

FILE NO. 221183

Petitions and Communications received from November 10, 2022, through November 22, 2022, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on November 29, 2022.

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

From the Planning Department, submitting Landmark Designation materials with the Historic Preservation Commission recommendation for approval of designation of St. James Presbyterian Church. File No. 220716. Copy: Each Supervisor. (1)

From the Mayor's Office of Housing and Community Development, submitting the Quarter 2 and Quarter 3 reporting on prioritization of 100% affordable housing projects. Copy: Each Supervisor. (2)

From the Youth Commission, regarding a Resolution requesting the Office of the Mayor to allow the Youth Commission to hold formal Full Commission and Committee meetings in person. Resolution No. 2223-AL-02. Copy: Each Supervisor. (3)

From the Office of the Treasurer & Tax Collector, pursuant to California State Government Code, Section 53646, submitting the City and County of San Francisco Pooled Investment Report for October 2022. Copy: Each Supervisor. (4)

From the Department of Homelessness and Supportive Housing, submitting a report pursuant to Ordinance No. 94-22. (File No. 220286). Copy: Each Supervisor. (5)

From various departments, submitting Chapter 12B Waiver Request Forms pursuant to Administrative Code, Section 12B.5-1.3. 6 Contracts. Copy: Each Supervisor. (6)

From the California Fish and Game Commission, regarding a notice of proposed changes to regulations concerning mobile (electronic) display of licenses. Copy: Each Supervisor. (7)

From Steve Capchak, regarding parking and curb management. Copy: Each Supervisor. (8)

From Ryan Ebstein, regarding housing. Copy: Each Supervisor. (9)

From concerned citizens, regarding a Hearing of the Board of Supervisors sitting as a Committee of the Whole to hold a public hearing on the draft Housing Element 2022 Update. File No. 221033. 16 Letters. Copy: Each Supervisor. (10)

From the Castro LGBTQ Cultural District, regarding a Resolution extending by six months the prescribed time within which the Historic Preservation Commission may respond to the landmark designation initiation from the Board of Supervisors and initiating an amendment to the landmark designation of 429-431 Castro Street. File Nos. 221150 and 220550. Copy: Each Supervisor. (11)

From Marc Bruno, regarding a Resolution determining that the issuance of a Type-42 on-sale beer and wine public premises liquor license to Chez Brando LLC, located at 775 Filbert Street, will serve the public convenience or necessity. File No. 220727. Copy: Each Supervisor. (12)

From Lisa Sanchez, regarding La Raza Resource Center food distribution. Copy: Each Supervisor. (13)

From The Green Cross, regarding an Ordinance amending the Business and Tax Regulations Code to suspend the imposition of the Cannabis Business Tax through December 31, 2025. File No. 221070. Copy: Each Supervisor. (14)

From concerned citizens, regarding public safety. 2 Letters. Copy: Each Supervisor. (15)

From Jang Hada, regarding second-hand smoke. Copy: Each Supervisor. (16)

From concerned citizens, regarding algal bloom in the San Francisco Bay. Copy: Each Supervisor. 7 Letters. Copy: Each Supervisor. (17)

From Tami Bryant, regarding a Resolution urging the continuation of services after the closure of the Tenderloin Center. File No. 221090. Copy: Each Supervisor. (18)

From concerned citizens, regarding the Slow Streets Program on Lake Street. 144 Letters. Copy: Each Supervisor. (19)

From concerned citizens, regarding Proposition I on the November 8, 2022 Consolidated General Election ballot. 120 Letters. Copy: Each Supervisor. (20)

From the Ethics Commission, regarding behested payment rules. Copy: Each Supervisor. (21)

From the Sunshine Ordinance Task Force, pursuant to Administrative Code, Section 67.30(e), submitting notice of attendance of a member. Copy: Each Supervisor. (22)

From the Executive Director of the Ethics Commission, submitting notice of intent to resign. Copy: Each Supervisor. (23)

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Major, Erica \(BOS\)](#); [BOS Legislation, \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Planning transmittal-HPC recommendation on St. James Presbyterian Church landmark designation
Date: Monday, November 14, 2022 9:36:00 AM
Attachments: [Planning Transmittal to BOS St James Designation 2022-008664DES.pdf](#)
[R-1280.pdf](#)
[St James-ordinance-01636168.docx](#)
[Leg Digest-St James-01638999.DOCX](#)

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

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

From: LaValley, Pilar (CPC) <pilar.lavalley@sfgov.org>
Sent: Sunday, November 13, 2022 5:44 PM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>
Cc: Gee, Natalie (BOS) <natalie.gee@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Sucre, Richard (CPC) <richard.sucre@sfgov.org>; LaValley, Pilar (CPC) <pilar.lavalley@sfgov.org>; RUIZ-ESQUIDE, ANDREA (CAT) <Andrea.Ruiz-Esquide@sfcityatty.org>; Starr, Aaron (CPC) <aaron.starr@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Planning transmittal-HPC recommendation on St. James Presbyterian Church landmark designation

Attached please find Landmark Designation materials with HPC recommendation for approval of designation of St. James Presbyterian Church (240 Leland Avenue), for BOS File No. 220716.

The attached legislative digest and draft ordinance reflecting the HPC's recommendation action are provided by Deputy City Attorney, Andrea Ruiz-Esquide. An email affirming electronic signature of the ordinance by City Attorney will be forwarded separately on request.

Please contact me with any questions or additional information. Thank you, Pilar

**M. Pilar LaValley (she/her), LEED AP, Senior Preservation Planner
Survey & Designation | Current Planning**

San Francisco Planning

49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103

Direct: 628.652.7372 | www.sfplanning.org

[San Francisco Property Information Map](#)

Please note that I am out of the office on Thursdays



LANDMARK RESOLUTION RECOMMENDATION RESOLUTION NO. 1280

HEARING DATE: NOVEMBER 2, 2022

Record No.: 2022-008664DES
Project Address: 240 Leland Avenue (St. James Presbyterian Church)
Zoning: RH-2 RESIDENTIAL- HOUSE, TWO FAMILY
40-X Height and Bulk District
Cultural District: Pacific Islander (proposed)
Block/Lot: 6246/012
Project Sponsor: SF Planning Department
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
Property Owner: Presbytery of SF
240 Leland Avenue
San Francisco, CA 94134
Staff Contact: Pilar LaValley (628-652-7372)
pilar.lavalley@sfgov.org

RESOLUTION TO RECOMMEND TO THE BOARD OF SUPERVISORS LANDMARK DESIGNATION OF ST. JAMES PRESBYTERIAN CHURCH (240 LELAND AVENUE), ASSESSOR'S PARCEL BLOCK NO. 6246, LOT NO. 012, AS LANDMARK NO. XXX CONSISTENT WITH THE PURPOSES AND STANDARDS OF ARTICLE 10

1. WHEREAS, on June 7, 2022, Supervisor Walton introduced a proposed Resolution under Board of Supervisors (hereinafter "Board") File No. 220716 to initiate the Landmark designation process for St. James Presbyterian Church (240 Leland Avenue), Assessor's Parcel Block No. 6246, Lot No. 012; and
2. WHEREAS, on July 11, 2022, the Board of Supervisors at its Land Use and Transportation Committee meeting voted unanimously to Recommend to the full Board approval of the Resolution to initiate Landmark Designation (Board File No. 220716); and
3. WHEREAS, on July 19, 2022, the Board voted unanimously to adopt the Resolution to initiate Landmark Designation, and on July 28, 2022, Resolution No. 337-22 became effective (Board File No. 220716); and
4. WHEREAS, Department Staff, who meet the Secretary of Interior's Professional Qualification Standards, prepared the Landmark Designation Fact Sheet for St. James Presbyterian Church (240 Leland Avenue), which

was reviewed for accuracy and conformance with the purposes and standards of Article 10; and

5. WHEREAS, the Historic Preservation Commission, at its regular meeting of November 2, 2022, reviewed Department staff's analysis of St. James Presbyterian Church historical significance pursuant to Article 10 as part of the Landmark Designation Executive Summary dated October 26, 2022, and recommended Landmark designation through this Resolution; and
6. WHEREAS, the Historic Preservation Commission finds that the nomination of St. James Presbyterian Church as a Landmark is in the form prescribed by the Historic Preservation Commission and contains supporting historic, architectural, and/or cultural documentation; and
7. WHEREAS, the Historic Preservation Commission finds that St. James Presbyterian Church is eligible for local designation for its association with events that have made a culturally, historically, and architecturally significant contribution to the broad patterns of San Francisco history and represents the work of an architect of merit; and
8. WHEREAS, the Historic Preservation Commission finds that the designation of St. James Presbyterian Church, originally established in 1908 and one of the oldest religious congregations in southeastern San Francisco, is proper for its association with early development of the Visitacion Valley neighborhood; and
9. WHEREAS, the Historic Preservation Commission finds that the designation of St. James Presbyterian Church is also proper given its architectural significance as it is a representative example of the work of architect of merit Julia Morgan; and
10. WHEREAS, the Historic Preservation Commission finds that St. James Presbyterian Church meets one of the Historic Preservation Commission's four priority areas for designation: property types in underrepresented geographies in the city. There are no other designated landmarks in the Visitacion Valley neighborhood. St. James Presbyterian Church was selected as the first prospective landmark for the neighborhood during an online campaign, co-sponsored by SF Heritage and the Visitacion Valley History Project, to address this lack of representation in the city's landmark program. Within this portion of San Francisco, the closest designated landmarks are Arthur H. Coleman Medical Center (6301 3rd Street, Landmark No. 279) and University Mound Old Ladies Home (350 University Street, Landmark No. 269); and
11. WHEREAS, the Historic Preservation Commission finds that St. James Presbyterian Church meet the eligibility requirements of Section 1004 of the Planning Code and warrants consideration for Article 10 landmark designation; and
12. WHEREAS, the Historic Preservation Commission finds that the boundaries and the list of character-defining features, as identified in the Landmark Designation Fact Sheet, should be considered for preservation under the proposed landmark designation as they relate to the building's architectural and historical significance and retain historical integrity; and
13. WHEREAS, the proposed designation is consistent with the General Plan priority policies pursuant to Planning Code, Section 101.1 and furthers Priority Policy No. 7, which states that landmarks and historic buildings be preserved, and will serve the public necessity, convenience and welfare pursuant to Planning Code, Section

302; and

14. WHEREAS, the Department has determined that landmark designation is not defined as a project under CEQA Guidelines Section 15060(c) and 15378 because it does not result in a physical change in the environment; and,

THEREFORE BE IT RESOLVED that the Historic Preservation Commission hereby recommends to the Board of Supervisors approval of landmark designation of St. James Presbyterian Church (240 Leland Avenue), Assessor's Parcel Block No. 6246, Lot No. 012 consistent with the purposes and standards of Article 10 of the Planning Code.

I hereby certify that the foregoing Resolution was adopted by the Historic Preservation Commission at its meeting on November 2, 2022.



Jonas P. Ionin
Commission Secretary

Jonas P. Ionin

AYES: Black, Foley, Johns, So, Nageswaran, Matsuda

NOES: None

ABSENT: Wright

ADOPTED: November 2, 2022



November 14, 2022

Ms. Angela Calvillo, Clerk of the Board of Supervisors
Honorable Supervisor Walton
Board of Supervisors
City and County of San Francisco
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Via email only

Re: **Transmittal of Planning Department Case Number 2022-008664DES**
St. James Presbyterian Church (240 Leland Avenue) Landmark Designation
BOS File No. 220716

Dear Ms. Calvillo and Supervisor Walton,

On November 2, 2022, the San Francisco Historic Preservation Commission (hereinafter “HPC”) conducted a duly noticed public hearing at a regularly scheduled meeting to consider Supervisor Walton’s ordinance (Board File No. 220716) to landmark the St. James Presbyterian Church (240 Leland Avenue). The Board of Supervisors adopted Resolution No. 337-22 initiating landmark designation of the St. James Presbyterian Church, Assessor’s Parcel Block No. 6246, Lot No. 012. At the hearing, the HPC voted to approve a resolution to recommend landmark designation pursuant to Article 10 of the Planning Code.

The proposed landmark designation, which involves amending the Planning Code, is not defined as a project under CEQA Guidelines Sections 15378 and 15060(c)(2) because it would not result in a direct or indirect physical change in the environment

Please find attached documents related to the HPC’s action. Also attached is an electronic copy of the proposed ordinance and Legislative Digest, drafted by Deputy City Attorney Andrea Ruiz-Esquide. If you have any questions or require further information, please do not hesitate to contact me.

Sincerely,

Aaron D. Starr
Manager of Legislative Affairs

Cc: Andrea Ruiz-Esquide, City Attorney's Office
Natalie Gee, Legislative Aide
Erica Major, Office of the Clerk of the Board
Rich Sucre, Planning Department, Deputy Director of Current Planning
Pilar LaValley, Planning Department
board.of.supervisors@sfgov.org
bos.legislation@sfgov.org.

Attachments:

Draft Article 10 Landmark Designation Ordinance – St. James
Planning Department Executive Summary, dated October 26, 2022
Article 10 Landmark Designation Fact Sheet – St. James
Historic Preservation Commission Resolution No. 1280



LANDMARK DESIGNATION RECOMMENDATION EXECUTIVE SUMMARY

HEARING DATE: NOVEMBER 2, 2022

Record No.: 2022-008664DES
Project Address: St. James Presbyterian Church (240 Leland Avenue)
Zoning: RH-2 (Residential-House, Two Family)
40-X Height and Bulk District
Cultural District: Pacific Islander (proposed)
Block/Lot: 6246/012
Project Sponsor: Planning Department
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
Property Owner: Presbytery of SF
240 Leland Avenue
San Francisco, CA 94134
Staff Contact: Pilar LaValley (628-652-7372)
pilar.lavalley@sfgov.org

Recommendation: Recommend Landmark Designation to the Board of Supervisors

Property Description

St. James Presbyterian Church is located on north side of Leland Avenue at junction with Cora Street, between Rutland and Delta streets, in the Visitacion Valley neighborhood (Assessor's Block 6246, Lot 012). The subject property is located at the west end of the commercial portion of Leland Avenue that runs from Bayshore Boulevard to Cora Street. The surrounding block is characterized by one- to three-story, residential buildings interspersed with institutional buildings, such as the Visitacion Valley Branch Library, the Boys & Girls Clubs of San Francisco, and the Visitacion Valley Playground. Residential buildings are generally built to the sidewalk although there are a variety of building setbacks.

St. James Presbyterian Church was established in 1908 with 69 members. The current building, which replaced the congregation's first chapel, was constructed in 1922 based on a design by renowned architect Julia Morgan. The Presbyterian Board of National Missions provided a \$2800 grant towards construction of the new church building that cost approximately \$9500. The new building was dedicated on March 13, 1923.

St. James Presbyterian Church is a two-story, Mission Revival and Arts and Crafts style, wood-frame building clad with smooth stucco and horizontal wood drop-lap siding. The three-part façade composition is expressed as a tall central mass with a front-facing gable roof with bracketed eave overhang flanked by shorter, narrow wings with side-facing gable roofs with open overhanging eaves. The building has a reverse T-shaped footprint with the side elevations setback from the side property lines to allow for windows in the sanctuary. Façade fenestration is limited to arched openings with either contemporary metal security doors or metal security gates and small stained-glass rosette windows at the narrow side wings and a wide window bay that extends full height at center of façade and is flanked by thick, stucco clad, pilasters. Within the window bay there are: a band of three, six-light, wood casement windows with simple wood trim; a large wood-framed opening with a stained-glass window; and a wood-framed arched opening with an arched, stained-glass window. The stained-glass at façade depicts the Parable of the Sower. On the side elevations, the upper floor, where sanctuary is located, is fenestrated by paired casement wood sash below a fixed transom; glazing is stained-glass of an Arts and Crafts-style rectilinear design.

At the interior, the sanctuary of St. James Presbyterian Church is located on the second floor with primary access from stairway at front of building. The Arts and Crafts-style sanctuary is a long open room with carpeted floor, contemporary wood pews, and an open wood paneled ceiling featuring curved bracket and exposed wood trusses with metal bolts and fasteners. Walls are plaster above wood wainscot with window openings framed with wood. At north end of room (opposite the stair landing) is a raised platform; wainscoting in this space is taller with inset painted plaster/wood panels and projecting cornice.

Project Description

The Historic Preservation Commission is requested to make a recommendation to the Board of Supervisors regarding Landmark designation of the St. James Presbyterian Church, including interior of the sanctuary. The pending Landmark designation was initiated by the Board of Supervisors.

On June 7, 2022, Supervisor Walton introduced a proposed Resolution under Board of Supervisors (hereinafter "Board") File No. 220716 to initiate the Landmark designation of St. James Presbyterian Church. At hearing of the Land Use Committee of the Board on July 11, 2022, the committee voted unanimously to Recommend to the full Board approval of the Resolution to initiate Landmark Designation. On July 19, 2022, the Board voted unanimously to approve the Resolution, and on July 28, 2022, with the Mayor's signature, Resolution No. 337-22 initiating landmark designation of St. James Presbyterian Church became effective.

Compliance With Planning Code

Article 10 of the Planning Code.

The executive summary and analysis under review was prepared by Department preservation staff, who meet the Secretary of the Interior's professional qualifications. The Department has determined that the subject property meets the requirements for eligibility as an individual landmark pursuant to Article 10 of the Planning Code. The justification for its inclusion is explained in detail in the attached Landmark Designation Fact Sheet, and briefly in this Executive Summary.

Significance: St. James Presbyterian Church, 240 Leland Avenue, organized by Presbytery of San Francisco as its first Filipino ministry in late 1980s, was originally established in 1908 and is one of the oldest religious congregations in Visitacion Valley. The current building was constructed in 1922 based on design by renowned architect Julia Morgan. St. James is representative of broad patterns of San Francisco history and is historically significant for its association with early development of the Visitacion Valley neighborhood. St. James Presbyterian Church is also architecturally significant as an example of the work of architect of merit, Julia Morgan.

