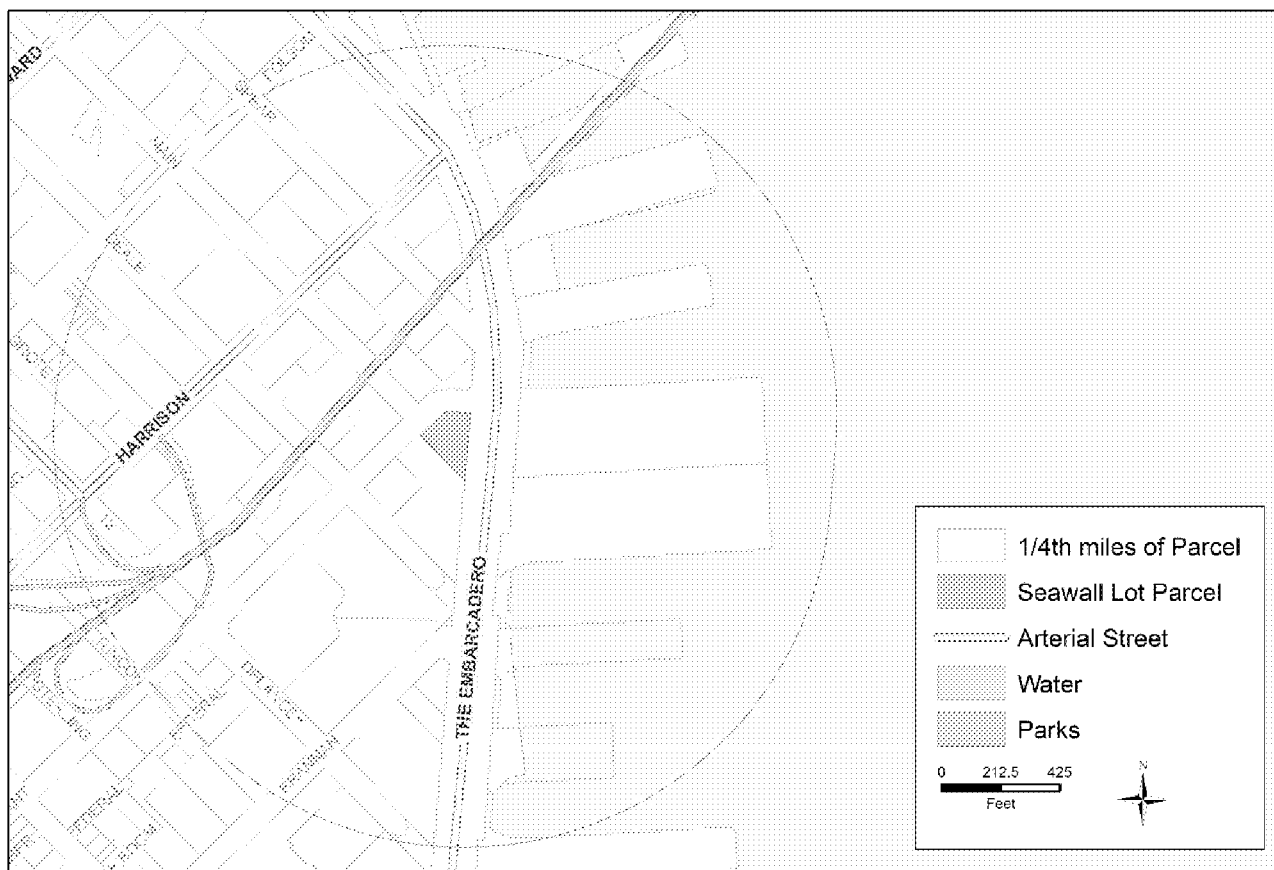
1/4th Mile radius of Seawall Lot 300

Proposed Navigation Center

UCR PART I Crime Statistics, January 1, 2018 to March 31, 2019



UCR Part I Category Seawall Lot 330	2018												2019		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
HOMICIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RAPE	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
ROBBERY	0	0	0	2	1	0	0	0	1	0	1	2	1	0	1
ASSAULT	1	1	1	2	3	3	3	0	2	2	1	2	1	1	4
BURGLARY	0	2	1	4	5	3	6	4	8	4	1	3	2	1	2
LARCENY THEFT	31	14	17	24	24	37	33	39	36	37	30	21	19	13	30
MOTOR VEHICLE THEFT	1	0	3	1	6	5	2	3	4	3	4	2	4	2	3
ARSON	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
Grand Total	33	17	23	33	39	48	44	48	51	46	38	30	27	17	40



This record has been produced in a native format



San Francisco Police Department
Professional Standards and Principled Policing Unit
Response to Request for Information

Requestor: David Stevenson, Director of Strategic Communications

Date of Request: April 2, 2019

Request: Crime statistics before and after opening of four Navigation Centers, within 1/4 mile buffer, as well as statistics within 1/4 mile of proposed site for new Navigation Center

Response:

Part 1 Crime incidents from Crime Data Warehouse were mapped to determine those falling within 1/4 of a mile of the parcels for four Navigation Centers, located at the following addresses: 224 South Van Ness Ave, 125 Bayshore Blvd, 680 Bryant St, 600 25th St. The results are aggregated in the following tables.

UCR Part 1 Crime				
1/4 mile radius of Navigation Center	Opened on	6 Months Prior	6 Months After	% Change
Division Circle Navigation Center	8/3/18	793	717	-10%
Central Waterfront Navigation Center	5/24/17	30	48	60%
1/4 mile radius of Navigation Center	Opened on	5 Months Prior	5 Months After	% Change
Bayshore Navigation Center	10/18	96	93	-3%
1/4 mile radius of Navigation Center	Opened on	2 Months Prior	2 Months After	% Change
Bryant Street Navigation Center	1/9/19	189	163	-14%

A breakdown by month, and maps indicating the area searched, are provided in PowerPoint format. An additional PowerPoint slide depicts crime statistics in the area of the proposed Navigation Center near the intersection of Bryant St & The Embarcadero.

An Excel file is also included, which provides a monthly breakdown of Part II and other incident counts for each location.