Underrepresented Landmark Types: The proposed landmark designation meets one of the Historic Preservation Commission's four priority areas for designation: property types in underrepresented geographies in the city. There are no other designated landmarks in the Visitacion Valley neighborhood. St. James Presbyterian Church was selected as the first prospective landmark for the neighborhood during an online campaign, co-sponsored by SF Heritage and the Visitacion Valley History Project, to address this lack of representation in the city's landmark program. Within this portion of San Francisco, the closest designated landmarks are: Arthur H. Coleman Medical Center (6301 3rd Street, Landmark No. 279) and University Mound Old Ladies Home (350 University Street, Landmark No. 269).

Integrity: St. James Presbyterian Church (240 Leland Avenue), including the interior of the sanctuary, maintains a high level of integrity. See Page 2 of attached Landmark Designation Fact Sheet for further analysis.

Character-Defining Features: Exterior and interior character-defining features of St. James Presbyterian Church (240 Leland Avenue) are identified in the attached Landmark Designation Fact Sheet on Pages 2-3.

Boundaries of the Landmark: The proposed Landmark encompasses St. James Presbyterian Church at 240 Leland Avenue, Assessor's Parcel Block No. 6246, Lot No. 012.

General Plan.

The Urban Design Element of the San Francisco General Plan contains the following relevant objectives and policies:

OBJECTIVE 2

CONSERVATION OF RESOURCES THAT PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

Policy 4

Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Designating significant historic resources as local landmarks will further continuity with the past because the buildings will be preserved for the benefit of future generations.

Planning Code Section 101.1 – establishes the Eight Priority Policies and requires review of permits for consistency with said policies. On balance, the proposed designation is consistent with the Eight Priority Policies, and furthers Policy Number 7, which states that landmarks and historic buildings be preserved.

Landmark Designation Procedures

Action by Historic Preservation Commission.

The Historic Preservation Commission on February 4, 2009, by Resolution No. 001, adopted the National Register Criteria as its methodology for recommending landmark designation of historic resources. Under the National Register Criteria, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, feeling, materials, workmanship, and association, and that are associated with events that have made a significant contribution to the broad patterns of our history; or that are associated with the lives of persons significant in our past; or that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or properties that have yielded, or may likely yield, information important in prehistory or history.

Article 10 of the Planning Code.

Section 1004 of the Planning Code authorizes the landmark designation of an individual structure or other feature or an integrated group of structures and features on a single lot or site, having special character or special historical, architectural or aesthetic interest or value, as a landmark. Section 1004.1 also outlines that landmark designation may be initiated by the Board of Supervisors or the Historic Preservation Commission and the initiation shall include findings in support. Section 1004.2 states that once initiated, the proposed designation is referred to the Historic Preservation Commission for a report and recommendation to the Board of Supervisors to approve, disapprove or modify the proposal.

Pursuant to Section 1004.2 of the Planning Code, if the Historic Preservation Commission approves the designation, a copy of the resolution of approval is transmitted to the Board of Supervisors without referral to the Planning Commission. The Board of Supervisors shall hold a public hearing on the designation and may approve, modify or disapprove the designation.

Section 1004(b) requires that the designating ordinance approved by the Board of Supervisors shall include the location and boundaries of the landmark site, a description of the characteristics of the landmark which justify its designation, and a description of the particular features that should be preserved.

If the Historic Preservation Commission approves the proposed designation recommendation, a copy of the resolution of approval is transmitted to the Board of Supervisors, which holds a public hearing on the designation and may approve, modify or disapprove the designation (Section 1004.3). If the Historic Preservation Commission disapproves the proposed designation, such action shall be final, except upon the filing of a valid appeal to the Board of Supervisors within 30 days (Section 1004.4).

Racial and Social Equity Analysis

On July 15, 2020, the San Francisco Historic Preservation Commission adopted [Resolution No. 1127](#) centering Preservation Planning on racial and social equity. Understanding the benefits, burdens, and opportunities to advance racial and social equity that proposed Preservation Planning documents provide is part of the Department's Racial and Social Equity Initiative. This is also consistent with the Mayor's Citywide Strategic Initiatives for equity and accountability and with the Office of Racial Equity, which required all Departments to conduct this analysis.

The proposed landmark designation of St. James Presbyterian Church makes no substantive policy changes to the Planning Code or the Planning Department's procedures. The proposed landmark designation produces few, if any, opportunities to advance racial and social equity.

Staff does not foresee any direct or unintended negative consequences from the proposed landmark designation.

Public / Neighborhood Input

An email in support of the landmark designation was submitted to the Board of Supervisors during the Board review of the initiation to designate St. James Presbyterian Church. This is attached as part of the Board of Supervisors initiation hearing packet.

To date, staff has not received any public comments regarding the landmark designation.

Issues & Other Considerations

- **Interior Character-Defining Features:** Inclusion of interior spaces as character-defining is warranted as these spaces, which historically functioned as publicly accessible church sanctuary, are representative of the religious institutional and community use for which the building is significant as well as retaining character-defining features that are characteristic of the work of renowned architect, Julia Morgan.
- **Property owner input:** On October 13, 2022, the Department sent mailed notice to the property owner regarding the landmark designation recommendation hearing scheduled for November 2, 2022.
- **Pacific Islander Cultural District:** The project site is located in the proposed Pacific Islander Cultural Heritage District, which was introduced by Supervisor Walton on September 27, 2022, and has been referred to the Historic Preservation Commission for recommendation. The proposed Pacific Islander Cultural Heritage District would encompass the area between San Bruno Avenue, Bayshore Boulevard, Geneva Avenue, Moscow Street, Persia Avenue, Mansell Avenue, and Visitacion Valley Avenue. The proposed cultural district would recognize the Visitacion Valley neighborhood as the home to the largest concentrations of Pacific Islanders in San Francisco and as the cultural center of the regional Pacific Islander community. At this time, the proposed Cultural District does not possess any specific land use controls that are specific to this project.

Environmental Review Status

The proposed landmark designation, which involves amending the Planning Code, is not defined as a project under CEQA Guidelines Sections 15060(c) and 15378 because it would not result in a direct or indirect physical change in the environment

Basis for Recommendation

The Department **recommends** that the Historic Preservation Commission recommend to the Board of Supervisors landmark designation of St. James Presbyterian Church as the building is individually eligible for its association with the early development of the Visitacion Valley neighborhood and as an excellent example of the work of architect of merit, Julia Morgan.

Attachments

Draft Resolution Recommending Landmark designation
Exhibit A – Draft Landmark Designation Ordinance
Exhibit B – Landmark Designation Fact Sheet – St. James Presbyterian Church
Exhibit C – Maps and Context Images
Exhibit D – Board of Supervisors Resolution No. 337-22
Exhibit E – Board of Supervisors initiation hearing packet (BOS File No. 220716)

[Planning Code - Landmark Designation – St. James Presbyterian Church]

Ordinance amending the Planning Code to designate St. James Presbyterian Church, at 240 Leland Avenue, Assessor's Parcel Block No. 6246, Lot No. 012, as a Landmark consistent with the standards set forth in Article 10 of the Planning Code; affirming the Planning Department's determination under the California Environmental Quality Act; and making public necessity, convenience, and welfare findings under Planning Code, Section 302, and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. CEQA and Land Use Findings.

(a) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources Code Sections 21000 *et seq.*). Said determination is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference. The Board of Supervisors affirms this determination.

(b) Pursuant to Planning Code Section 302, the Board of Supervisors finds that the proposed landmark designation of St. James Presbyterian Church, at 240 Leland Avenue, Assessor's Parcel Block No. 6246, Lot No. 012, will serve the public necessity, convenience, and welfare for the reasons set forth in Historic Preservation Commission Resolution No.

1 _____, recommending approval of the proposed designation, which is incorporated
2 herein by reference.

3 (c) On November 2, 2022, the Historic Preservation Commission, in Resolution No.
4 _____, adopted findings that the actions contemplated in this ordinance are
5 consistent, on balance, with the City's General Plan and with the eight priority policies of
6 Planning Code Section 101.1. The Board adopts these findings as its own.

7
8 Section 2. General Findings.

9 (a) On July 19, 2022, the Board of Supervisors adopted Resolution No. 337-22,
10 initiating landmark designation of St. James Presbyterian Church as a San Francisco
11 Landmark pursuant to Section 1004.1 of the Planning Code. On July 28, 2022, the Mayor
12 approved the resolution. Said resolution is on file with the Clerk of the Board of Supervisors in
13 File No. 220716.

14 (b) Pursuant to Charter Section 4.135, the Historic Preservation Commission has
15 authority "to recommend approval, disapproval, or modification of landmark designations and
16 historic district designations under the Planning Code to the Board of Supervisors."

17 (c) The Landmark Designation Fact Sheet was prepared by Planning Department
18 Preservation staff. All preparers meet the Secretary of the Interior's Professional Qualification
19 Standards for historic preservation program staff, as set forth in Code of Federal Regulations
20 Title 36, Part 61, Appendix A. The report was reviewed for accuracy and conformance with
21 the purposes and standards of Article 10 of the Planning Code.

22 (d) The Historic Preservation Commission, at its regular meeting of November 2, 2022,
23 reviewed Planning Department staff's analysis of the historical significance of St. James
24 Presbyterian Church set forth in the Landmark Designation Fact Sheet dated October 26,
25 2022.

1 (e) On November 2, 2022, after holding a public hearing on the proposed designation
2 and having considered the specialized analyses prepared by Planning Department staff and
3 the Landmark Designation Fact Sheet, the Historic Preservation Commission recommended
4 designation of St. James Presbyterian Church as a landmark under Article 10 of the Planning
5 Code by Resolution No. _____. Said resolution is on file with the Clerk of the Board in
6 File No. _____.

7 (f) The Board of Supervisors hereby finds that St. James Presbyterian has a special
8 character and special historical, architectural, and aesthetic interest and value, and that its
9 designation as a Landmark will further the purposes of and conform to the standards set forth
10 in Article 10 of the Planning Code. In doing so, the Board hereby incorporates by reference
11 the findings of the Landmark Designation Fact Sheet.

12
13 Section 3. Designation.

14 Pursuant to Section 1004.3 of the Planning Code, St. James Presbyterian Church is
15 hereby designated as a San Francisco Landmark under Article 10 of the Planning Code.
16 Appendix A to Article 10 of the Planning Code is hereby amended to include this property.

17
18 Section 4. Required Data.

19 (a) The description, location, and boundary of the Landmark site consists of the City
20 parcel located at 240 Leland Avenue (aka St. James Presbyterian Church), in Assessor's
21 Parcel Block No. 6246, Lot No. 012, in San Francisco's Visitacion Valley neighborhood.

22 (b) The characteristics of the Landmark that justify its designation are described and
23 shown in the Landmark Designation Fact Sheet and other supporting materials contained in
24 Planning Department Record Docket No. 2022-008664DES. In brief, St. James Presbyterian
25 Church is eligible for local designation as it is associated with events that have made a

1 culturally, historically, and architecturally significant contribution to the broad patterns of San
2 Francisco history and represents the work of an architect of merit. St. James Presbyterian
3 Church, originally established in 1908, was reorganized by the Presbytery of San Francisco
4 as its first Filipino ministry in the late 1980s, with the current building constructed in 1922
5 based on design by renowned architect Julia Morgan. Specifically, designation of St. James
6 Presbyterian Church, originally established in 1908 and one of the oldest religious
7 congregations in southeastern San Francisco, is proper for its association with early
8 development of the Visitacion Valley neighborhood. Designation of St. James Presbyterian
9 Church is also proper as it is architecturally significant as an example of the work of architect
10 of merit, Julia Morgan.

11 (c) The particular features that should be preserved, or replaced in-kind as determined
12 necessary, are those shown in photographs and/or described in the Landmark Designation
13 Fact Sheet, which can be found in Planning Department Record Docket No. 2022-
14 008664DES, and which are incorporated in this designation by reference as though fully set
15 forth. Specifically, the following features are character-defining and shall be preserved or
16 replaced in kind:

17 (1) All those exterior elevations, form, massing, structure, rooflines, architectural
18 ornament, and materials of St. James Presbyterian Church, identified as:

- 19 (A) Two-story height;
20 (B) Smooth stucco and wood drop-lap horizontal siding;
21 (C) Window and door openings at front and side elevations;
22 (D) Front and side setbacks from property lines;
23 (E) Front- and side-facing gable rooflines with open, wood paneled,
24 overhanging eaves, exposed rafter tails, bargeboards, and curved, blocky brackets;
25 (F) Wood windows, consisting of:

1 (i) Wood-framed, rectangular and arched stained-glass windows at
2 façade, depicting the Parable of the Sower;

3 (ii) Stained glass rosette windows at front façade;

4 (iii) Paired casement wood sash below fixed transom wood sash
5 windows with Arts and Crafts-style stained-glass at upper level of east and west elevations;

6 (iv) Four-lite paired casement wood sash below two-light wood
7 transom sash, and three-lite paired casement wood sash, at east and west elevations;

8 (v) Six-lite wood sash windows at façade;

9 (G) Wood doors, consisting of paired wood panel and glazed wood doors
10 at west elevation with wood transom window above;

11 (H) Stucco-clad pilasters, corner boards, and arched openings at façade;

12 and,

13 (2) The character-defining interior features of St. James Presbyterian Church
14 are those depicted in photos and written description in the Landmark Designation Fact Sheet,
15 all of which were historically accessible to the public, including:

16 (A) Stair leading to sanctuary from entrance at east end of front façade,
17 including wood treads and risers, wood handrails and wood wainscot, and stair landing with
18 wood wainscot, plaster walls, and open wood paneled and beamed ceiling;

19 (B) Sanctuary;

20 (i) Open wood paneled and beamed ceiling;

21 (ii) Wood trusses and curved brackets, including exposed metal
22 bolts;

23 (iii) Wood framing around windows and doors, including at stair
24 landing;

25 (iv) Wood wainscot, wood chair rail, and plaster wall finishes;

1 (v) Arts and Crafts-style, stained glass and paired casement sash
2 and transom sash windows and paired wood doors;
3 (vi) Wood paneled doors;
4 (vii) Configuration of spaces at north end of sanctuary with raised
5 recessed area at center flanked by enclosed, or partially enclosed rooms.
6

7 Section 5. Effective Date.

8 This ordinance shall become effective 30 days after enactment. Enactment occurs
9 when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not
10 sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the
11 Mayor's veto of the ordinance.
12

13 APPROVED AS TO FORM:
14 DAVID CHIU, City Attorney

15 By: /s/ Andrea Ruiz-Esquide
16 Andrea Ruiz-Esquide
17 Deputy City Attorney

18
19
20
21
22
23
24
25
n:\legana\as2022\1800206\01636168.docx



ARTICLE 10 LANDMARK DESIGNATION FACT SHEET



St. James Presbyterian Church, south (front) façade, 2022
Source: San Francisco Planning Department

Historic Name:	St. James Presbyterian Church
Address:	240 Leland Avenue
Block/ Lot(s):	6246/012
Parcel Area:	4,996 sq. ft.
Zoning:	RH-2 (Residential House – Two-Family)

	40-X
Year Built:	1922-23
Architect:	Julia Morgan
Prior Historic Studies/Other Designations:	None
Prior HPC Actions:	None
Significance Criteria:	<p><u>Events</u>: Associated with events that have made a significant contribution to the broad patterns of our history. (National Register Criterion A)</p> <p><u>Architecture/Design</u>: Embodies the distinctive characteristics of a type, period, or method of construction, and/or represents the work of a master. (National Register Criterion C)</p>
Period of Significance:	The period of significance for St. James Presbyterian Church is 1922-1923 reflecting the date that the current building was constructed for the congregation by architect Julia Morgan.
Statement of Significance:	St. James Presbyterian Church, organized by Presbytery of San Francisco as its first Filipino ministry in late 1980s, was originally established in 1908 and is one of the oldest religious congregations in Visitacion Valley. The current building was constructed in 1922 based on design by renowned architect Julia Morgan. St. James is representative of broad patterns of San Francisco history and is historically significant for its association with early development of the Visitacion Valley neighborhood. St. James Presbyterian Church is also architecturally significant as an example of the work of architect of merit, Julia Morgan.
Assessment of Integrity:	<p>St. James Presbyterian Church maintains integrity. The seven aspects of integrity as defined by the National Park Service (NPS) and the National Register of Historic Places (NRHP) are location, design, materials, workmanship, setting, feeling, and association.¹</p> <p>St. James Presbyterian Church, designed by Julia Morgan and constructed in 1922-1923, retains a high degree of integrity to convey its historical and cultural significance. The subject property retains a high degree of integrity of location, design, association, workmanship, setting, and feeling. The building has undergone some alterations over time. Most notable are alterations at the north end of the sanctuary, which may have been made in the 1950s in conjunction with an addition that was constructed at the north (rear) portion of the building. Other alterations include the removal and replacement of some original doors and windows, including original arched entry doors at façade.</p> <p>Overall, the Department has determined that St. James Presbyterian Church, inclusive of the interior of sanctuary, retains integrity to convey its historical and cultural significance.</p>

¹ "How to Apply the National Register Criteria for Evaluation," National Register Bulletin, U.S. Department of the Interior, National Park Service, 1995, p. 44.