Data Source: San Francisco Police Department Crime Data Warehouse via Business Intelligence Tools

Date Prepared: April 3, 2019

4/3/2019

From: Stevenson, David (POL) <david.c.stevenson@sfgov.org>
Sent: Wednesday, April 3, 2019 2:00 PM
To: Lynch, Andy (MYR) <andy.lynch@sfgov.org>
Subject: Updated
Attach: RE__Navigation_Centers_request_for_information UPDATED.zip

David Stevenson
Director of Strategic Communications
San Francisco Police Department
1245 3rd Street, 6th Floor
San Francisco, CA 94158
(415)837-7242 Desk
(415)307-6524 Cell
(415)575-6083 Fax



1/4th Mile radius of Central Waterfront Navigation Center 600 25th Street, Opened on May 24, 2017

UCR PART I Crime Statistics, November 1, 2016 to March 31, 2019



CCSF 055020

UCR Part I Category	2016		2017												2018					2019											
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
Central Waterfront Navigation Center	6 Months Prior to Opening						6 Months after Opening																								
Opened Date: 5/24/17																															
HOMICIDE																															
RAPE																															
ROBBERY	1				1	1									1	1	2	1	1	1	0	0	2	2	0	0	1	0	1	1	0
ASSAULT	1			1	1										0	1	0	1	0	1	3	0	1	1	2	2	0	0	2	3	1
BURGLARY					1	1				1			1	3	1	3	1	0	2	3	0	1	1	1	1	2	1	0	2	0	4
LARCENY THEFT	2	5	3	1		3	1	3	4	2	4	10	4	4	4	5	5	3	2	1	7	5	3	12	4	12	3	9	4		
MOTOR VEHICLE THEFT	1	2	1	1	3		4	3	1	3	3	2	0	2	3	3	2	3	4	3	0	2	2	6	2	0	2	1	0		
ARSON															0	1	0	0	0	0	0	0	0	2	0	0	0	0	1		
Grand Total	5	7	4	3	6	5	5	6	6	6	9	15	6	12	10	10	11	11	9	5	11	11	8	24	9	12	10	14	10		



Mayor



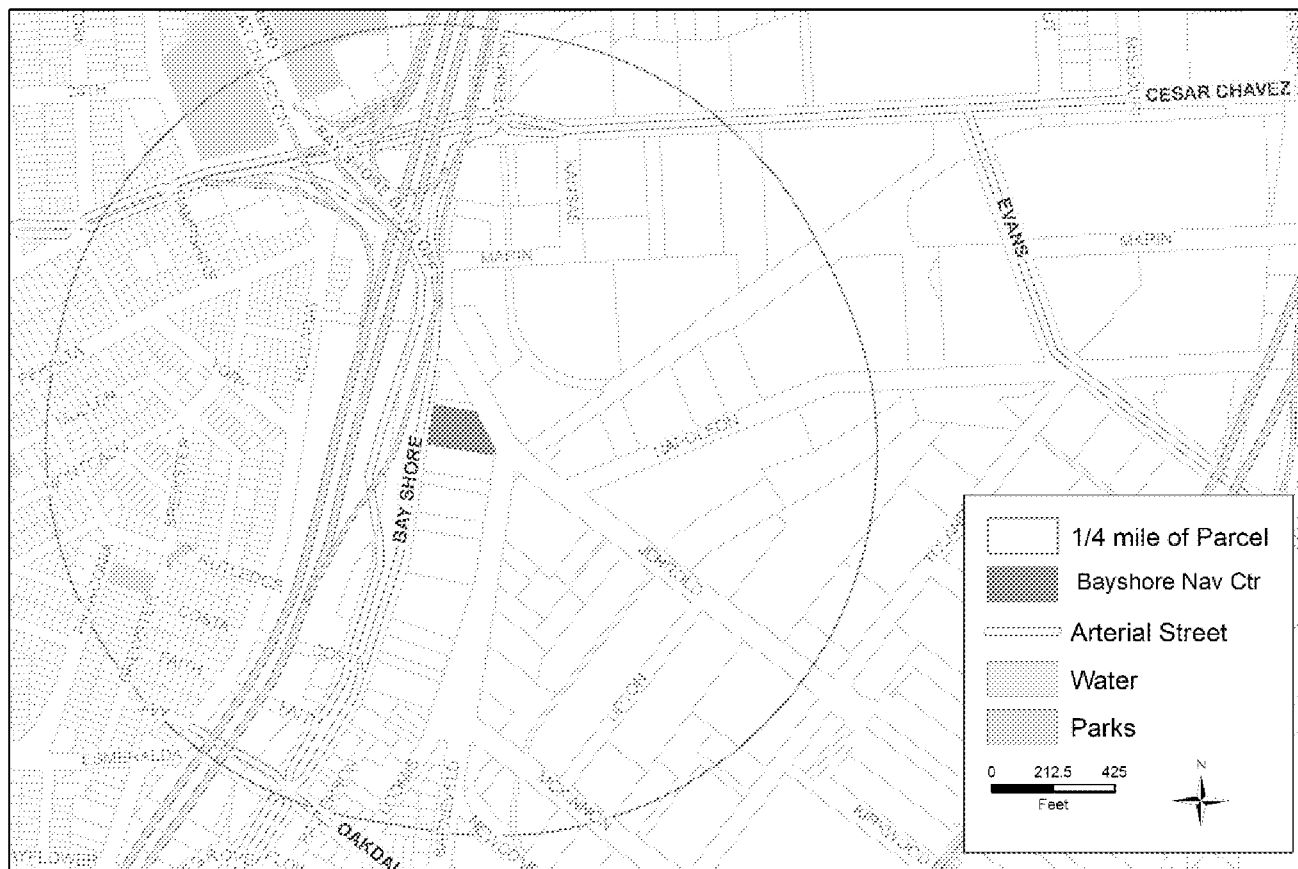
1/4th Mile radius of Bayshore Navigation Center

125 Bayshore Blvd, Opened in October, 2018

UCR PART I Crime Statistics, November 1, 2017 to March 31, 2019



UCR Part I Category	2018						2019					
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Bayshore Navigation Center												
Opened Date: 10/2018	6 Months Prior to Opening						5 Months after Opening					
HOMICIDE	0	0	0	0	0	0	0	0	0	0	0	0
RAPE	0	0	0	0	0	0	0	0	0	0	0	0
ROBBERY	1	2	2	0	5	1	1	1	0	1	0	2
ASSAULT	3	3	2	2	3	4	1	1	4	4	1	5
BURGLARY	3	3	1	1	2	2	2	2	1	1	4	1
LARCENY THEFT	10	11	5	8	11	5	10	6	5	5	9	8
MOTOR VEHICLE THEFT	4	3	6	3	5	5	7	5	4	7	12	4
ARSON	1	0	0	0	0	1	0	0	0	0	0	0
Grand Total	22	22	16	14	26	18	21	15	14	18	26	20

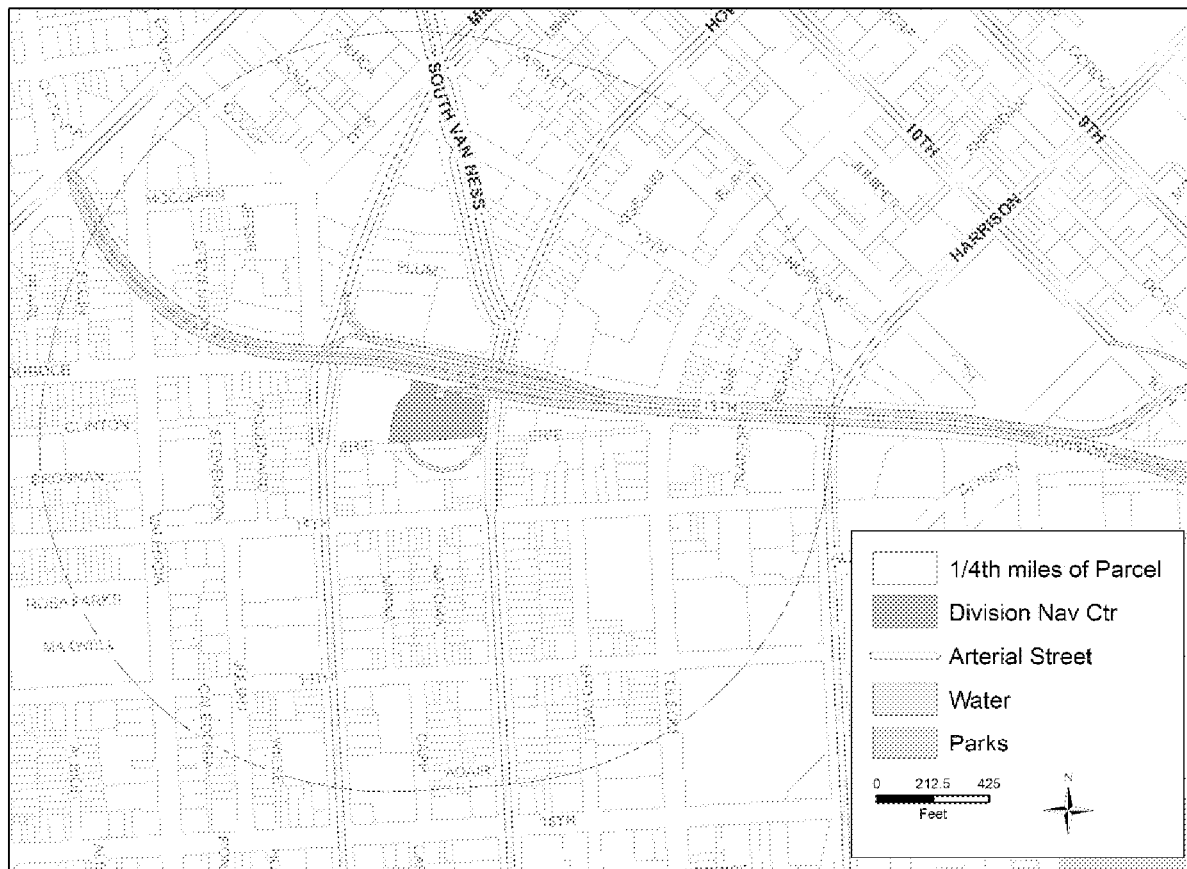




1/4th Mile radius of Division Circle Navigation Center 224 South Van Ness Ave, Opened on August 3, 2018 UCR PART I Crime Statistics, February 1, 2018 to March 31, 2019



UCR Part I Category	2018												2019	
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Division Navigation Center	6 Months Prior to Opening						6 Months after Opening							
Opened Date: 8/3/2018														
HOMICIDE	0	0	0	1	1	0	0	0	0	0	0	0	0	1
RAPE	0	0	2	0	1	0	1	1	0	0	0	1	0	0
ROBBERY	6	1	6	2	2	3	5	5	4	1	2	3	5	4
ASSAULT	21	19	15	14	18	17	12	23	16	15	11	7	6	14
BURGLARY	3	5	11	13	15	8	7	8	6	4	5	6	7	5
LARCENY THEFT	59	64	66	65	56	75	62	70	58	52	38	58	41	39
MOTOR VEHICLE THEFT	8	13	10	13	13	16	13	11	16	17	13	9	11	9
ARSON	0	0	0	0	0	0	0	0	0	1	1	0	0	0
Grand Total	97	102	110	108	106	119	100	118	100	90	70	84	70	72

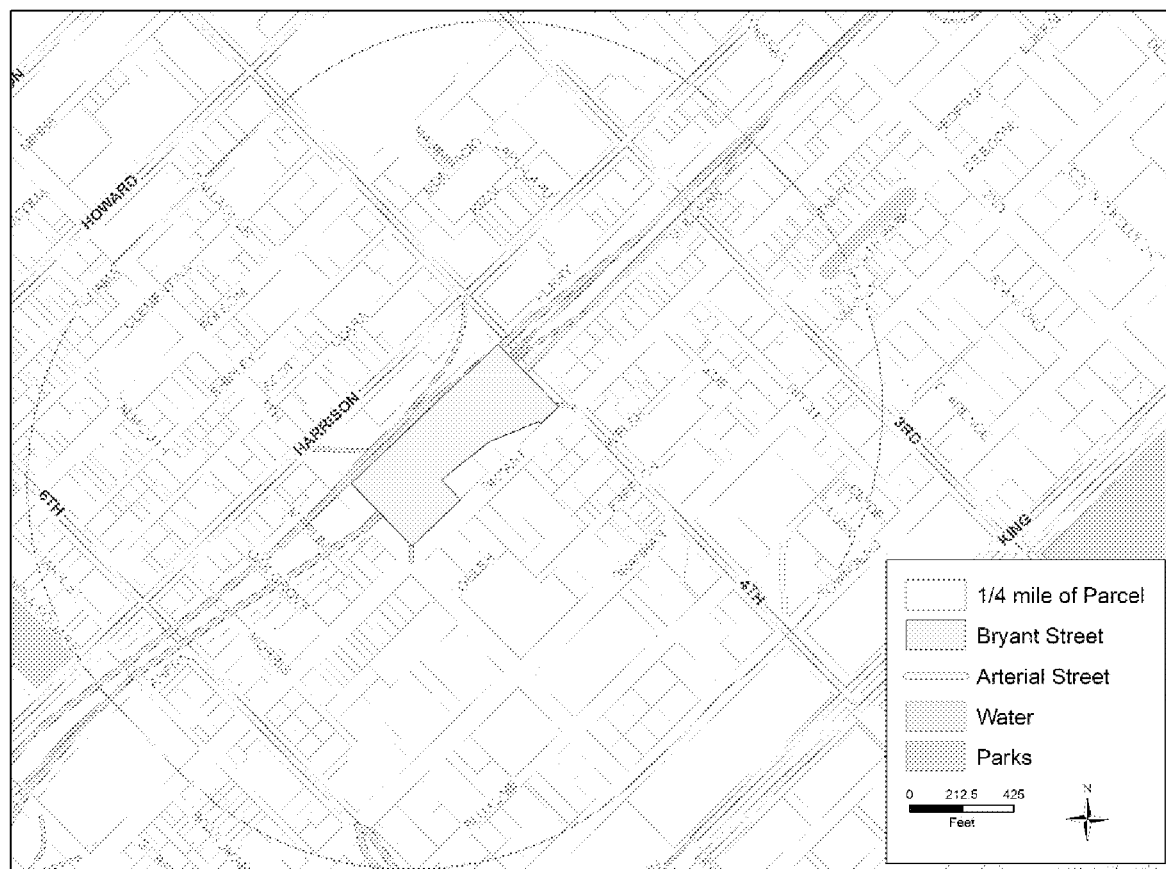




1/4th Mile radius of Bryant Street Navigation Center 680 Bryant Street, Opened on January 9, 2019 UCR PART I Crime Statistics, July 1, 2018 to March 31, 2019