<p>Character-Defining Features:</p>	<p>(1) All those exterior elevations, form, massing, structure, rooflines, architectural ornament, and materials of St. James Presbyterian Church, identified as:</p> <ul style="list-style-type: none"> (A) Two-story height; (B) Smooth stucco and wood drop-lap horizontal siding; (C) Window and door openings at front and side elevations; (D) Front and side setbacks from property lines; (E) Front- and side-facing gable rooflines with open, wood paneled, overhanging eaves, exposed rafter tails, bargeboards, and curved, blocky brackets; (F) Wood windows, consisting of: <ul style="list-style-type: none"> (i) Wood-framed, rectangular and arched stained-glass windows at façade, depicting the Parable of the Sower; (ii) Stained glass rosette windows at front façade; (iii) Paired casement wood sash below fixed transom wood sash windows with Arts and Crafts-style stained-glass at upper level of east and west elevations; (iv) Four-lite paired casement wood sash below two-light wood transom sash, and three-lite paired casement wood sash, at east and west elevations; (v) Six-lite paired casement wood sash windows at façade; (K) Wood doors, consisting of paired wood panel and glazed wood doors at west elevation with wood transom window above; (L) Stucco-clad pilasters, corner boards, and arched openings at façade; and, <p>(2) The character-defining interior features of St. James Presbyterian Church are those depicted in photos and written description in the Landmark Designation Fact Sheet, all of which were historically accessible to the public, including:</p> <ul style="list-style-type: none"> (A) Stair leading to sanctuary from entrance at east end of front façade, including wood treads and risers, wood handrails, and wood wainscot, and stair landing with wood wainscot, plaster walls, and open wood paneled and beamed ceiling; (B) Sanctuary; <ul style="list-style-type: none"> (i) Open wood paneled and beamed ceiling; (ii) Wood trusses and curved brackets, including exposed metal bolts; (iii) Wood framing around windows and doors, including at stair landing; (iv) Wood wainscot, wood chair rail, and plaster wall finishes; (v) Arts and Crafts-style, stained-glass and paired casement sash and transom sash windows and paired wood doors; (vi) Wood paneled doors; (vii) Configuration of spaces at north end of sanctuary with raised recessed area at center flanked by enclosed, or partially enclosed, rooms.
--	---

Statement of Significance Summary

St. James Presbyterian Church, 240 Leland Avenue, organized by Presbytery of San Francisco as its first Filipino ministry in late 1980s, was originally established in 1908 and is one of the oldest religious congregations in Visitacion Valley. The current building was constructed in 1922 based on design by renowned architect Julia Morgan. St. James is representative of broad patterns of San Francisco history and is historically significant for its association with early development of the Visitacion Valley neighborhood. St. James Presbyterian Church is also architecturally significant as an example of the work of architect of merit, Julia Morgan.

Property Description and History

St. James Presbyterian Church is located mid-block on north side of Leland Avenue at junction with Cora Street, between Rutland and Delta streets, in the Visitacion Valley neighborhood. The subject property is located at the west end of the commercial portion of Leland Avenue that runs from Bayshore Boulevard to Cora Street. The surrounding block is characterized by one- to three-story, residential buildings interspersed with institutional buildings, such as the Visitacion Valley Branch Library, the Boys & Girls Clubs of San Francisco, and the Visitacion Valley Playground. Residential buildings are generally built to the sidewalk although there are a variety of building setbacks.

The subject building, which occupies most of the underlying 50-foot by 100-foot parcel, is two-stories and H-shaped in plan expressed as a tall center mass extending the length of the building with shallow wings projecting from sides at front and rear of building. The façade extends the full width of the parcel to abut the neighboring residential properties and a low red brick planter extends along front of building at the sidewalk. Clad in smooth stucco, the three-part façade composition is expressed as a tall central mass flanked by shorter, narrow wings. At façade, the tall central mass has a front-facing gable roof with thick, shaped/curved brackets supporting an open eave overhang. On side elevations of the main building massing, the roof is expressed with open eave overhang and simple exposed rafter tails rather than brackets, while the rear elevation has only an open eave overhang. Paired rafter tails occur at regular intervals along eaves on side elevations, denoting the location of laminated beams and trusses at interior. The short, narrow wings to each side of the central mass at façade have side-facing gable roofs with open overhanging eaves. The exposed east elevation of the east wing is clad with smooth stucco to match the front façade and the overhanging roof edge of the side-facing gable has a shaped, wood bargeboard resting on short, blocky wood brackets; side elevations of these wings have open eave overhangs with simple exposed rafter tails. The undersides of all eave overhangs are painted tongue-and-groove wood matching the interior ceiling.

Fenestration at façade is limited to arched openings with contemporary metal security doors and metal security gates, and small stained-glass rosette windows at the narrow side wings, and a wide window bay that extends full height of gable-end at center of façade, flanked by thick, stucco-clad, pilasters. Within the window bay is a band of three, six-lite, wood casement windows with simple wood trim, a large wood-framed opening with a stained-glass window, and a wood-framed arched opening with an arched, stained-glass window. The stained-glass in the large second floor and arched window openings depicts the Parable of the Sower, from one of Jesus'

parables that liken his preaching to a man sowing seeds. One of the glass panels contains the name of the Campbell Glass and Paint Co. According to newspaper articles and advertisements from the turn of the 20th-century, Campbell Glass, based in Kansas City, Missouri, was a purveyor of fine art and stained-glass.² The history passed through the congregation is that these stained-glass windows were "...found in a Nevada ghost town and moved to St. James Presbyterian in 1923, when Julia Morgan designed the present church..."³

Narrow passageways extend along the side property lines, exposing the side elevations, which are clad with drop-lap wood siding. All window sash appears to be wood. The upper-level church sanctuary is fenestrated with symmetrically arranged, punched, wood-framed, window openings that consist of a pair of casement sash below a fixed transom. Glazing for the sanctuary windows is stained-glass in muted yellows and browns in an Arts and Crafts style, rectilinear design. Window sash have original hardware. One bay on west elevation of sanctuary features paired wood-paneled doors with stacked glazed lites; a glazed transom extends across opening above the doors. Other fenestration on side elevations consists of wood-frame, four-lite, paired casement sash below a two-lite transom, wood-frame, three-lite, paired casement windows, and several contemporary metal doors. At the rear of both side elevations are pop-outs that extend the upper level to the side property lines; these extensions of the building have flat roofs (the roofs of these additions are tucked under the eaves of the main building mass) and are supported by posts and brackets. At rear pop-out on east elevation, a wood stair leads to a porch that extends from south wall of the upper level. Along upper level of west elevation is a deteriorated wood deck, accessed from door in south wall of side extension and from paired doors in west wall of sanctuary.

The rear elevation is clad in drop-lap wood siding and fenestrated with paired casement sash in variety of lite configurations. At center of upper level are two large windows with paired casement sash below fixed transoms. The eave overhang is open but does not feature bargeboard, rafter tails, or brackets.

The church sanctuary occupies most of upper level. Primary access to sanctuary is via stairs at the front of the building from the arched opening at east entrance on façade. Behind this arched entrance is a small vestibule. Within the vestibule to the west is the stairway up to sanctuary, to the north is a contemporary door leading to the open passageway along east elevation of building, to the east is a blank wall with built-in shelves. The wood stairs to sanctuary are carpeted and stairway has wood paneled wainscot and plaster walls. The ceiling at upper stair landing is open with wood paneling matching the sanctuary and the roof eave overhangs. Both sides of the bracketed wood truss above wall delineating the south end of sanctuary from the stair landing are enclosed with horizontal, tongue-and-groove wood, matching the ceiling.

Sanctuary is a long open room with carpeted floor, contemporary wood pews (existing pews were given to the church in 1972 – several original pews are stored in the smaller chapel at rear of building), and an open beam and truss, wood paneled ceiling featuring exposed wood trusses and curved brackets. Walls are plaster above

² Advertisement for The Campbell Glass and Paint Co., 1900, a souvenir of Kansas City Fire Department. Additional newspaper articles provided by Visitacion Valley History Project indicate that this company started in Kansas City in 1879. In 1916, Campbell Glass and Paint Co. merged with another Midwest-based paint company and expanded further paint manufacturing and distribution with additional offices in Midwest and Southeast.

³ Visitacion Valley History Project, Cynthia Cox et al., eds., *Images of America: San Francisco's Visitacion Valley* (San Francisco: Arcadia Publishing, 2005), 55.

wood wainscot with chair rail. The large, symmetrically arranged window openings are framed with wood. At north end of room (opposite the stair landing) is a raised and recessed platform; wainscotting in this space is taller with inset painted plaster/wood panels and projecting cornice. At rear corners of this recessed space are window openings with double-hung wood sash with stained-glass. To either side of this raised space, are plaster walls that enclose small office spaces. In contrast to south wall of the sanctuary, these plaster walls extend all the way up to ceiling rather than terminating at underside of wood truss. At the opposite (south) end of the sanctuary is a large opening to stair landing. To either side of this opening are paneled doors that lead to a small restroom (southwest corner of building) and a small office (southeast corner of the building). Contemporary light fixtures, AV equipment, and electrical conduit are attached to, or extend from, the ceiling trusses. Wood at ceiling, trusses, wainscot (except at raised platform at north end of sanctuary), and framing windows is unpainted (may have been treated with a stain or similar) and has a rich reddish-brown color, characteristic of wood often utilized on building interiors by Julia Morgan. At north end of room, many of the wood features, including ceiling over raised space and wainscotting within same, appear to be painted or stained to match the rest of the wood in the room.

At the north (rear) end of the upper floor are a series of small offices surrounding a smaller chapel/Sunday school room. This smaller chapel is located immediately behind the main sanctuary and is a rectangular room with vaulted wood paneled ceiling with laminated and bracketed center beam. All other office spaces at rear of building have plaster walls and utilitarian, contemporary finishes.

At the lower level of the building is a large assembly space with painted concrete post and beam construction and utilitarian finishes. There is an industrial-style kitchen and restrooms in southwest corner of the lower level. An office is located in southeastern corner, opposite the kitchen, and storage rooms are located at rear of the building. There is no interior stair connecting the two levels of the building. Access to the lower level is via a contemporary door on east elevation, via the side passageway, and pair of contemporary metal doors that lead to vestibule/pass-through at the arched opening at west wing of façade.

Building History

The current building occupied by St. James Presbyterian Church, which replaced the congregation's first chapel, was constructed in 1922-1923 based on a design by renowned architect Julia Morgan. Construction of the new church building was financed by the congregation with the Presbyterian Board of National Missions providing a \$2800 grant towards the approximately \$9500 cost. The new building was dedicated on March 13, 1923.

The site's history as the location of St. James Presbyterian Church goes back to 1906 when residents of the Visitacion Valley neighborhood organized and constructed a small wood-frame building on the subject property to house a church and Sunday School.⁴ A Building Permit for this work was issued in December 1906 to "construct a chapel" to be "24 by 36 by 20 feet tall" at cost of \$900.⁵ These local efforts were in response to encouragement by a group from the University Mound Presbyterian Church in the neighboring Portola District.

Two years later, in 1908, St. James Presbyterian Church, with 69 members, was officially recognized by the Presbytery of San Francisco. In that same year, the congregation was issued a Building Permit to erect a 25-foot

⁴ St. James Presbyterian Church, "A Historical Sketch on occasion of the Church's 50th Anniversary (1956)," 1.

⁵ San Francisco Building Permit #5551, issued December 12, 1906, to Lyman T. White, Trustee for permission to erect "a chapel."

by 50-foot building behind the chapel.⁶ Most sources, including the 1913 Sanborn map of the neighborhood, describe this one-story building, located at rear of the property, as a “gymnasium.” Although some portion of this rear building is still present in the 1950 Sanborn map, where it is identified as a “shed,” other historic documentation indicates that this building was removed from the property sometime between 1922, when a permit was issued for an addition of dressing room and showers to the building,⁷ and 1938, when the rear of the property appears vacant in an aerial photograph.

According to church records, in 1917, some additions were made to the original chapel building, including a kitchen and rooms for Seminary students visiting on weekends.⁸ A Building Permit issued in August 1917 describes the alterations as: “...small addition to present building; addition to be 12 x 25 ft, two stories; includes 2 toilets, kitchen and hallway on lower floor; two rooms on upper floor, concrete foundation...work to be done by men of the church.”⁹ Prior to construction of the current building in 1922-1923, the congregation’s original chapel building was “...moved off the property and around the corner onto Schwerin Street next to the school, where it still serves as a private residence.”¹⁰

Like the population in the surrounding neighborhood, which grew steadily in the decades following the 1906 earthquake and fire, the “...adult congregation and the Sunday School attendance at St. James outgrew the small church building.”¹¹ In 1922, plans were laid for construction of the present building. *Building and Engineering News*, a construction trades journal, noted in their July 15, 1922 edition that architect Julia Morgan had been awarded the design of a “two-story and basement frame church” for St. James Presbyterian Church. A Building Permit for this project, listing “Miss Julia Morgan” as architect, was issued July 14, 1922, for construction of a “church” to be 48-feet by 56-feet and two-stories with concrete foundation, wood-frame construction, and stucco and rustic (wood) wall coverings at exterior with plaster walls at interior.¹²

Morgan’s architectural plans, dated July 10, 1922, depict a T-shaped plan with open passages extending along both sides of the building. Primary access to upper floor was via stairway from double-door entrance at east side of front façade while double-doors at west end of façade provided access to the lower floor. A concrete path and wood stair along west elevation served as secondary exit from upper floor. Morgan’s floor plans for lower-level depict a kitchen, restrooms, circulation, and office (labeled as “Beginning Room”) at south end of building with a large open space, labeled “Sunday School,” occupying the remaining floor area. At the upper-level, Morgan’s floor plans depict stairway, landing, and “women’s coat room” along south end of space, consistent with current configuration, and the rest of the floor area occupied by the sanctuary. At north end of sanctuary, was a center raised platform space flanked by areas for “Pastor” and “Choir.” The north wall of the sanctuary and Sunday school marked the rear of the building. Morgan’s section drawings depict open wood paneled ceiling, bracketed wood trusses, wood wainscot, and plaster walls within the sanctuary, consistent with many of the existing details of this space.

⁶ San Francisco Building Permit #15212, issued March 5, 1908, to Presbytery of San Francisco (owner), L.T. White for permission to erect “a Sunday School Room.”

⁷ San Francisco Building Permit #108182, issued June 19, 1922, to St. James Presbyterian Church.

⁸ St. James Presbyterian Church, “A Historical Sketch on occasion of the Church’s 50th Anniversary (1956),” 1.

⁹ San Francisco Building Permit #77799, issued August 6, 1917, to St. James Presbyterian Church.

¹⁰ St. James Presbyterian Church, “Early Church History Excerpted from Church Booklet dated April 16, 1953,” 2011.

¹¹ St. James Presbyterian Church, “Early Church History Excerpted from Church Booklet dated April 16, 1953,” 2011.

¹² San Francisco Building Permit #108670, issued July 14, 1922, to St. James Presbyterian Church.

At exterior, Morgan's architectural plans show stucco clad façade with wood siding at side elevations. Configuration of the façade and details at roof eaves match existing although there have been changes at doors and windows. At the side elevations, fenestration, particularly at sanctuary, was symmetrical with large window openings to provide natural light.

In general, it appears that the original building was constructed to Morgan's plans, although there were slight deviations, most notable at the façade and side elevation windows. Where there are other changes, these have likely occurred as result of more recent alterations, the most substantial of which was an addition at north end of building in the mid-1950s.

At the façade,

... Morgan's plans indicate a rose window [and three arched windows at second floor] on the front of the building. However, oral history is that a church member knew of a deserted church in a ghost town in Nevada, and the window that was installed at St. James was "liberated" from that church by him with the help of other men in the congregation. The stained-glass window depicts Jesus' parable of the sower and was manufactured by the Campbell Paint and Glass Company of Kansas City, Missouri.¹³

This multi-part stained-glass window was installed in place of the windows designed by Morgan, a change that appears to have occurred during the original construction as a historic photograph from the 1920s depicts the stained-glass windows in place. A smaller deviation Morgan's façade drawing is the deletion of a window box or similar feature below the ground floor windows.

At the sanctuary, Morgan's drawings depict a long open room arranged symmetrically with the large opening (shown with a door and sidelights in Morgan's floor plan) from the stair landing centered in the south wall and aligning with the raised platform for pulpit(s) at north end of room. Flanking the raised platform at north end of room were partially enclosed spaces with lower ceiling heights, labeled as "Pastor" and "Choir." In Morgan's plans, the long room is divided into five bays by bracketed wood trusses that span the width of the space (these bays extend from south wall of sanctuary to where the original raised platform and choir/pastor spaces began at north end of building for total of six trusses). Centered between each truss, or bay, at side walls, Morgan's plans show large, wood-framed, shallow arched, openings with multi-light paired casement sash below a multi-lite transom with five bays of windows on east elevation and four bays plus a door opening on west elevation. In contrast to Morgan's drawings, extant fenestration at sanctuary has square openings and stained-glass glazing. Details of existing window sash and trim, particularly at exterior, for majority of these windows, suggests that Morgan's arched openings were not constructed as drawn and that current shape and window sash within these openings are original. Only four of these window openings, on east and west walls extending from front toward rear of the building, are extant. Window openings at rear and lower level of the original building have higher level of alteration, although old window sash may have been reused (or copied) even within relocated window openings.

Morgan's section drawings indicate that the raised platform space at north end of sanctuary was further highlighted by tall, paneled wainscot (panels either plaster or board-and-batten) capped with double chair rail.

¹³ St. James Presbyterian Church, "Early Church History Excerpted from Church Booklet dated April 16, 1953," 2011, 39.