UCR Part I Category	2018						2019		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Bryant Street Navigation Center									
Opened Date: 1/9/2019	6 Months Prior to Opening						2 Months		
HOMICIDE	0	0	0	0	0	0	0	0	0
RAPE	2	0	2	0	0	0	1	0	0
ROBBERY	2	7	2	1	6	4	3	3	1
ASSAULT	19	12	12	18	12	15	14	11	12
BURGLARY	9	10	12	14	12	11	7	9	11
LARCENY THEFT	87	57	84	75	59	50	50	62	42
MOTOR VEHICLE THEFT	7	12	7	13	12	8	8	7	4
ARSON	0	0	0	0	0	0	0	0	1
Grand Total	126	98	119	121	101	88	83	92	71





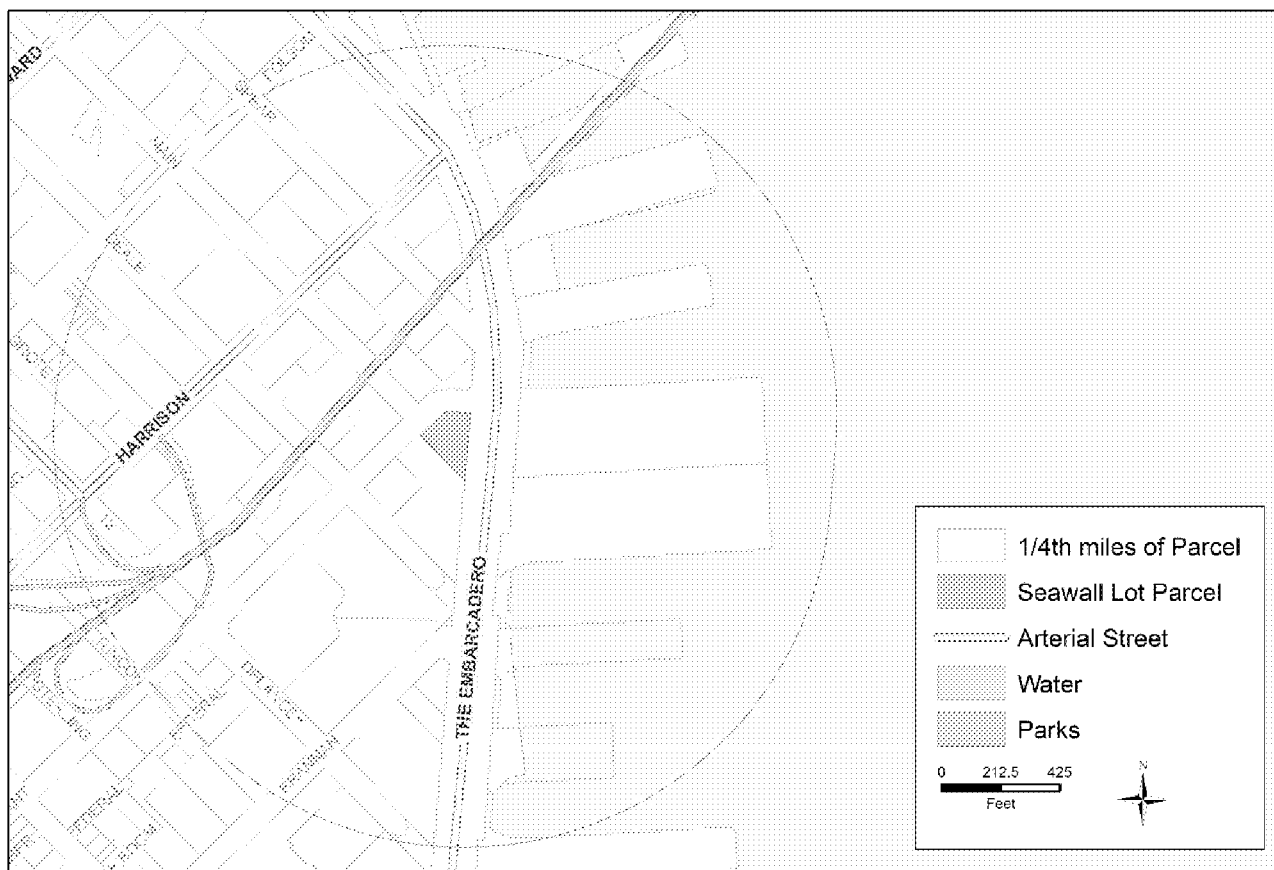
1/4th Mile radius of Seawall Lot 300

Proposed Navigation Center

UCR PART I Crime Statistics, January 1, 2018 to March 31, 2019



UCR Part I Category Seawall Lot 330	2018												2019		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
HOMICIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RAPE	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
ROBBERY	0	0	0	2	1	0	0	0	1	0	1	2	1	0	1
ASSAULT	1	1	1	2	3	3	3	0	2	2	1	2	1	1	4
BURGLARY	0	2	1	4	5	3	6	4	8	4	1	3	2	1	2
LARCENY THEFT	31	14	17	24	24	37	33	39	36	37	30	21	19	13	30
MOTOR VEHICLE THEFT	1	0	3	1	6	5	2	3	4	3	4	2	4	2	3
ARSON	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
Grand Total	33	17	23	33	39	48	44	48	51	46	38	30	27	17	40



This record has been produced in a native format



San Francisco Police Department
Professional Standards and Principled Policing Unit
Response to Request for Information

Requestor: David Stevenson, Director of Strategic Communications

Date of Request: April 2, 2019

Request: Crime statistics before and after opening of four Navigation Centers, within 1/4 mile buffer, as well as statistics within 1/4 mile of proposed site for new Navigation Center

Response:

Part 1 Crime incidents from Crime Data Warehouse were mapped to determine those falling within 1/4 of a mile of the parcels for four Navigation Centers, located at the following addresses: 224 South Van Ness Ave, 125 Bayshore Blvd, 680 Bryant St, 600 25th St. The results are aggregated in the following tables.

UCR Part 1 Crime				
1/4 mile radius of Navigation Center	Opened on	6 Months Prior	6 Months After	% Change
Division Circle Navigation Center	8/3/18	642	532	-17%
Central Waterfront Navigation Center	5/24/17	30	48	60%
1/4 mile radius of Navigation Center	Opened on	5 Months Prior	5 Months After	% Change
Bayshore Navigation Center	10/18	96	93	-3%
1/4 mile radius of Navigation Center	Opened on	2 Months Prior	2 Months After	% Change
Bryant Street Navigation Center	1/9/19	189	163	-14%

A breakdown by month, and maps indicating the area searched, are provided in PowerPoint format. An additional PowerPoint slide depicts crime statistics in the area of the proposed Navigation Center near the intersection of Bryant St & The Embarcadero.

An Excel file is also included, which provides a monthly breakdown of Part II and other incident counts for each location.

Data Source: San Francisco Police Department Crime Data Warehouse via Business Intelligence Tools

Date Prepared: April 3, 2019

4/3/2019

From: Stevenson, David (POL) <david.c.stevenson@sfgov.org>
Sent: Wednesday, April 3, 2019 3:24 PM
To: Lynch, Andy (MYR) <andy.lynch@sfgov.org>
Subject: Re: Updated
Attach: Part 1 Crimes - Navigation Centers (1-4th mile perimeter).pptx; Part 2 and Other incidents (1quartermile).xlsx; RFI Coversheet Navigation Centers 1-4th mile.pdf

Final version, I hope. Please use this one going forward- Crime Analysis indicates the previous version had an error in the Homicide statistics for the Division Circle site. Thanks.

David Stevenson
Director of Strategic Communications
San Francisco Police Department
1245 3rd Street, 6th Floor
San Francisco, CA 94158
(415)837-7242 Desk
(415)307-6524 Cell
(415)575-6083 Fax

From: Stevenson, David (POL)
Sent: Wednesday, April 3, 2019 2:00:13 PM
To: Lynch, Andy (MYR)
Subject: Updated

David Stevenson
Director of Strategic Communications
San Francisco Police Department
1245 3rd Street, 6th Floor
San Francisco, CA 94158
(415)837-7242 Desk
(415)307-6524 Cell
(415)575-6083 Fax



1/4th Mile radius of Central Waterfront Navigation Center 600 25th Street, Opened on May 24, 2017

UCR PART I Crime Statistics, November 1, 2016 to March 31, 2019



CCSF 055028

UCR Part I Category	2016		2017												2018					2019									
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Central Waterfront Navigation Center	6 Months Prior to Opening						6 Months after Opening																						
Opened Date: 5/24/17																													
HOMICIDE																													
RAPE													0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
ROBBERY	1				1	1							1	1	2	1	1	1	0	0	2	2	0	0	1	0	1	1	0
ASSAULT	1			1	1								0	1	0	1	0	1	3	0	1	1	2	2	0	0	2	3	1
BURGLARY					1	1			1		1	3	1	3	1	0	2	3	0	1	1	1	1	2	1	0	2	0	4
LARCENY THEFT	2	5	3	1		3	1	3	4	2	4	10	4	4	4	5	5	3	2	1	7	5	3	12	4	12	3	9	4
MOTOR VEHICLE THEFT	1	2	1	1	3		4	3	1	3	3	2	0	2	3	3	2	3	4	3	0	2	2	6	2	0	2	1	0
ARSON													0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	
Grand Total	5	7	4	3	6	5	5	6	6	6	9	15	6	12	10	10	11	11	9	5	11	11	8	24	9	12	10	14	10



Mayor



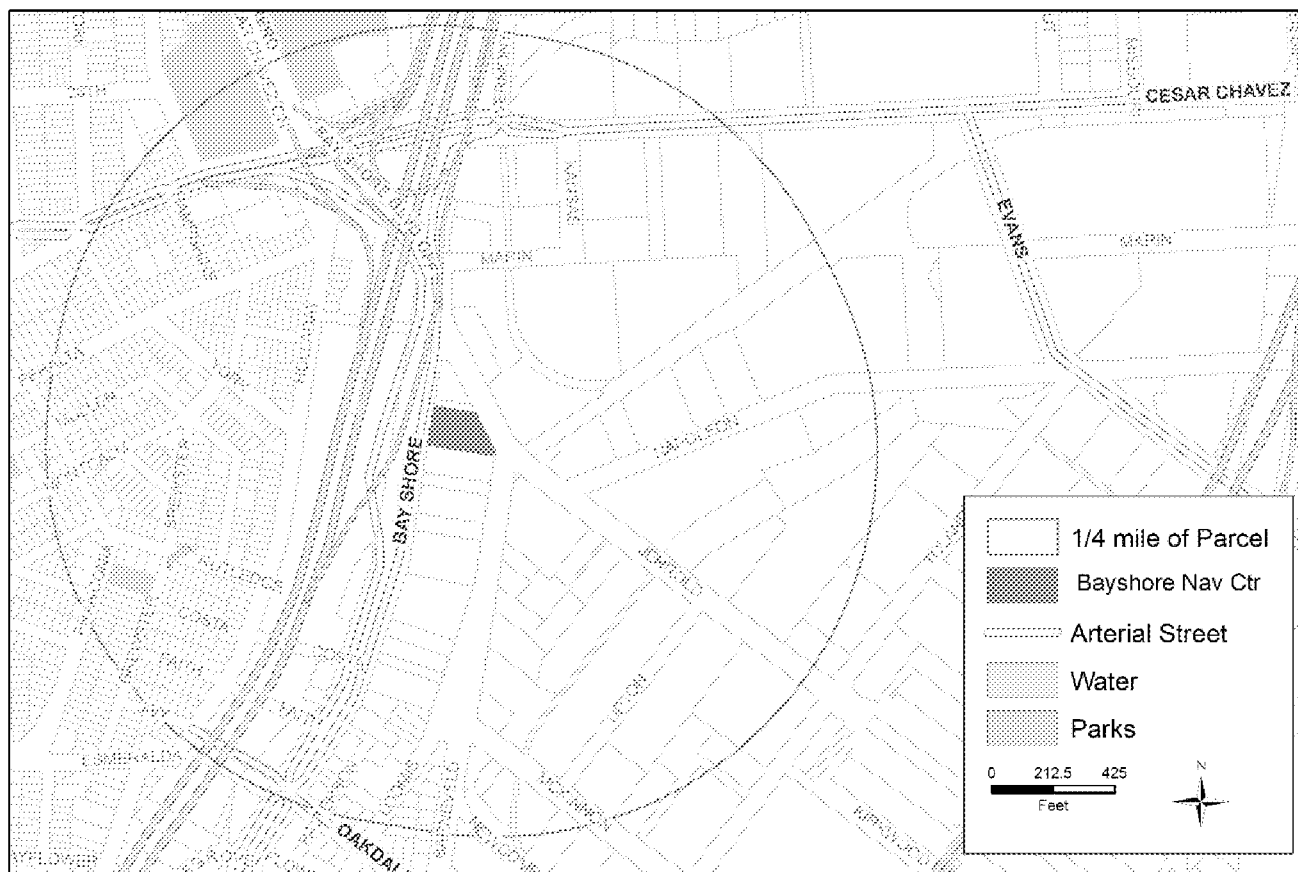
1/4th Mile radius of Bayshore Navigation Center

125 Bayshore Blvd, Opened in October, 2018

UCR PART I Crime Statistics, November 1, 2017 to March 31, 2019



UCR Part I Category	2018						2019					
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Bayshore Navigation Center	6 Months Prior to Opening						5 Months after Opening					
Opened Date: 10/2018												
HOMICIDE	0	0	0	0	0	0	0	0	0	0	0	0
RAPE	0	0	0	0	0	0	0	0	0	0	0	0
ROBBERY	1	2	2	0	5	1	1	1	0	1	0	2
ASSAULT	3	3	2	2	3	4	1	1	4	4	1	5
BURGLARY	3	3	1	1	2	2	2	2	1	1	4	1
LARCENY THEFT	10	11	5	8	11	5	10	6	5	5	9	8
MOTOR VEHICLE THEFT	4	3	6	3	5	5	7	5	4	7	12	4
ARSON	1	0	0	0	0	1	0	0	0	0	0	0
Grand Total	22	22	16	14	26	18	21	15	14	18	26	20