At the north wall of this raised and recessed platform, above the tall wainscot, Morgan's plans include a small rosette window. Although the exact appearance of the interior of the sanctuary, particularly the north end of the room, at the time of construction is not known, comparison of Morgan's drawings against the current configuration and details of this portion of the building indicate that there have been alterations. Most notably, it appears that the original length of the room has been reduced by approximately one bay. Although the configuration of spaces at north end of sanctuary are consistent with original drawings – central raised recessed space flanked by enclosed, or partially enclosed, rooms – the existing details and finishes at north end of sanctuary, and the overall depth of this interior space, suggest that this portion of the room has been altered. Many of these alterations may date to the 1950s when an addition that included the smaller chapel and surrounding office was constructed at north end of the building. Unfortunately, no architectural plans for this work have been located so the extent and nature of the alterations cannot be determined. Several historic photographs, provided by Betty Parshall of the Visitation Valley History Project, from the early 1950s appear to match existing condition of this portion of building, so exact dates and nature of alterations at this portion of the building is unknown.

Another difference from Morgan's plans is at the lower level where the large assembly space does not currently contain the rows of columns/posts that were originally depicted. Morgan's drawings note these columns as having concrete footings supporting bracketed posts. This space, which has been enlarged, has concrete beams spanning the width of the room supported by concrete posts/pilasters at exterior walls. Although Morgan was known for her knowledgeable use of reinforced concrete construction, the original plans, and the notations in building permit of wood-frame construction, suggest that the economical design for St. James did not originally include concrete structural framing. The existing concrete structural members were likely added during a structural upgrade and seismic strengthening of the building, although no documentation has been located to provide a date for this work.

In 1955, a Building Permit was issued to "add 1292 [square feet] of floor space on second floor classroom area and chapel" and to "add 960 [square feet] of floor space on first floor" with space "between floors to allow outside passage to rear of building."¹⁴ Church records indicate that planning for this addition began in 1951, as the "church was thriving and additional space was needed for the crowded Sunday School program."¹⁵ These same records note that

an addition was made at the rear of the church that included a small chapel and four classrooms. The addition did not change the original building except to provide doorways into the addition, and the small chapel replicates Morgan's open beam ceiling nicely.¹⁶

Although the note regarding the similarities between Morgan's open beam ceiling in sanctuary and the ceiling in the addition is accurate, there do appear to have been other changes made to the original building by the addition. There appears to have been efforts taken to make the changes match the original as much as possible, but there are physical clues. The enlarged building has a consistent roofline (roofing was replaced in 2000) making seams on the side elevations one of the only physical clues indicating where an addition was made. Many of the window sash in the newer portion of the building match those found in original section – this may

¹⁴ San Francisco Building Permit #XXXXXX, issued May 13, 1955, to St. James Presbyterian Church, no architect listed, engineer CF Giuliano.

¹⁵ St. James Presbyterian Church, "Early Church History Excerpted from Church Booklet dated April 16, 1953," 2011.

¹⁶ Ibid.

indicate that original sash was relocated and reused or that new sash was made to match historic sash. At north end of the sanctuary, where alterations were done with particular care to maintain and/or match original, the principal evidence of alteration is comparison of existing against Morgan's original plans. The other, subtle evidence is in the way in which the plaster walls at north end of sanctuary meet the open beam and truss as compared to the original condition of these features at south wall.

Other documented work to the building has included remodeling kitchen (1961), re-roofing (2000), and installation of a chair-lift at stairway to sanctuary (2014).

Events: Associated with events that have made a significant contribution to the broad patterns of our history (National Register Criterion A).

St. James Presbyterian Church, 240 Leland Avenue, was originally established in 1908 and is one of the oldest religious congregations in Visitacion Valley. The original chapel, constructed in 1906, was replaced in 1922 by the current building. In the late 1980s, the Presbytery of San Francisco reorganized the church as its first Filipino ministry. St. James is representative of broad patterns of San Francisco history and is historically significant for its association with early development of the Visitacion Valley neighborhood.

Visitacion Valley lies in the southern quadrant of San Francisco, extending from Bayshore Boulevard to the east, the city boundary to the south, and McLaren Park to the northwest. Today, Visitacion Valley remains a low-density residential area home to a largely Asian American population with commercial corridors on Bayshore Boulevard and Leland Avenue, a shopping center, and some production, distribution, and repair sites.

The following historic context for the settlement and development of the neighborhood is excerpted from various sources, including the Historic Resources Technical Report for the Visitacion Valley Redevelopment Environmental Impact Report, prepared by Carey & Co. Inc.¹⁷ Indented text is from Carey & Co. report.

The neighborhood physically extends beyond San Francisco's southern boundary into Daly City and Brisbane. Before Spanish settlers claimed the land now known as the City of San Francisco, it was home to the Yelamu tribe of the Ohlone Indians. The Yelamu villages of Amuctac and Tubsinte were located in the present day Visitacion Valley neighborhood. This southeastern section of the city was "discovered" by a group of Spanish soldiers and Franciscan friars in 1777 when the party, having become lost in a thick fog, decided to camp overnight and in the morning found themselves in a picturesque valley. The date was July 2, also known in the Catholic Church as the Feast of the Visitation of the Most Blessed Virgin to her cousin St. Elizabeth. Thus, the Catholic Church claimed the land, named it Visitacion Valley and used the area for agricultural and grazing purposes. In 1834, the Mexican government seized these lands from the Church, and ownership was later granted to favored Californios.¹⁸ Californios were Spanish-speaking inhabitants of New Spain's, and later Mexico's Alta California, the area later annexed by the United States following the Mexican-American War in 1848. Californios included the descendants

¹⁷ Visitacion Valley Redevelopment EIR, Historic Resources Technical Report, Carey & Co. Inc., April 29, 2008, 4.

¹⁸ Cynthia Cox et al., eds., *Images of America: San Francisco's Visitacion Valley* (San Francisco: Arcadia Publishing, 2005), 7-11. Quoted in Visitacion Valley Redevelopment EIR, Historic Resources Technical Report, Carey & Co. Inc., April 29, 2008, 4.

of European settlers from Spain and Mexico, as well as Mestizos and local Native Americans who adopted Spanish culture and converted to Catholicism.

The area that would become Visitacion Valley, along with the Bayshore district of Daly City, the city of Brisbane, and San Bruno Mountain, was all part of the Rancho Cañada de Guadalupe, La Visitacion y Rodeo Viejo, land grant that was awarded to Jacob Primer Leese, a trader from Ohio married to a sister of the powerful General Mariano Vallejo.¹⁹ During this period, the valley was undeveloped with occasional use for grazing. In the 1840s, following US annexation, the rancho began to be subdivided for nurseries, dairies, and truck farms.²⁰

Some of the earliest inhabitants of Visitacion Valley included Europeans hailing from countries such as France, Germany, Italy and Malta [the neighborhood once had the largest concentration of Maltese outside Malta], who began to cultivate the land with flower gardens, plant nurseries, and farms.²¹

Several of the “earliest landowners in Visitacion Valley were Francois Pioche, whose “French Gardens” nursery specialized in growing roses for sale, and Henry Schwerin, a German whose extensive acreage supported a dairy farm, a nursery specializing in ferns and tulips, and honeybees.”²²

Though the rural character of Visitacion Valley continued well into the twentieth century, there was a gradual shift in land use over the years to accommodate increasing industrial and residential development. ... [“By the 1870s business had come to the Valley – Ralston’s silk ribbon factory; several breweries, including Mission Brewery, noted for its steam beer; two quarries; a gas plant; a fertilizer company.”²³]

... The Spring Valley Water Company established its Bayshore pumping station at 31-33 Leland Avenue near the turn of the century; the pumping station regulated the flow of water from the reservoir on the top of the hill to the west near what is now McLaren Park. In 1905, Pacific Gas & Electric built a plant in Visitacion Valley and, with the arrival of Southern Pacific Railway Company’s freight station in the early twentieth century, Visitacion Valley became established as a major crossroads in the burgeoning industrial center of the Southern Pacific.²⁴

¹⁹ Woody LaBounty, “Visitacion Valley,” Heritage in the Neighborhoods webpage, October 1, 2021, at [Visitacion Valley - San Francisco Heritage \(sfheritage.org\)](https://www.visitacionvalleyhistoryproject.org/neighborhood-history); Neighborhood History, Visitacion Valley History Project website: <https://www.visitacionvalleyhistoryproject.org/neighborhood-history>

²⁰ Woody LaBounty, “Visitacion Valley,” Heritage in the Neighborhoods webpage, October 1, 2021, at [Visitacion Valley - San Francisco Heritage \(sfheritage.org\)](https://www.visitacionvalleyhistoryproject.org/neighborhood-history).

²¹ Cynthia Cox et al., eds., *Images of America: San Francisco’s Visitacion Valley* (San Francisco: Arcadia Publishing, 2005), 7; Neighborhood History, Visitacion Valley History Project website: <https://www.visitacionvalleyhistoryproject.org/neighborhood-history>

²² Cox, et al., 7. Quoted in Visitacion Valley Redevelopment EIR, Historic Resources Technical Report, Carey & Co. Inc., April 29, 2008, 4. Neighborhood History, Visitacion Valley History Project website: <https://www.visitacionvalleyhistoryproject.org/neighborhood-history>

²³ Cynthia Cox et al., eds., *Images of America: San Francisco’s Visitacion Valley* (San Francisco: Arcadia Publishing, 2005), 7; Neighborhood History, Visitacion Valley History Project website: <https://www.visitacionvalleyhistoryproject.org/neighborhood-history>

²⁴ *The Visitacion: Story of Visitacion Valley, San Francisco* (San Francisco: Committee on Press and Publicity for the Benefit of the Church of the Visitacion, 1907). Referenced in Visitacion Valley Redevelopment EIR, Historic Resources Technical Report, Carey & Co. Inc., April 29, 2008, 8.

According to a history of Visitacion Valley compiled by the Schlage Lock Company, which was a major employer for the neighborhood and surrounding communities from 1925 to 1999,²⁵ “by 1905, the ‘finest building sites’ could be purchased for as little as \$125.00 - \$1.00 down and \$1.00 a week.”²⁶ Charles A. Louis was then the sales agent for the Reis Tract, at that time the largest housing development in the valley. In the years following the 1906 San Francisco earthquake and fire, from which Visitacion Valley emerged relatively unscathed, the area experienced a steady population increase as refugees from the city’s center stayed and settled in the community. Also at that time, the Southern Pacific Railway filled a portion of the bay in order to construct a roundhouse and extensive train yards that extended south of the county line. [“The Five, Six and Seven Mile houses offered lodging and recreation.”²⁷]

Two streetcar lines in operation by 1910 – one running northeast along Bayshore Boulevard from Wilde Street and connecting to Market Street via Third Street, the other running along Geneva Avenue from Bayshore Boulevard to Mission Street – provided further catalysts for the development of the Visitacion Valley community.²⁸ [Large developments of] single-family houses were first built in the area in the 1930s.²⁹ These organized rows of modest one-family stucco houses followed a design pattern similar to the residential streets in other newer neighborhoods of San Francisco, such as the Sunset District.³⁰ Over the next 15 years, Visitacion Valley continued to change as farmland gave way to residential development, roads were paved, and Leland Avenue became the valley’s core commercial thoroughfare.

The neighborhood history compiled on the Visitacion Valley History Project website notes that:

Sunnydale was erected for World War II defense workers, and Joseph Eichler’s 1960s plan for luxury housing in two high-rises evolved into Section 8 housing at Geneva Towers, imploded in 1998. Churches include the Catholic Church of the Visitacion, replacing the six-acre estate of Peter Burnett, California’s first governor, and subsequently the San Francisco Auto Camp; St. James Presbyterian, remodeled by Julia Morgan, the Hearst Castle architect, in 1923; and Valley Baptist on Raymond, erected in 1919. Both the Visitacion Valley Community Center, spearheaded by Florence Friedman, and the John King Senior Center continue to meet a variety of neighborhood needs.³¹

Like many of the city’s western and southern neighborhoods, outward migration of displaced San Franciscans following the 1906 earthquake and fires spurred the development of valley institutions and small businesses. Historian Woody LaBounty notes that in the aftermath of San Francisco’s oldest neighborhoods, neighborhoods like Visitacion Valley flourished with

²⁵ Neighborhood History, Visitacion Valley History Project website: <https://www.visitacionvalleyhistoryproject.org/neighborhood-history>

²⁶ Mary A. Danforth, ed. “Schlage Lock and Key: Schlage’s Home Country... Visitacion Valley” (San Francisco: Schlage Lock Company, January-March, 1967), 4. Referenced in Visitacion Valley Redevelopment EIR, Historic Resources Technical Report, Carey & Co. Inc., April 29, 2008, 8.

²⁷ Neighborhood History, Visitacion Valley History Project website: <https://www.visitacionvalleyhistoryproject.org/neighborhood-history>

²⁸ Danforth, 2. Referenced in Visitacion Valley Redevelopment EIR, Historic Resources Technical Report, Carey & Co. Inc., April 29, 2008, 8.

²⁹ Jill Kneerim, *Visitacion Valley, San Francisco* (A Report to the Daniel Koshland Awards Committee of the San Francisco Foundation, San Francisco, 1985), 4. Referenced in Visitacion Valley Redevelopment EIR, Historic Resources Technical Report, Carey & Co. Inc., April 29, 2008, 8.

³⁰ Danforth, 8. Referenced in Visitacion Valley Redevelopment EIR, Historic Resources Technical Report, Carey & Co. Inc., April 29, 2008, 8.

³¹ Neighborhood History, Visitacion Valley History Project website: <https://www.visitacionvalleyhistoryproject.org/neighborhood-history>

Leland Avenue developing as the robust commercial spine of the neighborhood with the Bayshore Hotel building, small groceries, produce markets, butcher shops, and dry goods stores occupying vernacular structures...³²

Institutions quickly followed with the Catholic Church of the Visitacion founded in 1907 and St. James Presbyterian Church in 1908 (congregation began a Sunday School in 1906). In this way, St. James Presbyterian Church is part of the foundation of the neighborhood.

Historically, the Visitacion Valley neighborhood has had a working-class population. Initially this population was mostly French and German immigrants involved in agriculture. Irish, Spanish, and Italian immigrants come to the neighborhood to work in nearby factories, as well as for the Southern Pacific Railroad. With World War II, and construction of the nearby Hunters Point Naval Shipyard, there was an influx of African Americans who worked in the shipyards and lived in Sunnyside housing, which had been constructed as barracks to house workers. The African American population in the neighborhood increased further following WWII due to displacement from the Fillmore District and Western Addition as a result of activities of the Redevelopment Agency. Since the late 1980s, Chinese American and Filipino population of the neighborhood has increased. In a pictorial history of the neighborhood compiled in 2005, the population was described as being 50 percent of Asian and Pacific Islander heritage with the “Valley’s rich ethnic diversity further reflected in the ethnic congregations who worship here.”³³

The Filipino Historic Context Statement notes that “establishment of a Filipino community in San Francisco is part of a larger pattern of Filipino immigration that began as early as the 1900s and continued in successive waves throughout the twentieth century.”³⁴ The South of Market (SoMa) neighborhood has long been home to the largest concentrations of Filipinos in San Francisco, recognized as the cultural center of regional Filipino community. This community, by the mid-1970s, was

concentrated in the city’s 6th District, which [at that time] encompassed the South of Market and Inner Mission neighborhoods. Filipinos also accounted for five percent of the population in Districts 7, 8 and 9, which [at that time] included parts of the Mission, Bernal Heights and Excelsior neighborhoods, as well as the city’s southwestern quadrant adjacent to Daly City.³⁵

Filipinos in America also discusses San Francisco’s Filipino community in the years following World War II, noting:

The GI Bill brought all U.S. military veterans access to higher education, well-paying civil service jobs and low-interest home loans. Filipinos began to buy homes in the Richmond and Sunset districts on the west side, despite white-only racial covenants. Others moved from the SOMA southward into the Mission,

³² Woody LaBounty, “Visitacion Valley,” Heritage in the Neighborhoods webpage, October 1, 2021, at [Visitacion Valley - San Francisco Heritage \(sfheritage.org\)](https://sfheritage.org/visitacion-valley)

³³ Cynthia Cox et al., eds., *Images of America: San Francisco’s Visitacion Valley* (San Francisco: Arcadia Publishing, 2005), 8.

³⁴ Page & Turnbull, Inc., *San Francisco Filipino Heritage: Addendum to the South of Market Historic Context Statement* (prepared for the San Francisco Planning Department, March 13, 2013), 4.

³⁵ Rodolfo I. Necesito, *The Filipino Guide to San Francisco*, (San Francisco, Technomedia, 1977). Referenced in Page & Turnbull, Inc., *San Francisco Filipino Heritage: Addendum to the South of Market Historic Context Statement* (prepared for the San Francisco Planning Department, March 13, 2013), 4.

Bernal Heights, Excelsior/Outer Mission, Crocker Amazon, and Visitacion Valley neighborhoods and Daly City (of course).³⁶

In 2008, Visitacion Valley was home to approximately 14,000 residents. The demographics have shifted from the valley's early European settlers. [In 2008] the population was comprised of 59 percent Asian American residents and the other 41 percent is made up of nearly equal percentages of Hispanics, Whites, and African Americans.³⁷

Over the years, St. James has sponsored Scout and other youth groups, summer Bible camps, daycare, and numerous other supportive services. The congregation has also shared their building with other groups and religious organizations. Services for a Hispanic congregation currently meet in the building and a Samoan congregation held services in the building at some point (possible 1970s or 1980s).