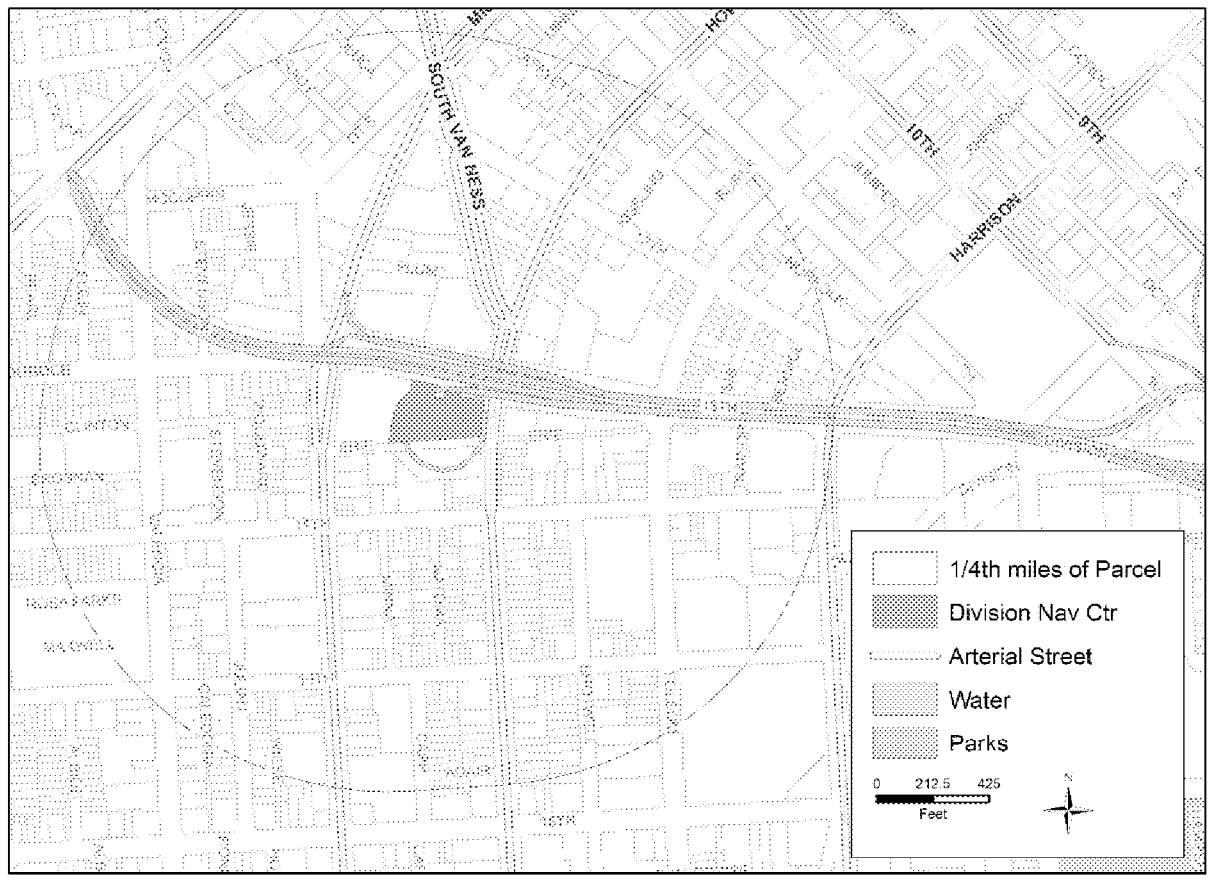




1/4th Mile radius of Division Circle Navigation Center 224 South Van Ness Ave, Opened on August 3, 2018 UCR PART I Crime Statistics, February 1, 2018 to March 31, 2019



UCR Part I Category	2018												2019	
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Division Navigation Center	6 Months Prior to Opening						6 Months after Opening							
Opened Date: 8/3/2018														
HOMICIDE	0	0	0	0	1	0	0	0	0	0	0	0	0	0
RAPE	0	0	2	0	1	0	1	1	0	0	0	1	0	0
ROBBERY	6	1	6	2	2	3	5	5	4	1	2	3	5	4
ASSAULT	21	19	15	14	18	17	12	23	16	15	11	7	6	14
BURGLARY	3	5	11	13	15	8	7	8	6	4	5	6	7	5
LARCENY THEFT	59	64	66	65	56	75	62	70	58	52	38	58	41	39
MOTOR VEHICLE THEFT	8	13	10	13	13	16	13	11	16	17	13	9	11	9
ARSON	0	0	0	0	0	0	0	0	0	1	1	0	0	0
Grand Total	97	102	110	107	106	119	100	118	100	90	70	84	70	71