St. James, organized by members of the community, has always reflected the neighborhood's residents. In its early decades, like the surrounding neighborhood, the congregation at St. James was mostly white. Beginning with WWII, which brought African American workers to surrounding shipyards and to the Sunnydale housing complex, through the 1970s, which saw increased African American population as well as Filipinos and Pacific Islanders, the neighborhood and congregation has diversified. In the 1970s, a church flyer, advertising the congregation, noted that the "church stands in most racially integrated area in the world" and "has people of many racial and religious backgrounds taking part in its services and social activities."³⁸

A history of St. James, compiled in 2011,

As the demographics of Visitacion Valley changed, older members moved away or died, and their children did not stay in San Francisco. By the 1980's the congregation had shrunk and the remaining members were unable to fully support expenses. There were, however, several active Filipino members, and after much discussion the Presbytery elected to name St. James as a mission church to the large Filipino community in the neighborhood with the Presbytery providing financial support, and in 1990 a Filipino pastor was ordained. Currently (2011) the congregation is nearly 100% Filipino and has about 80 active congregants.³⁹

In 2019, the congregation had dwindled even further, and a decision was made not to hire a new pastor following retirement of the sitting pastor. The church was closed for nearly two years (part of this closure overlapped with COVID-19 pandemic) prior to partial re-opening in late 2021 with a part-time pastor. The small congregation remains majority Filipino.

³⁶ Filipino American National Historical Society, Manilatown Heritage Foundation, and Pin@y Educational Partnerships, *Images of America: Filipinos in San Francisco* (Charlestown, South Carolina: Arcadia Publishing, 2011), 9.

³⁷ Carey & Co. Inc., Visitacion Valley Redevelopment EIR, Historic Resources Technical Report, April 29, 2008, 8.

³⁸ St. James Presbyterian Church, Flyer to neighbors, undated.

³⁹ St. James Presbyterian Church, "Early Church History Excerpted from Church Booklet dated April 16, 1953," 2011.

Architecture/Design: Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values (National Register Criterion C).

St. James Presbyterian Church is architecturally significant as an excellent example of the work of renowned architect of merit Julia Morgan. The first woman to attend and receive a degree from the prestigious Ecole des Beaux-Arts in Paris, Morgan was also the first woman to receive a degree in civil engineering at University of California, Berkeley (1894) and to be licensed to practice architecture in California (1904). Adept at designing in variety of architectural styles and scales, Morgan is recognized as one of the leading proponents of First Bay Tradition, an architectural style unique to the Bay Area. After opening her own practice in 1904, Morgan “ran one of the most successful firms in California during the first half of the twentieth century,”⁴⁰ receiving nearly 800 commissions. Morgan’s first biographer describes the architect’s success as “based on empathetic imagination, fundamental understanding of the precepts of design, and profound respect for landscape, light, and materials.”⁴¹ An “outstanding and prolific woman architect whose success is unsurpassed by other women in architecture of her time,”⁴² Julia Morgan was posthumously awarded the American Institute of Architects (AIA) highest award, the AIA Gold Medal, in 2014, the first woman to receive this award, and a number of her buildings have been listed on local and national registers for their architectural significance.

Julia Morgan (1872-1957)

Julia Morgan was born in San Francisco, the second of five children of Charles Bill and Eliza Parmelee Morgan, and grew up in Oakland. Morgan maintained her residence in Oakland, principally at her family home, through the 1920s when moved her office and residence to San Francisco.

Morgan graduated with honors from the University of California, Berkeley with a degree in civil engineering in 1894. She was the first woman to earn a degree in this program at Berkeley and was often the only woman in her math, science, and engineering classes. Although Morgan had already developed an interest in architecture, which was supported by her immediate family and by her mother’s cousin, Pierre Le Brun, an architect in New York, Berkeley did not yet have an architecture program when she attended. During her time at Berkeley, which coincided with substantial growth in women’s involvement and enrollment in the student body, Morgan established ties with women’s groups, such as the YWCA, the Association of Collegiate Alumnae (became American Association of University Women), and Kappa Alpha Theta sorority, that would fuel her client base throughout her career. She also entered a mentorship with one of her instructors, Bernard Maybeck, who would remain a friend and mentor throughout Morgan’s career. Maybeck further supported her interest in architecture, providing a position in his office following her graduation and encouraging her to pursue architectural studies at the Ecole des Beaux Arts in Paris, then considered the most prestigious art and architectural school in the world.

With familial funding and professional support from Maybeck in the form of letters of recommendation and introduction, as well as tutoring on the arduous entrance examinations for the renowned school, Morgan went to Paris in 1896. During her time in Paris, Morgan also found a mentor and tutor in her professor, Bernard

⁴⁰ Sarah Allaback, *The First American Women Architects* (Urbana and Chicago: University of Illinois Press, 2008), 141.

⁴¹ Sara Holmes Boutelle, “Julia Morgan, Engineer and Architect,” *Old-House Journal* (March-April 1996), 22. [Old-House Journal - Google Books](#)

⁴² Inge Schaefer Horton, *Early Women Architects of the San Francisco Bay Area* (Jefferson, NC and London: McFarland & Company, Inc., 2010), 314.

Chaussemiche, for whom she worked as a drafter.⁴³ The Ecole, which had never allowed a woman to study architecture, opened its entry process to female applicants in 1897. After three attempts on the examination, Morgan gained entrance to the prestigious program, the first woman to do so in the school's history, and became the first woman to earn the school's certificate in architecture.⁴⁴ Morgan earned this certificate in three years, although the typical duration for completion of such studies was five years.⁴⁵ Following graduation from the Ecole, Morgan collaborated with Chaussemiche on design and construction of a "grand salon" for a residence in Fontainebleau.⁴⁶

Morgan returned to California in 1903 where she initially worked for John Galen Howard who was supervising the UC Berkeley Master Plan. Under Howard, she worked on several buildings for the UC Berkeley campus, providing decorative elements for the Hearst Mining Building, preliminary design proposal for Sather Gate, and primary designs for the Hearst Greek Theater.⁴⁷ Although remaining in Howard's office may have been appealing given the amount of work that the UC Berkeley project would generate and the number of connections with significant patrons – although they had met previously in Paris, Morgan worked with Phoebe Apperson Hearst for the first time while in Howard's office – Morgan was intent on establishing an independent practice. This desire may have been triggered as much by a deep independent streak as by the awareness that her work with any firm would be valued, or undervalued, in the same way Howard once described her to a colleague, saying that Morgan was "an excellent draftsman whom I have to pay almost nothing, as it is a woman."⁴⁸

In 1904, Morgan passed the state certification test, becoming the first woman licensed to practice architecture in California, and opened an office in San Francisco. Independent commissions for the Mills College bell tower, known as El Campanile, along with houses in Berkeley, Grass Valley, Oakland, and San Francisco maintained the new practice.⁴⁹ Morgan's work on the bell tower was particularly important as it marked her first design in reinforced concrete, providing her with unique experience in the design and construction of a building type that would become increasingly sought after for its earthquake-resistance. The bell tower commission, along with design of a new library, also established Mills College as a long-term client, with Morgan eventually designing several buildings on the campus.

As was the case for Bay Area-based architects, business at Morgan's practice spiked following the 1906 earthquake and fires that destroyed whole swathes of the city's buildings and left thousands homeless. Although her San Francisco office, including her business records, drawings, and personal files, was destroyed in the fires,

⁴³ Julia Morgan Profile, Hearst Castle website, <https://hearstcastle.org/history-behind-hearst-castle/historic-people/profiles/julia-morgan/>

⁴⁴ U.C. Berkeley Environmental Design Archives "Julia Morgan: Hidden Engineer" Accessed June 8, 2020 <http://exhibits.ced.berkeley.edu/exhibits/show/juliamorgan/early-life-and-the-ecole>; Julia Morgan Profile, Hearst Castle website, <https://hearstcastle.org/history-behind-hearst-castle/historic-people/profiles/julia-morgan/>

⁴⁵ Karen McNeill, "'Women Who Build': Julia Morgan & Women's Institutions," *California History* California Historical Society (Summer 2012), 89. 41-74.

⁴⁶ Sara Holmes Boutelle, "Julia Morgan, Engineer and Architect," *Old-House Journal* (March-April 1996), 22. [Old-House Journal - Google Books](#)

⁴⁷ Karen McNeill, "'Women Who Build': Julia Morgan & Women's Institutions," *California History* California Historical Society (Summer 2012), 89.

⁴⁸ Sara Holmes Boutelle, "Julia Morgan, Engineer and Architect," *Old-House Journal* (March-April 1996), 22. [Old-House Journal - Google Books](#)

⁴⁹ Ibid.

and misplaced attempts at creating firebreaks, that swept through San Francisco following the earthquake, Morgan was operational only one week later, relocating her office to a “temporary workshop in the yard” of her family’s Oakland home.⁵⁰ The lack of structural damage to her buildings at Mills College – the bell tower and library – helped establish her design credentials in the reconstruction period as did her first major commission to rebuild the Fairmont Hotel where Morgan noted that her work “has all been structural.”⁵¹ In addition to large commissions such as rebuilding the damaged Fairmont and Merchant’s Exchange Building, (along with Ira Hoover who was her junior partner from 1907-1909, the only period in her practice where she employed a partner), numerous commissions were for modest residences to re-house the thousands made homeless by the destruction in 1906. Residential design and construction of single-family homes would always constitute a significant portion of Morgan’s architectural practice even as larger, both in scope and remuneration, commissions were received. Morgan has been described as having had a “...knack of planning a house that suited her clients exactly” by starting her “...planning with interior requirements and preferences” with the result being “...convenient houses.”⁵²

No matter the commission, Morgan was thoroughly involved, working closely with clients to ensure that each design met their unique requirements (unlike some of her contemporaries, Morgan focused on resolving interior plans before moving to the exterior design), choosing and inspecting materials carefully, and monitoring construction to ensure that every detail was built to her specifications. Historian Elinor Richey notes in her biographical sketch on Morgan that

...[Morgan] kept a captious eye on construction work. ... Nothing but first-rate work gained her approval. Far more than most architects, she knew the mechanics of construction and could interrupt a workman, saying, “Do it this way, friend.” ... She would order faulty work ripped out... Likewise, all materials she used were carefully selected and, on delivery, meticulously examined.⁵³

With the exception of two years when Morgan employed Ira Hoover as a junior partner, Morgan maintained a solo practice from 1904 to 1947/early 1950s. From 1907 on Morgan’s office was located in the Merchant’s Exchange Building in downtown San Francisco. For many of those years, the office consisted of

four sections: a large drafting room for the engineers, draftsmen, and draftswomen (in which Julia kept her own drafting table at the back); a small office for the secretary and office manager; Julia’s own tiny private office, and the library, which was available to all her staff.⁵⁴

Morgan always employed women in her office but made sure that the staff of between 5 and 15, depending on the number of commissions at any given time, was never only women, noting that she did not want to be seen as a “woman’s” practice. All staff, regardless of gender, were paid fairly and generously with Morgan frequently sharing profits, although profit margins may have been somewhat slim given the frequency with which Morgan

⁵⁰ Victoria Kastner, *Julia Morgan: An Intimate Biography of the Trailblazing Architect* (San Francisco: Chronicle Books, 2021), 92.

⁵¹ Karen McNeill, “Gender, Architecture, and Professional Style,” *Pacific Historical Review* (Vol. 76, No. 2: May 2007), 253. Quoting Julia Morgan from Jane Armstrong, “Woman Architect Who Helped Build the Fairmont Hotel,” *San Francisco Call* (June 16, 1907).

⁵² Elinor Richey, *Eminent Women of the West* (Berkeley, CA: Howell-North Books, 1975), 249-250.

⁵³ Elinor Richey, *Eminent Women of the West* (Berkeley, CA: Howell-North Books, 1975), 249.

⁵⁴ Kastner, 102.

accepted reduced fees on projects for various non-profit institutions.⁵⁵ Morgan had high expectations of her staff, expecting long hours of exacting work. Despite this, her office was popular with young architects of both sexes due to the “expert training they got under her perfectionist eye.”⁵⁶ Historian Victoria Kastner notes in *Julia Morgan: An Intimate Biography of the Trailblazing Architect* that Morgan’s work, and that of her office, “emphasized the central goals of the Ecole’s curriculum: developing excellent drawing skills; becoming knowledgeable about historic architectural precedents; and learning how to creatively combine traditional motifs in order to arrive at a new design.”⁵⁷ Historian Elinor Richey reiterates this description, noting further that Morgan was

...not merely turning out volume and satisfying clients; she was innovating design. Her residences partook of an original excellence that made her, along with Maybeck, leader of a new kind of domestic architecture that had become ubiquitous along the Northern California coast. These were simple shingle-surfaced houses with gable roofs and deep eaves which fitted into the landscape with an indigenous air. Characteristically, structural elements were integrated with design, both inside and out. ... The output of half a dozen or so architects was later branded The Bay Area Shingle Style, precursors of the distinctive San Francisco Bay Region Style.⁵⁸

Morgan’s affiliation with the Hearst family, specifically with Phoebe Apperson Hearst and her son the newspaper tycoon, William Randolph Hearst Sr., is a throughline for her entire career, spanning three generations, and resulting in buildings that are among her most well-known and famous. Although Morgan’s long and fruitful collaboration with William Randolph Hearst, from whom she received her most famous commission – La Cuesta Encantada or “Hearst Castle” in San Simeon, her association with Hearst’s mother, Phoebe Apperson Hearst, was nearly as far-reaching. It was Phoebe that began Morgan’s affiliation with the Hearst family, with a commission to remodel and complete Phoebe’s Hacienda del Pozo de Verona in Pleasanton, California, and an introduction to her son, William. It was also Phoebe Hearst that encouraged affiliations between Morgan and several women’s groups, including the Young Women’s Christian Association’s (YWCA’s), which was in the beginning stages of an extensive West Coast building campaign. These affiliations would be amongst the most important in Morgan’s career.

Morgan would become William Randolph Hearst’s principal architect, designing the Los Angeles Examiner Building (1914-15), multiple buildings at Hearst’s northern California estate, Wyntoon, and the grand estate, known as Hearst Castle. Morgan’s design for the estate included all of the buildings, roadways, indoor and outdoor swimming pools, and other elements of the grounds. Morgan acted as far more than a designer for this project and oversaw every element of the project’s implementation from 1919 to 1947. Morgan’s first biographer, Sara Holmes Boutelle noted that Morgan enjoyed working with clients, be they families, women’s groups, or business tycoons, noting that her

⁵⁵ Karen McNeill, “Women Who Build: Julia Morgan & Women’s Institutions,” *California History* (Volume 89, Number 3, 2012), 46.

⁵⁶ Elinor Richey, *Eminent Women of the West* (Berkeley, CA: Howell-North Books, 1975), 249.

⁵⁷ Kastner, 102-3.

⁵⁸ Elinor Richey, *Eminent Women of the West* (Berkeley, CA: Howell-North Books, 1975), 249.

...collaboration with William Randolph Hearst over a quarter of a century reveals an uncommonly bonded architect-client relationship focused on building. Indeed, many clients were close friends ... calling on Morgan for more than one commission.⁵⁹

Besides Hearst Castle, Morgan also worked on projects for Hearst's other properties including Jolon, Wyntoon, Babicora, the "Hopi" residence at the Grand Canyon, the Phoebe Apperson Hearst Memorial Gymnasium at Berkeley, the Los Angeles Examiner Building, several of his Beverly Hills residences, and Marion Davies' beach house in Santa Monica.⁶⁰

While Phoebe Apperson Hearst's influence assisted in establishing Morgan's connection with the YWCA and other women's groups, Morgan already had other associations with the YWCA organization, including two close friends and sorority sisters. These connections, no less than Morgan's own talent and architectural qualifications, came together so that by late 1912, Morgan was the "de facto architect in charge of the YWCA's West Coast endeavors."⁶¹ Over two decades Morgan would ultimately design more than 30 projects for the YWCA.⁶² The largest of these projects was for a permanent conference camp, known as Asilomar at Pacific Grove, California. Morgan was announced as the supervising architect for this project in 1913 and "...would eventually design over a dozen buildings at the site over the ensuing twelve years, making it one of the largest Arts and Crafts-style compounds in the country."⁶³ At Asilomar Morgan "designed nearly everything: its stone entrance pillars, its social and dining halls; its chapel and its eight-hundred-seat auditorium; and even its lodges and employee residences..."⁶⁴ While Asilomar is resolutely Arts and Crafts-style, most of Morgan's other YWCA projects reflect various period revival styles popular in the first half of the 20th century, particularly Spanish Colonial and Mission Revival. With her Beaux-Arts training and experience utilizing the newly available inexpensive reinforced concrete, Morgan was adept at designing in these styles.⁶⁵ Several of the most notable of these YWCA projects include: Oakland YWCA (Renaissance Revival, 1913), Hollywood Studio Club (Spanish Colonial Revival, 1926), San Francisco Chinatown YWCA and Residence (Renaissance Revival, 1932 – SF Landmark No. 122), Honolulu, Hawaii YWCA (Spanish and Renaissance Revival, 1926).

Though her various connections via sorority sisters and officers of women's groups throughout the West Coast, Morgan also designed important buildings for many Bay Area women's clubs, including Berkeley Women's Club (now Berkeley City Club) (Renaissance Revival, 1929 – listed on National, California, and local registers), Saratoga Foothills Women's Club (First Bay Tradition, 1915 – listed on National and California registers), Sausalito Women's Club (First Bay Tradition, 1918). Over the course of her career, Morgan designed nearly one hundred buildings across California and the nation for women's organizations. Her commissions included social and civic clubs for women; academic, residential, and recreational buildings; primary schools; orphanages; hospitals, sanitariums, and nursing residences.⁶⁶ Architectural historian Karen McNeill has noted of these building programs that

⁵⁹ Boutelle, *Old House Journal*, 24-26.

⁶⁰ Julia Morgan Profile, Hearst Castle website, <https://hearstcastle.org/history-behind-hearst-castle/historic-people/profiles/julia-morgan/>

⁶¹ Kastner, 105.

⁶² Ibid.

⁶³ Kastner, 107.

⁶⁴ Kastner, 108.

⁶⁵ Elinor Richey, *Eminent Women of the West* (Berkeley, CA: Howell-North Books, 1975), 249.

⁶⁶ Karen McNeill, "Women Who Build: Julia Morgan & Women's Institutions," *California History* (Volume 89, Number 3, 2012), 45.

California women were not alone in their building programs, but the built environment they created stands out for one singular reason: the architect Julia Morgan. ... She was an icon of the New Woman: a highly educated, independent, and single woman successfully pursuing a traditionally masculine career. ... And while Morgan was not the only woman who designed buildings for women's organizations...she likely designed more buildings for women's organizations than any other architect in the country. Her oeuvre thus provides the most expansive body of architecture designed of, by, and for women, resulting in a rich source base for exploring feminism from a spatial perspective.⁶⁷

Morgan worked in many architectural styles with buildings in a variety of scales, but her projects are often characterized by her "...use of the California vernacular with distinctive elements...characteristic of the Arts and Crafts movement, including exposed support beams, horizontal lines that blended with the landscape and extensive use of shingles, California Redwood, and earth tones."⁶⁸ Many of her design for churches are evocative of these characteristics even though most of her "ecclesiastical designs [were] for small-scale neighborhood buildings."⁶⁹ During this period,

[p]opulation shifts to the outer edges of cities created a demand for new small churches, such as the Ocean Avenue Presbyterian in San Francisco, High Street Presbyterian and the United Presbyterian in Oakland, and the Thousand Oaks Baptist in Berkeley.⁷⁰

Like these other neighborhood church projects, St. James Presbyterian Church also fits this description. Although commissions from the Hearst family were Morgan's "most lucrative" she also "accepted projects from clients of modest income."⁷¹

Although it does not match in scale or design quality some of Morgan's better known and celebrated churches or institutional assembly spaces, the sanctuary at St. James Presbyterian Church is reminiscent of Morgan's designs for St. John's Presbyterian Church (Berkeley, 1910), Phoebe Apperson Hearst Social Hall (Asilomar, 1913), Merrill Hall (Asilomar, 1928), Grace Dodge Chapel (Asilomar, 1915), and Ocean Avenue Presbyterian Church (1923). Of this list, only the last, Ocean Avenue Presbyterian Church, is of a similar scale to St. James', although all share distinctive interior characteristics, including open ceiling with wood beams and trusses with exposed metalwork and large wood-frame windows. In all these designs, even when economy of design and construction was paramount, such as for St. James Presbyterian Church where the building was constructed for approximately \$9500 (about \$160,000 in 2022 dollars), Morgan celebrated the visual quality of California Redwood with exposed structural members, designed to draw the eye to an altar or similar point of focus, and utilized natural light via large wood-framed windows to best advantage on construction sites with complicated topography or narrow city lots. St. James Presbyterian Church, while a modest example of Morgan's ecclesiastical designs, is important within her body of work and within the history of the Visitacion Valley neighborhood and San Francisco as an

⁶⁷ Ibid, 44.

⁶⁸ Julia Morgan Profile, Hearst Castle website, <https://hearstcastle.org/history-behind-hearst-castle/historic-people/profiles/julia-morgan/>

⁶⁹ Sara Holmes Boutelle, *Julia Morgan, Architect* (New York: Abbeville Press Publishers, 1995), 70.

⁷⁰ Ibid, 69.

⁷¹ Jan Cigliano Hartman, ed., *The Women Who Changed Architecture* (New York: Beverly Willis Architecture Foundation and Princeton Architectural Press, 2022), 35.

example that evokes both the design quality of said work and the equity within the body of her work. St. James Presbyterian Church is and was a neighborhood church with a design by an architect that placed equal value in the economical design of this simple church as with other, larger projects in her office.

Bibliography

Allaback, Sarah. *The First American Women Architects* (Urbana and Chicago: University of Illinois Press, 2008).

Boutelle, Sara Holmes. *Julia Morgan, Architect* (New York: Abbeville Press Publishers, 1995).

“Julia Morgan, Engineer and Architect,” *Old-House Journal* March-April 1996, 22-26. Accessed at [Old-House Journal - Google Books](#)

Carey & Co. Inc., *Historic Resources Technical Report*, prepared for Visitacion Valley Redevelopment EIR (April 29, 2008).

Danforth, Mary A., ed. “Schlage Lock and Key: Schlage’s Home Country...Visitacion Valley” (San Francisco: Schlage Lock Company, January-March, 1967).

Favro, Diane. “Sincere and Good: The Architectural Practice of Julia Morgan” *Journal of Architectural and Planning Research* (Vol. 9, No. 2, Summer, 1992): 112-118.

Filipino American National Historical Society, Manilatown Heritage Foundation, and Pin@y Educational Partnerships, *Images of America: Filipinos in San Francisco* (Charlestown, South Carolina: Arcadia Publishing, 2011).

Fuglie, Gordon L. *Julia Morgan: The Road to San Simeon – Visionary Architect of the California Renaissance* (New York: Rizzoli Electa, 2022).

Harris, Gloria G. *Women Trailblazers of California: Pioneers to the Present* (Charleston, SC: History Press, 2012).

Hartman, Jan Cigliano, ed. *The Women Who Changed Architecture* (New York: Beverly Architectural Foundation, Princeton Architectural Press, 2022).

Horton, Inge Schaefer. *Early Women Architects of the San Francisco Bay Area: The Lives and Work of Fifty Professionals, 1890-1951* (Jefferson, NC and London: McFarland & Company, Inc., 2010).

Kastner, Victoria. *Julia Morgan: An Intimate Biography of the Trailblazing Architect* (San Francisco: Chronicle Books, 2021).

Kneerim, Jill. *Visitacion Valley, San Francisco* (A Report to the Daniel Koshland Awards Committee of the San Francisco Foundation, San Francisco, 1985).

LaBounty, Woody. “Visitacion Valley,” Heritage in the Neighborhoods webpage, October 1, 2021, at [Visitacion Valley - San Francisco Heritage \(sfheritage.org\)](#)

McNeill, Karen. “Building the California Women’s Movement: Architecture, Space, and Gender in the Life and Work of Julia Morgan (Ph. D. dissertation, University of California, Berkeley, 2006).

“Gender, Architecture, and Professional Style” *Pacific Historical Review* (Vol. 76, No. 2, May 2007): 229-268.

“Women Who Build: Julia Morgan & Women’s Institutions,” *California History* (California Historical Society, Volume 89, Number 3, July 2012: 41-74.

Necesito, Rodolfo I. *The Filipino Guide to San Francisco*, (San Francisco: Technomedia, 1977).

Page & Turnbull, Inc., *San Francisco Filipino Heritage: Addendum to the South of Market Historic Context Statement* (prepared for the San Francisco Planning Department, March 13, 2013).

St. James Presbyterian Church, “Early Church History Excerpted from Church Booklet dated April 16, 1953,” 2011.

St. James Presbyterian Church, “A Historical Sketch on occasion of the Church’s 50th Anniversary (1956).”

St. James Presbyterian Church, Flyer to neighbors, undated.

Richey, Elinor. *Eminent Women of the West* (Berkeley, CA: Howell-North Books, 1975).

Visitacion Valley History Project, Cynthia Cox et al., eds., *Images of America: San Francisco’s Visitacion Valley* (San Francisco: Arcadia Publishing, 2005).

Visitacion Valley History Project, Neighborhood History page, website. Accessed at <https://www.visitacionvalleyhistoryproject.org/neighborhood-history>

Wilson, Mark A. *Julia Morgan: Architect of Beauty* (Salt Lake City, Utah: Gibbs Smith, 2007).

Julia Morgan Profile, Hearst Castle website, <https://hearthcastle.org/history-behind-hearth-castle/historic-people/profiles/julia-morgan/>

U.C. Berkeley Environmental Design Archives “Julia Morgan: Hidden Engineer” Accessed June 8, 2020 <http://exhibits.ced.berkeley.edu/exhibits/show/juliamorgan/early-life-and-the-ecole>

The Visitacion: Story of Visitacion Valley, San Francisco (San Francisco: Committee on Press and Publicity for the Benefit of the Church of the Visitacion, 1907).

Photos



St. James Presbyterian Church, front (south) façade, view north, 2022
Source: San Francisco Planning Department



St. James Presbyterian Church, front (south) façade, stained glass, view north, 2022
Source: San Francisco Planning Department



St. James Presbyterian Church, front (south) and east elevations, view northwest, 2022
Source: San Francisco Planning Department



St. James Presbyterian Church, upper level at east elevation, view south, 2022
Source: San Francisco Planning Department



St. James Presbyterian Church, original
stained-glass windows at upper level, east
elevation, view south, 2022
Source: San Francisco Planning Department



St. James Presbyterian Church, east elevation, 2022
Source: San Francisco Planning Department

Left: View south toward front façade

Right: View north toward rear of building.





St. James Presbyterian Church, west elevation, 2022
Source: San Francisco Planning Department

Left: View south toward front façade

Right: Detail view of west elevation.



St. James Presbyterian Church, sanctuary, view north (above) and view west (below), 2022
Source: San Francisco Planning Department





St. James Presbyterian Church, sanctuary, view east (above) and view south (below), 2022
Source: San Francisco Planning Department





St. James Presbyterian Church, raised platform area at north end of sanctuary, view northeast, 2022
Source: San Francisco Planning Department



St. James Presbyterian Church, details of ceiling, trusses, and brackets in sanctuary, 2022
Source: San Francisco Planning Department



St. James Presbyterian Church, lower level interior, 2022
Source: San Francisco Planning Department

Above: assembly space at lower level, view north.

Right: hallway at lower level (windows are at façade),
view south.





St. James Presbyterian Church, front (south) façade, no date
Source: Betty Parshall, Visitacion Valley History Project



St. James Presbyterian Church, front (south) façade, circa 1951
Source: Betty Parshall, Visitacion Valley History Project



St. James Presbyterian Church, front (south) façade, circa 1920s
Source: San Francisco Public Library, Historical Photograph Collection (AAB-1639)



St. James Presbyterian Church, front (south) façade, circa 1925
Source: St. James Presbyterian Church: photo published in *San Francisco's Visitacion Valley* (2005)



St. James Presbyterian Church, interior at north end of sanctuary, circa 1945-1950
Source: Betty Parshall, Visitation Valley History Project

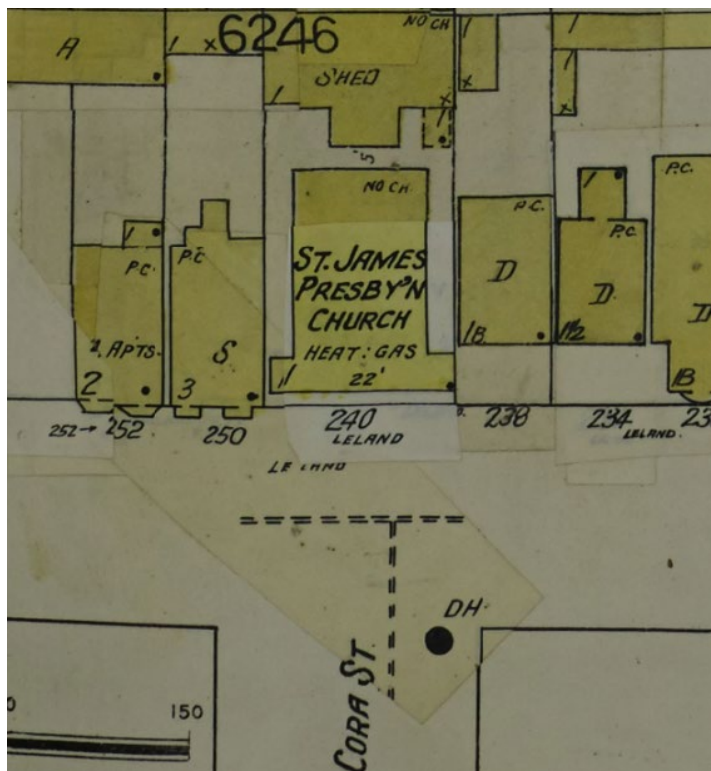


St. James Presbyterian Church, interior of sanctuary, view south, no date
Source: Betty Parshall, Visitation Valley History Project

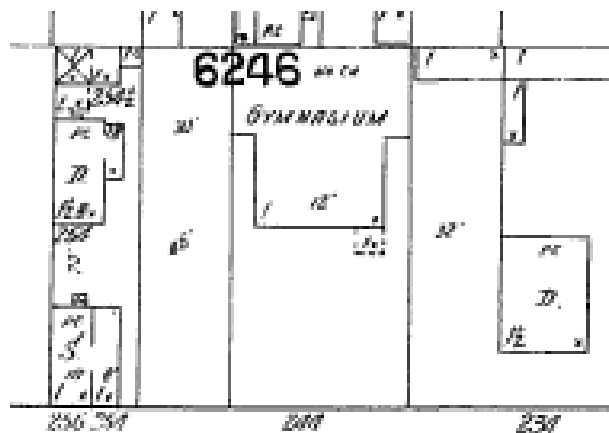


1938 Aerial Photograph – Image 34: San Francisco Aerial Views
(Image Source: David Rumsey Historical Map Collection)

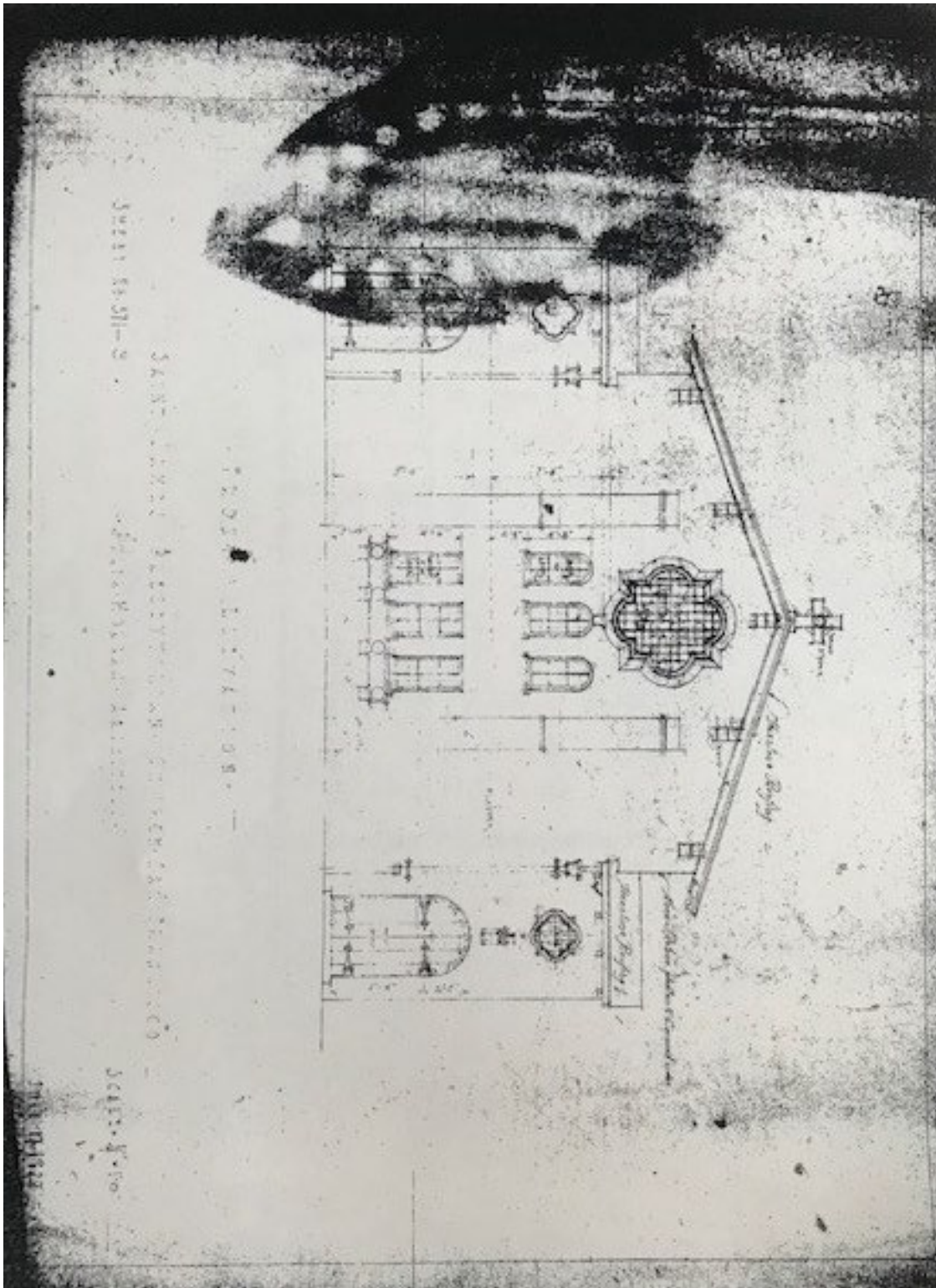
Excerpt showing Leland Avenue at Cora Street. Location and footprint of St. James Presbyterian Church and vacant rear yard. Extent of building prior to 1950s rear addition.