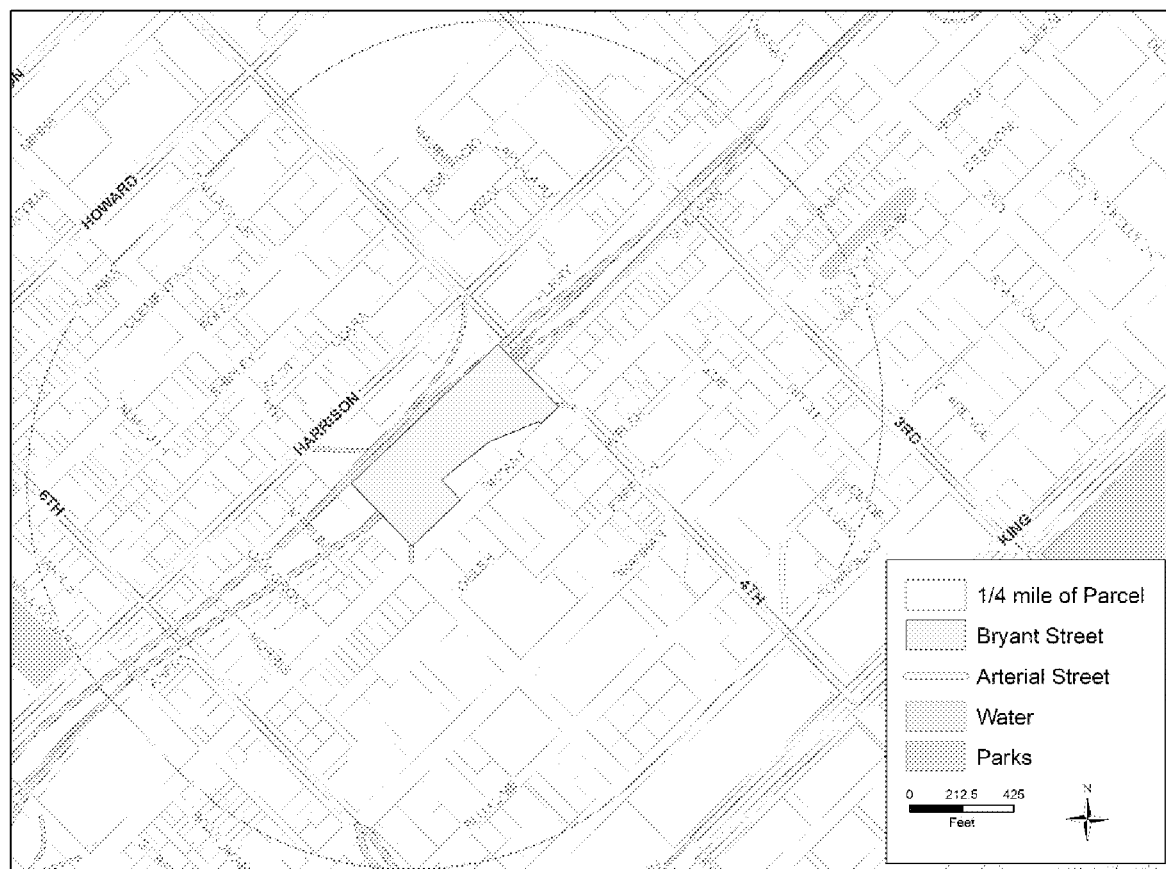




1/4th Mile radius of Bryant Street Navigation Center 680 Bryant Street, Opened on January 9, 2019 UCR PART I Crime Statistics, July 1, 2018 to March 31, 2019



UCR Part I Category	2018						2019		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Bryant Street Navigation Center									
Opened Date: 1/9/2019	6 Months Prior to Opening						2 Months		
HOMICIDE	0	0	0	0	0	0	0	0	0
RAPE	2	0	2	0	0	0	1	0	0
ROBBERY	2	7	2	1	6	4	3	3	1
ASSAULT	19	12	12	18	12	15	14	11	12
BURGLARY	9	10	12	14	12	11	7	9	11
LARCENY THEFT	87	57	84	75	59	50	50	62	42
MOTOR VEHICLE THEFT	7	12	7	13	12	8	8	7	4
ARSON	0	0	0	0	0	0	0	0	1
Grand Total	126	98	119	121	101	88	83	92	71





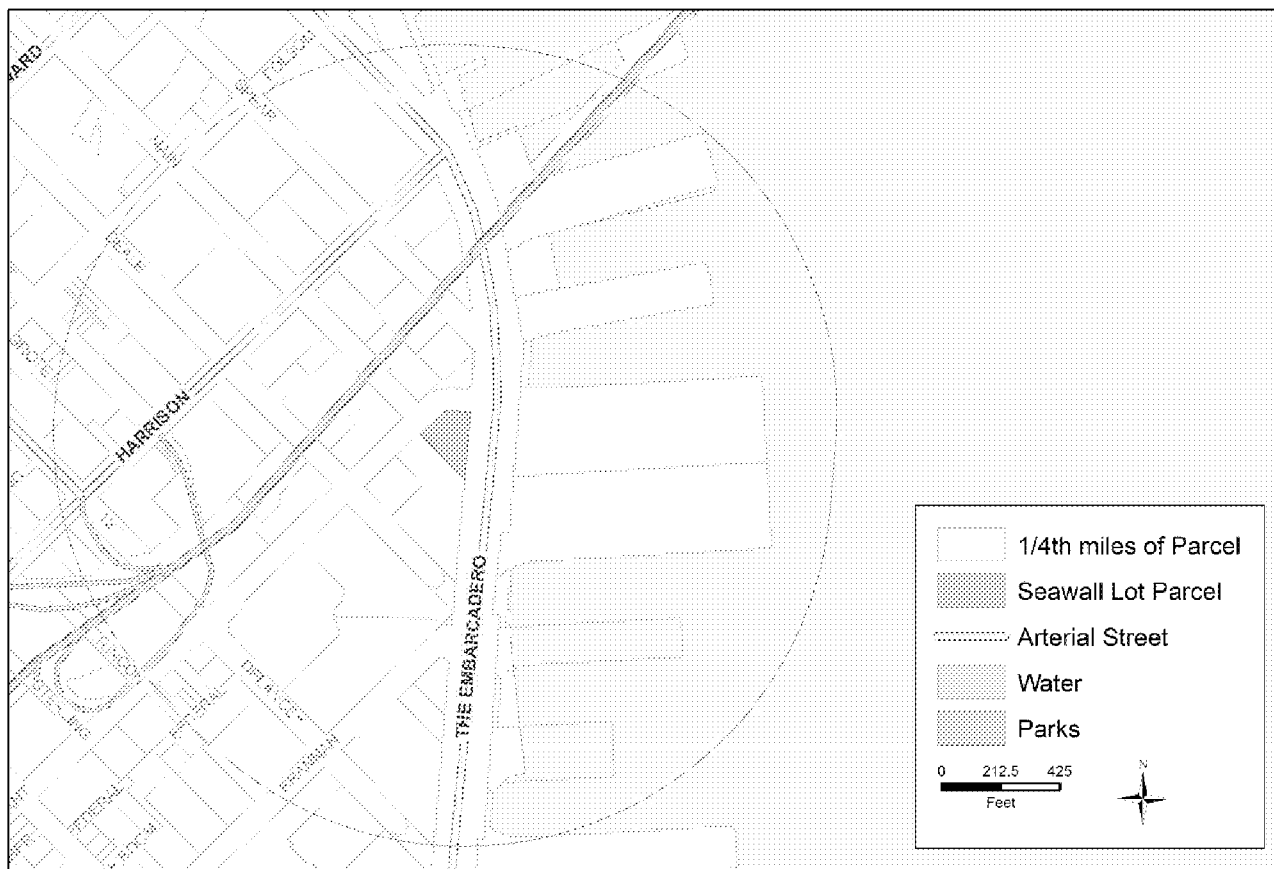
1/4th Mile radius of Seawall Lot 300

Proposed Navigation Center

UCR PART I Crime Statistics, January 1, 2018 to March 31, 2019



UCR Part I Category Seawall Lot 330	2018												2019		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
HOMICIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RAPE	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
ROBBERY	0	0	0	2	1	0	0	0	1	0	1	2	1	0	1
ASSAULT	1	1	1	2	3	3	3	0	2	2	1	2	1	1	4
BURGLARY	0	2	1	4	5	3	6	4	8	4	1	3	2	1	2
LARCENY THEFT	31	14	17	24	24	37	33	39	36	37	30	21	19	13	30
MOTOR VEHICLE THEFT	1	0	3	1	6	5	2	3	4	3	4	2	4	2	3
ARSON	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
Grand Total	33	17	23	33	39	48	44	48	51	46	38	30	27	17	40



This record has been produced in a native format



San Francisco Police Department
Professional Standards and Principled Policing Unit
Response to Request for Information

Requestor: David Stevenson, Director of Strategic Communications

Date of Request: April 2, 2019

Request: Crime statistics before and after opening of four Navigation Centers, within 1/4 mile buffer, as well as statistics within 1/4 mile of proposed site for new Navigation Center

Response:

Part 1 Crime incidents from Crime Data Warehouse were mapped to determine those falling within 1/4 of a mile of the parcels for four Navigation Centers, located at the following addresses: 224 South Van Ness Ave, 125 Bayshore Blvd, 680 Bryant St, 600 25th St. The results are aggregated in the following tables.