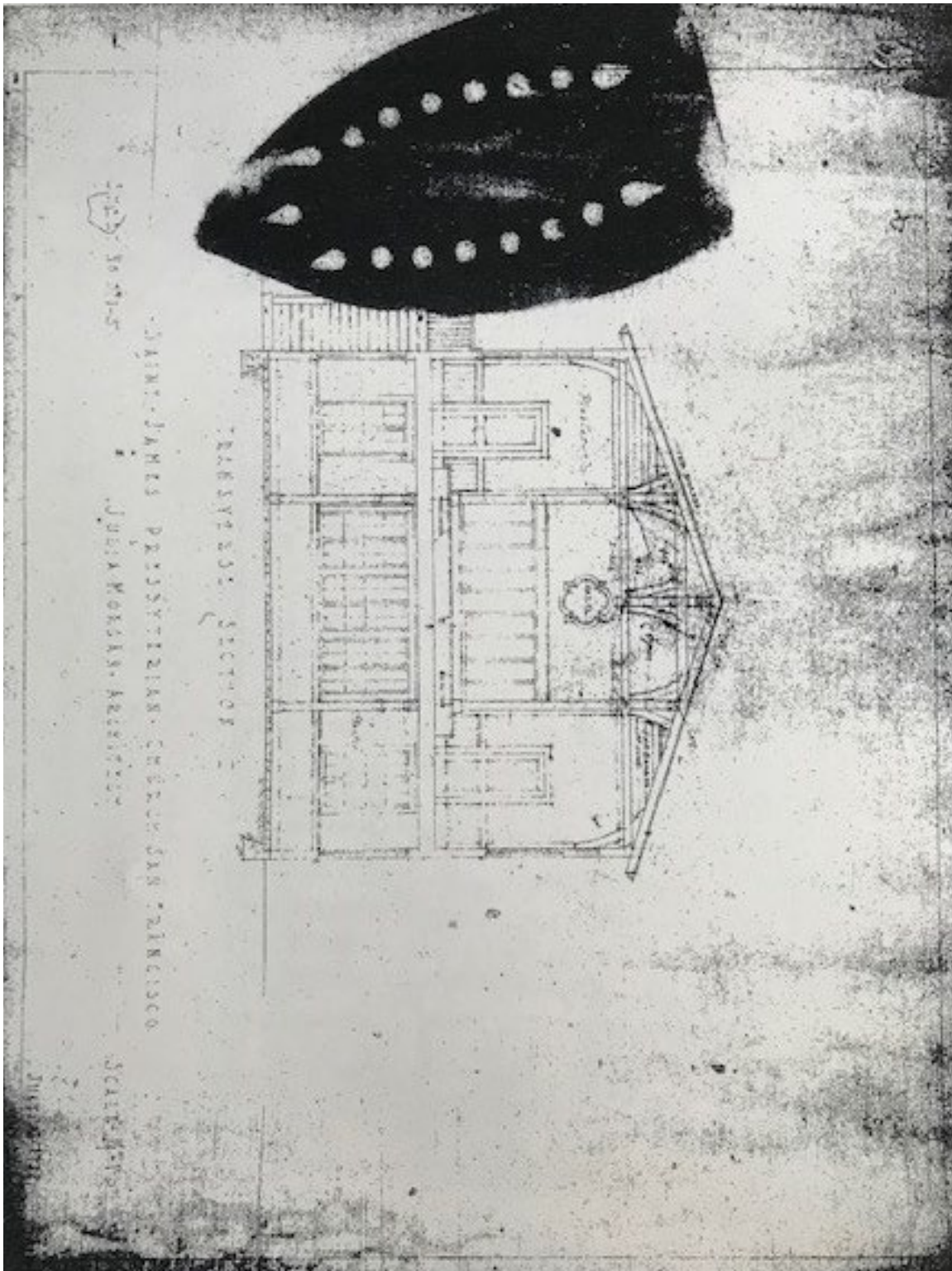
Detail from 1950 Sanborn Map
Source: Library of Congress



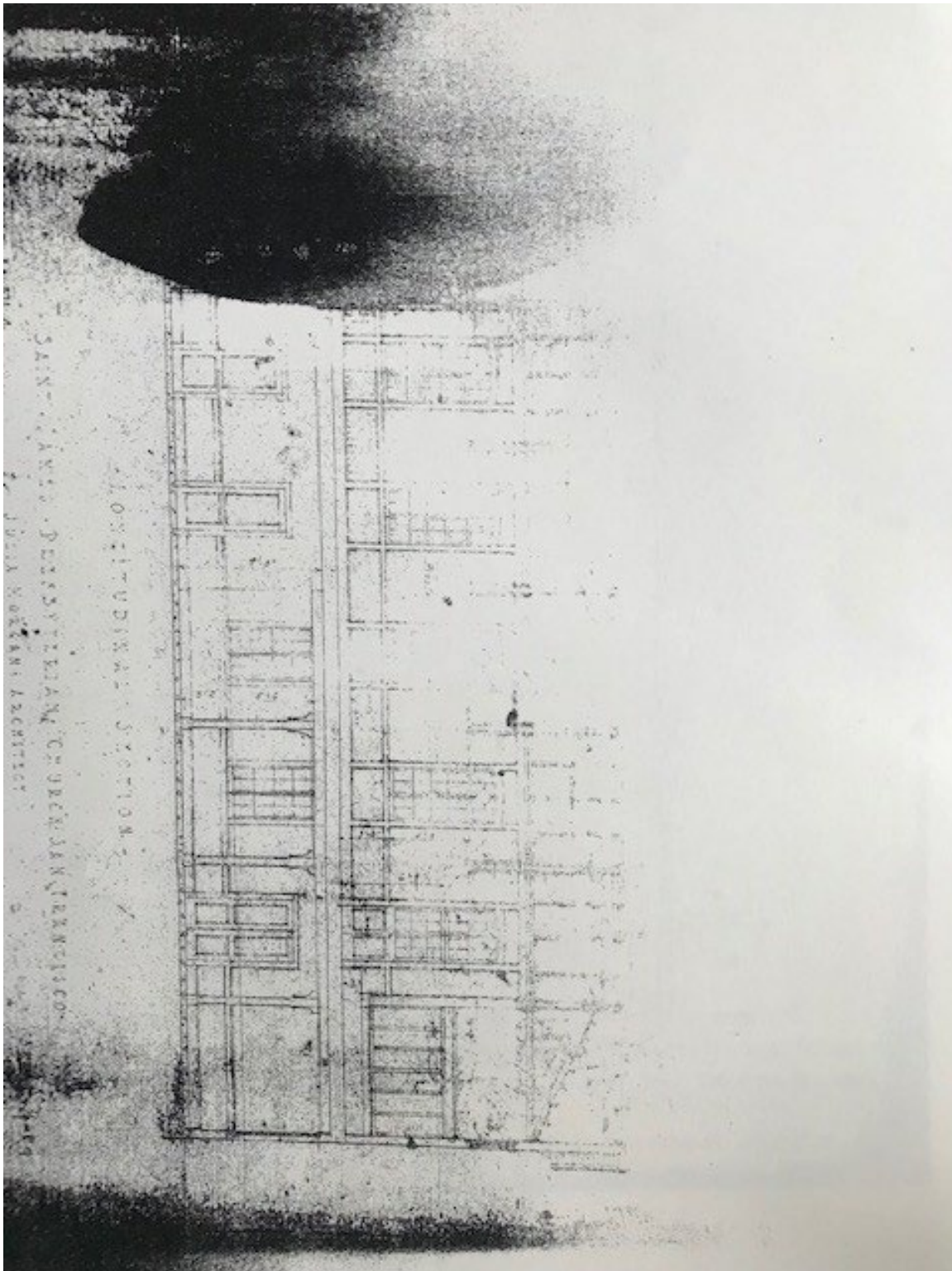
Detail from 1915 Sanborn Map
Source: San Francisco Planning Department



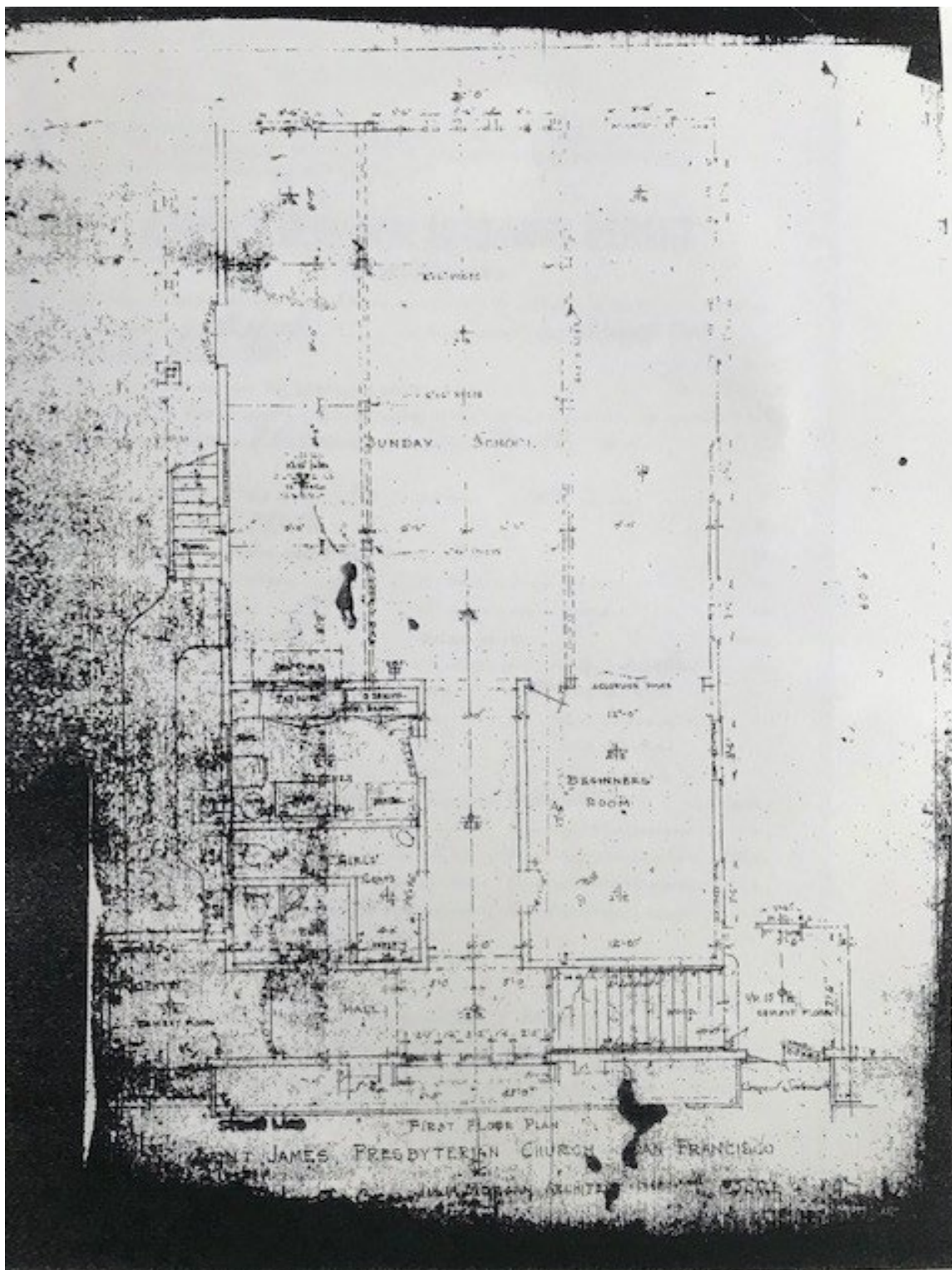
St. James Presbyterian Church, Julia Morgan original architectural drawings, Front Facade, July 10, 1922
Source: Betty Parshall, Visitation Valley History Project. Copies of microfiche of Building Permit records held by San Francisco Department of Building Inspection.



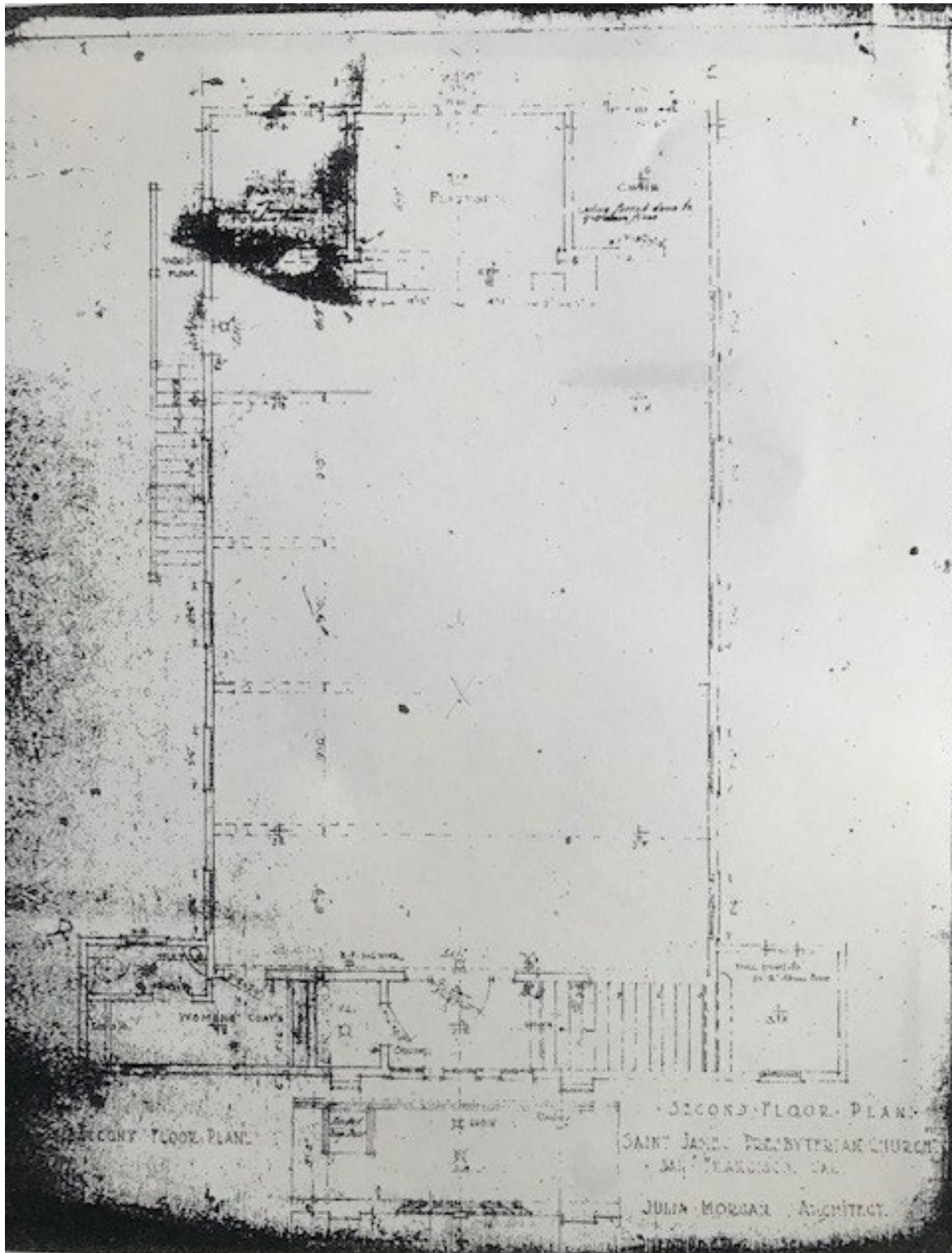
St. James Presbyterian Church, Julia Morgan original architectural drawings, Transverse Section, July 10, 1922
Source: Betty Parshall, Visitation Valley History Project. Copies of microfiche of Building Permit records held by San Francisco Department of Building Inspection.



St. James Presbyterian Church, Julia Morgan original architectural drawings, Longitudinal Section, July 10, 1922
Source: Betty Parshall, Visitation Valley History Project. Copies of microfiche of Building Permit records held by San Francisco Department of Building Inspection.



St. James Presbyterian Church, Julia Morgan original architectural drawings, First Floor Plan, July 10, 1922
Source: Betty Parshall, Visitation Valley History Project. Copies of microfiche of Building Permit records held by San Francisco Department of Building Inspection.



St. James Presbyterian Church, Julia Morgan original architectural drawings, Second Floor Plan, July 10, 1922
Source: Betty Parshall, Visitation Valley History Project. Copies of microfiche of Building Permit records held by San Francisco Department of Building Inspection.

[Planning Code - Landmark Designation – St. James Presbyterian Church]

Ordinance amending the Planning Code to designate St. James Presbyterian Church, at 240 Leland Avenue, Assessor's Parcel Block No. 6246, Lot No. 012, as a Landmark consistent with the standards set forth in Article 10 of the Planning Code; affirming the Planning Department's determination under the California Environmental Quality Act; and making public necessity, convenience, and welfare findings under Planning Code, Section 302, and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. CEQA and Land Use Findings.

(a) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources Code Sections 21000 *et seq.*). Said determination is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference. The Board of Supervisors affirms this determination.

(b) Pursuant to Planning Code Section 302, the Board of Supervisors finds that the proposed landmark designation of St. James Presbyterian Church, at 240 Leland Avenue, Assessor's Parcel Block No. 6246, Lot No. 012, will serve the public necessity, convenience, and welfare for the reasons set forth in Historic Preservation Commission Resolution No.

1 _____, recommending approval of the proposed designation, which is incorporated
2 herein by reference.

3 (c) On November 2, 2022, the Historic Preservation Commission, in Resolution No.
4 _____, adopted findings that the actions contemplated in this ordinance are
5 consistent, on balance, with the City's General Plan and with the eight priority policies of
6 Planning Code Section 101.1. The Board adopts these findings as its own.

7
8 Section 2. General Findings.

9 (a) On July 19, 2022, the Board of Supervisors adopted Resolution No. 337-22,
10 initiating landmark designation of St. James Presbyterian Church as a San Francisco
11 Landmark pursuant to Section 1004.1 of the Planning Code. On July 28, 2022, the Mayor
12 approved the resolution. Said resolution is on file with the Clerk of the Board of Supervisors in
13 File No. 220716.

14 (b) Pursuant to Charter Section 4.135, the Historic Preservation Commission has
15 authority "to recommend approval, disapproval, or modification of landmark designations and
16 historic district designations under the Planning Code to the Board of Supervisors."

17 (c) The Landmark Designation Fact Sheet was prepared by Planning Department
18 Preservation staff. All preparers meet the Secretary of the Interior's Professional Qualification
19 Standards for historic preservation program staff, as set forth in Code of Federal Regulations
20 Title 36, Part 61, Appendix A. The report was reviewed for accuracy and conformance with
21 the purposes and standards of Article 10 of the Planning Code.