UCR Part 1 Crime				
1/4 mile radius of Navigation Center	Opened on	6 Months Prior	6 Months After	% Change
Division Circle Navigation Center	8/3/18	641	532	-17%
Central Waterfront Navigation Center	5/24/17	30	48	60%
1/4 mile radius of Navigation Center	Opened on	5 Months Prior	5 Months After	% Change
Bayshore Navigation Center	10/18	96	93	-3%
1/4 mile radius of Navigation Center	Opened on	2 Months Prior	2 Months After	% Change
Bryant Street Navigation Center	1/9/19	189	163	-14%

A breakdown by month, and maps indicating the area searched, are provided in PowerPoint format. An additional PowerPoint slide depicts crime statistics in the area of the proposed Navigation Center near the intersection of Bryant St & The Embarcadero.

An Excel file is also included, which provides a monthly breakdown of Part II and other incident counts for each location.

Data Source: San Francisco Police Department Crime Data Warehouse via Business Intelligence Tools

Date Prepared: April 3, 2019

4/3/2019



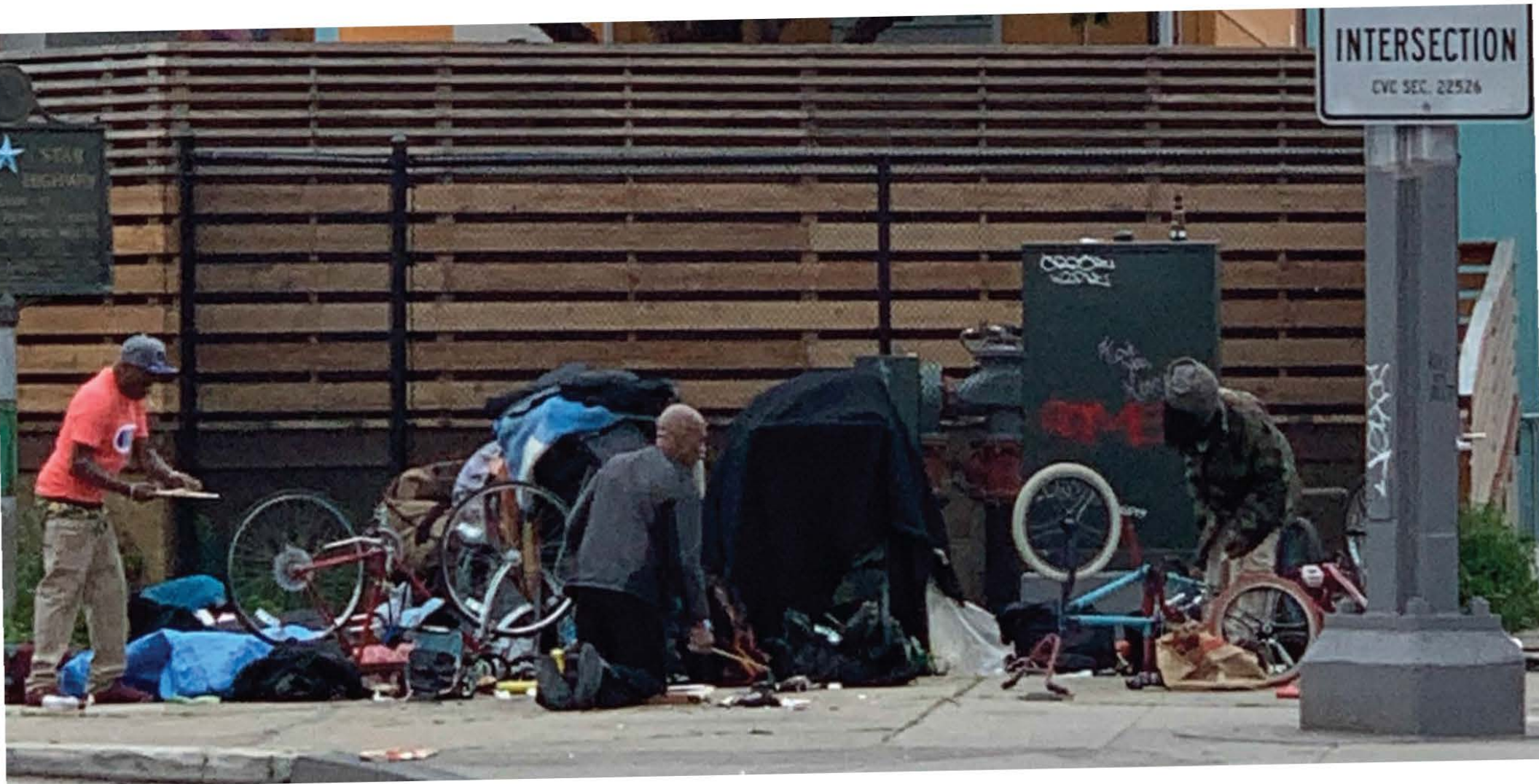
5th & Bryant, April 20, 2019 (photo taken by Judy Lin)



5th & Bryant, April 20, 2019 (photo taken by Judy Lin)



Harrison Street near K&L Wine, one block from 5th & Bryant, April 20, 2019 (photo taken by Judy Lin)



5th & Bryant, April 7, 2019 (Photo from Twitter)



Division Circle, April 4, 2019 (photo taken by Judy Lin)



Division Circle, April 7, 2019 (Photo from Twitter)



25th Street at Illinois (Central Waterfront Navigation Center), March 9, 2019 (photo taken by Wallace Lee)



Illinois at 25th Street (Central Waterfront Navigation Center), March 21, 2019 (photo taken by Wallace Lee)



Division Circle Navigation Center, March 10, 2019 (photo taken by Wallace Lee)



Division Circle Navigation Center, April 20, 2019 (photo taken by Wallace Lee)



Bryant Navigation Center, March 10, 2019 (photo taken by Wallace Lee)



Bryant Navigation Center (close-up), March 10, 2019 (photo taken by Wallace Lee)

Wong, Jocelyn (BOS)

From: Board of Supervisors, (BOS)
Sent: Monday, June 24, 2019 5:07 PM
To: BOS Legislation, (BOS)
Subject: FW: Vote on Embarcadero Navigation Center

Categories: 190611

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

From: Melanie Scardina <scardinama@yahoo.com>

Sent: Monday, June 24, 2019 5:00 PM

To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>

Subject: Vote on Embarcadero Navigation Center

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

Dear Supervisors

Please vote "No" on the Embarcadero Navigation Center tomorrow. While I understand there is pressure to add shelter beds, I don't agree that a navigation center is appropriate in our tourist areas. At least a third of our homeless population suffers from drug or alcohol addiction. Drug and alcohol use is not permitted inside the shelters, so they hang out in the adjacent neighborhoods to feed their addictions, to panhandle or commit petty crimes to get money for drugs. The newly revitalized Embarcadero is truly a jewel in our city. Adding a navigation center in this particular location will further tarnish our city's image and impact tourist dollars. A better location would be Cow Palace or Candlestick Point, where there would be lesser impact on tourism and residential areas. Thank you for your consideration.

Thank you
M. Scardina