22 (d) The Historic Preservation Commission, at its regular meeting of November 2, 2022,
23 reviewed Planning Department staff's analysis of the historical significance of St. James
24 Presbyterian Church set forth in the Landmark Designation Fact Sheet dated October 26,
25 2022.

1 (e) On November 2, 2022, after holding a public hearing on the proposed designation
2 and having considered the specialized analyses prepared by Planning Department staff and
3 the Landmark Designation Fact Sheet, the Historic Preservation Commission recommended
4 designation of St. James Presbyterian Church as a landmark under Article 10 of the Planning
5 Code by Resolution No. _____. Said resolution is on file with the Clerk of the Board in
6 File No. _____.

7 (f) The Board of Supervisors hereby finds that St. James Presbyterian has a special
8 character and special historical, architectural, and aesthetic interest and value, and that its
9 designation as a Landmark will further the purposes of and conform to the standards set forth
10 in Article 10 of the Planning Code. In doing so, the Board hereby incorporates by reference
11 the findings of the Landmark Designation Fact Sheet.

12
13 Section 3. Designation.

14 Pursuant to Section 1004.3 of the Planning Code, St. James Presbyterian Church is
15 hereby designated as a San Francisco Landmark under Article 10 of the Planning Code.
16 Appendix A to Article 10 of the Planning Code is hereby amended to include this property.

17
18 Section 4. Required Data.

19 (a) The description, location, and boundary of the Landmark site consists of the City
20 parcel located at 240 Leland Avenue (aka St. James Presbyterian Church), in Assessor's
21 Parcel Block No. 6246, Lot No. 012, in San Francisco's Visitacion Valley neighborhood.

22 (b) The characteristics of the Landmark that justify its designation are described and
23 shown in the Landmark Designation Fact Sheet and other supporting materials contained in
24 Planning Department Record Docket No. 2022-008664DES. In brief, St. James Presbyterian
25 Church is eligible for local designation as it is associated with events that have made a

1 culturally, historically, and architecturally significant contribution to the broad patterns of San
2 Francisco history and represents the work of an architect of merit. St. James Presbyterian
3 Church, originally established in 1908, was reorganized by the Presbytery of San Francisco
4 as its first Filipino ministry in the late 1980s, with the current building constructed in 1922
5 based on design by renowned architect Julia Morgan. Specifically, designation of St. James
6 Presbyterian Church, originally established in 1908 and one of the oldest religious
7 congregations in southeastern San Francisco, is proper for its association with early
8 development of the Visitacion Valley neighborhood. Designation of St. James Presbyterian
9 Church is also proper as it is architecturally significant as an example of the work of architect
10 of merit, Julia Morgan.

11 (c) The particular features that should be preserved, or replaced in-kind as determined
12 necessary, are those shown in photographs and/or described in the Landmark Designation
13 Fact Sheet, which can be found in Planning Department Record Docket No. 2022-
14 008664DES, and which are incorporated in this designation by reference as though fully set
15 forth. Specifically, the following features are character-defining and shall be preserved or
16 replaced in kind:

17 (1) All those exterior elevations, form, massing, structure, rooflines, architectural
18 ornament, and materials of St. James Presbyterian Church, identified as:

- 19 (A) Two-story height;
20 (B) Smooth stucco and wood drop-lap horizontal siding;
21 (C) Window and door openings at front and side elevations;
22 (D) Front and side setbacks from property lines;
23 (E) Front- and side-facing gable rooflines with open, wood paneled,
24 overhanging eaves, exposed rafter tails, bargeboards, and curved, blocky brackets;
25 (F) Wood windows, consisting of:

1 (i) Wood-framed, rectangular and arched stained-glass windows at
2 façade, depicting the Parable of the Sower;

3 (ii) Stained glass rosette windows at front façade;

4 (iii) Paired casement wood sash below fixed transom wood sash
5 windows with Arts and Crafts-style stained-glass at upper level of east and west elevations;

6 (iv) Four-lite paired casement wood sash below two-light wood
7 transom sash, and three-lite paired casement wood sash, at east and west elevations;

8 (v) Six-lite wood sash windows at façade;

9 (G) Wood doors, consisting of paired wood panel and glazed wood doors
10 at west elevation with wood transom window above;

11 (H) Stucco-clad pilasters, corner boards, and arched openings at façade;

12 and,

13 (2) The character-defining interior features of St. James Presbyterian Church
14 are those depicted in photos and written description in the Landmark Designation Fact Sheet,
15 all of which were historically accessible to the public, including:

16 (A) Stair leading to sanctuary from entrance at east end of front façade,
17 including wood treads and risers, wood handrails and wood wainscot, and stair landing with
18 wood wainscot, plaster walls, and open wood paneled and beamed ceiling;

19 (B) Sanctuary;

20 (i) Open wood paneled and beamed ceiling;

21 (ii) Wood trusses and curved brackets, including exposed metal
22 bolts;

23 (iii) Wood framing around windows and doors, including at stair
24 landing;

25 (iv) Wood wainscot, wood chair rail, and plaster wall finishes;

1 (v) Arts and Crafts-style, stained glass and paired casement sash
2 and transom sash windows and paired wood doors;
3 (vi) Wood paneled doors;
4 (vii) Configuration of spaces at north end of sanctuary with raised
5 recessed area at center flanked by enclosed, or partially enclosed rooms.
6

7 Section 5. Effective Date.

8 This ordinance shall become effective 30 days after enactment. Enactment occurs
9 when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not
10 sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the
11 Mayor's veto of the ordinance.
12

13 APPROVED AS TO FORM:
14 DAVID CHIU, City Attorney

15 By: /s/ Andrea Ruiz-Esquide
16 Andrea Ruiz-Esquide
Deputy City Attorney

17 n:\legana\as2022\1800206\01636168.docx
18
19
20
21
22
23
24
25

LEGISLATIVE DIGEST

[Planning Code - Landmark Designation - St. James Presbyterian Church]

Ordinance amending the Planning Code to designate St. James Presbyterian Church, at 240 Leland Avenue, Assessor's Parcel Block No. 6246, Lot No. 012, as a Landmark consistent with the standards set forth in Article 10 of the Planning Code; affirming the Planning Department's determination under the California Environmental Quality Act; and making public necessity, convenience, and welfare findings under Planning Code, Section 302, and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1.

Existing Law

Under Article 10, Section 1004 of the Planning Code, the Board of Supervisors may, by ordinance, designate an individual structure that has special character or special historical, architectural or aesthetic interest or value as a City landmark. Unless prohibited by state law, once a structure has been named a landmark, any construction, alteration, removal or demolition for which a City permit is required necessitates a Certificate of Appropriateness from the Historic Preservation Commission. (Planning Code § 1006; Charter of the City and County of San Francisco, § 4.135.) Thus, landmark designation generally affords a high degree of protection to historic and architectural structures of merit in the City. There are currently more than 300 individual landmarks in the City under Article 10, in addition to structures and districts in the downtown area that are protected under Article 11. (See App. A to Article 10.)

Amendments to Current Law

This ordinance amends the Planning Code to add a new historic landmark to the list of individual landmarks under Article 10: St. James Presbyterian Church, at 240 Leland Avenue, Assessor's Parcel Block No. 6246, Lot No. 012. The ordinance finds that St. James Presbyterian is eligible for local designation as it is associated with events that have made a culturally, historically, and architecturally significant contribution to the broad patterns of San Francisco history and represents the work of an architect of merit. Specifically, designation of St. James Presbyterian Church, originally established in 1908 and one of the oldest religious congregations in southeastern San Francisco, is proper for its association with early development of the Visitacion Valley neighborhood and because as it is architecturally significant as an example of the work of architect of merit, Julia Morgan.

As required by Section 1004, the ordinance lists the particular features that shall be preserved, or replaced in-kind as determined necessary.

FILE NO.

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors, \(BOS\)](#)
To: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#)
Subject: FW: Q2 and Q3 CY 2022 Reporting on Prioritization of 100% Affordable Housing Projects (File #180547)
Date: Monday, November 21, 2022 2:16:00 PM
Attachments: [180547-MOHCD Quarterly 100% Affordable Housing Report-CY 2022 Q2 and Q3.pdf](#)

Hello,

Please see below and attached for the Q2 and Q3 CY 2022 Reporting on Prioritization of 100% Affordable Housing Projects, which was distributed by the Mayor's Office of Housing and Community Development to the Members of the Board and their Legislative Aides, and will be included on the Communications page of the agenda for the Board Meeting scheduled for November 29, 2022.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Geithman, Kyra (MYR) <kyra.geithman@sfgov.org>
Sent: Monday, November 21, 2022 10:10 AM
To: BOS-Supervisors <bos-supervisors@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>
Cc: BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; BOS-Records Management <bos-records_management@sfgov.org>; Paulino, Tom (MYR) <tom.paulino@sfgov.org>; Gluckstein, Lisa (MYR) <lisa.gluckstein@sfgov.org>; Shaw, Eric (MYR) <eric.shaw@sfgov.org>; Nickolopoulos, Sheila (MYR) <sheila.nickolopoulos@sfgov.org>; BOS-Operations <bos-operations@sfgov.org>
Subject: Q2 and Q3 CY 2022 Reporting on Prioritization of 100% Affordable Housing Projects (File #180547)

Good morning!

Please find attached the quarterly report on MOHCD's 100% Affordable Housing Projects, as required by City Ordinance and as part of OEWD's Executive Directive 17-02, covering Q2 and Q3 CY-22, the period from April 1 – September 30, 2022.

Thank you,

--

Kyra Geithman
Associate Director, Policy and Community Affairs
Mayor's Office of Housing and Community Development

San Francisco Mayor London N. Breed
pronouns: she/they

Mayor's Office of Housing and Community Development
City and County of San Francisco



London N. Breed
Mayor

Eric D. Shaw
Director

November 21, 2022

To: Mayor London Breed; Board of Supervisors
From: Eric Shaw, Director
CC: Clerk of the Board of Supervisors

Re: Q2 and Q3 CY 2022 Reporting on Prioritization of 100% Affordable Housing Projects
(File #180547)

Enclosed please find the quarterly report on MOHCD's 100% Affordable Housing Projects, as required by City Ordinance and as part of OEWD's Executive Directive 17-02, covering Q2 and Q3 CY-22, the period from April 1 – September 30, 2022.

Highlights and Key Milestones

Significant strides have been made during the last two quarters in entitlement, permitting and construction of a growing number of affordable housing developments. Of the active pipeline totaling 4,031 units of 100% affordable housing, MOHCD started construction on more than 780 units and completed 384 units in Q2 and Q3. As of this update, there are 1,464 total units in construction and 2,183 currently in pre-development (pre-entitlement or permitting).

We celebrated the completion and grand opening of projects at 681 Florida (130 units) and 1064 Mission (256 units). Additionally, with the award of low-income housing tax credits (LIHTCs) and California Housing Accelerator (CHA) Funds, six projects totaling 696 units that had been delayed were able to close construction financing in the past two quarters:

- Treasure Island C3.1 (Q2 CHA) – District 6
- 180 Jones (Q2 CHA) – District 5
- 78 Haight (Q2 9% LIHTC) – District 5
- Shirley Chisholm Village Educator Housing (Q3 9% LIHTC) – District 4
- 600 7th Street (Q3 4% LIHTC) – District 6
- Potrero Hope SF Block B (Q3 CHA) – District 10

Exciting progress is being made in the First Cohort (5 sites) of the MOHCD Multi-Site project. Concept and Schematic designs, Community engagement, and preliminary Planning and Site permit applications are progressing on schedule.

Challenges

Challenges in the permitting and approvals process continue but have also been largely mitigated with remote work using Electronic Plan Review (EPR) where feasible. The most significant challenges currently include rising construction and permanent debt loan interest, as well as volatility in materials cost and availability. Project bidding is also seeing unanticipated high levels of escalation.

While progress has been made in municipal power application, design and delivery with an agreement negotiated between PUC and PG&E, this work remains extremely complex, requiring significant coordination and facilitation by all partners. Changes to the process continue to create unpredictable schedules and extraordinary costs, which are not anticipated within project budgets or schedules. Critical projects that are facing these challenges are 2340 San Jose (Balboa Park Upper Yard) and 4840 Mission Street, both currently under construction but with no clear path to permanent power energization to guarantee on-time completion.

Overall, MOHCD is pleased to report that despite the unprecedented events of this current time, affordable housing production, at all stages of development, continues to move forward with the collaboration and commitment of our staff, City and private partners.

EXHIBITS

MOHCD Affordable Housing Quarterly Report Q2 and Q3 2022 (PDF)

Q2 -Q3 CY 2022

April 1- September 30, 2022

HOUSING DELIVERY REPORT - 100% Affordable, New Construction (non-DA)

Project Name	Street Number	Street Name	Number of Units	Supv. District	Housing Tenure (type)	Status	Start (Est. or Actual)	Complete (Est. or Actual)	Issuance of Temporary Certificate of Occupancy (TCO)	Milestones / Deliverables This Quarter	Risks, Challenges and Major Activity	Milestones / Deliverables for Next Quarter
1064-68 Mission	1064-68	Mission	256	6	Rental	CONSTRUCTION	2/6/2020	10/20/2022	7/28/22 - SFDBI issues initial limited TCO 8/28/22 -SFDBI issues TCO for Clinic 9/30/22 - SFDBI issues 2nd Amended TCO for Residential	1). Utility connections - Perm Elec. and gas completed. 2). Approvals received by State Elevator Inspection and amended TCO for Residential and Clinic. 3). Completing construction work with punch/back-punch ongoing.	1). Repair of shower and bathroom waterproofing is ongoing and delaying completion of residential units for occupancy. 2). DPH review and approval of CHEFS build-out.	1). Certificate of Final Completion and Occupancy. 2). 100% Payment Application and Final Retention Payment. 3). Marketing and Lease-Up commencing.
500 Turk Street / 555 Larkin	500	Turk	108	6	Rental	CONSTRUCTION	2/12/2020	Mid-November 2022	10/6/22 TCO Est.	1). Utility connections - Perm Elec. and gas completed. 2). Commissioning and testing of building systems ongoing. 3). First floor TCO for office and 3 residential units move-in anticipated in early October 2022. 4). Completing construction work with punch/back-punch ongoing.	1). Street Improvement Permit (SIP) issuance remains outstanding. 2). State Elevator Inspection delayed until early November 2022. 3). Significant fiscal impacts due to delays are being compiled.	1). Lease-up, referrals and application processing. 2). Punch and backpunch to reach completion and occupancy. 3). Issuance of TCO and CFC.
Treasure Island C3.2 - Maceo May	401	Avenue of the Palms	104	6	Rental	CONSTRUCTION	8/10/2020	1/15/2023	-	1). Ongoing demolition of rain damaged areas, repairs, testing and inspection. Clearance for bio growth completing this quarter 2). Wet Utility connections - Water, stormdrain and sewer 3). Complete exterior skin installation 4). Coordination of TI site logistics with adjacent project C3.1 during construction 5). Transformer installation for perm connection 6). Modular corrections	1). Infrastructure coordination, including streets, sidewalks, storm sewer, utility trench and connection 2). Mapping (incl. Street Addressing and Flood map) required for TCO - TIDA managing with DPW and sponsor 3). Rain events with damages, delays and coordination of repairs/inspections 4). Water intrusion repairs continue in parallel with original contract work	1). Exterior skin ongoing for completion in December 2). Perm Power Energization (Treasure Island is PUC exclusive infrastructure). 3). Unit and tower rebuild due to rain event in 10/21 ongoing 4). Progress with original contract work while rain repairs continue
681 Florida	681	Florida	130	9	Rental	CONSTRUCTION	10/19/2020	11/15/2022	8/22/2022	1). Substantial Completion received 2). Murals complete 3). Resident move in commences 4). Building energized	1). Final Approval of Street Improvement Permit (SIP) 2).Installation and sign off of SFPUC streetlights	1). Final Completion received 2). Carnival Tenant Improvement Permitting 3). Residents moving in.
4840 Mission	4840	Mission	137	11	Rental	CONSTRUCTION	6/24/2021	6/27/2023	-	1). Approval of Addenda 6, 10 & 11 2). Application for AHP 3). PGE Perm Power Application Deemed Complete. Overall perm energization date at risk (and completion date)	1). Acceptance of PGE/PUC Temp and Perm Power Design & Ordering of Transformers & Switchgear 2). Coordination with residential neighbors	1). Approval of PGE/PUC permanent power design 2). TI space leasing (except Clinic) commences 3). Draft Marketing and Lease-Up plan due (12 months prior to lease of of June 2023) 4). Finalize Public Art budget and Plan

Q2 -Q3 CY 2022

April 1- September 30, 2022

HOUSING DELIVERY REPORT - 100% Affordable, New Construction (non-DA)

Project Name	Street Number	Street Name	Number of Units	Supv. District	Housing Tenure (type)	Status	Start (Est. or Actual)	Complete (Est. or Actual)	Issuance of Temporary Certificate of Occupancy (TCO)	Milestones / Deliverables This Quarter	Risks, Challenges and Major Activity	Milestones / Deliverables for Next Quarter
Balboa Park - Upper Yard and BART Plaza	2340	San Jose Avenue	130	11	Rental	CONSTRUCTION	5/1/2021	10/1/2022	-	1). Commercial space development plan finalize 2). Approvals of SIP Permit 3). PGE Design "Deemed Complete"	1). PGE/PUC final Perm Power Design & Ordering of Transformers & Switchgear "at risk" 2). Delay impacts due to PGE PUC design approvals and potentially extensive trenching and connection 3). Cost impacts due to PGE PUC design and connection points 4). Residual schedule impacts from rain delays in Sept. Oct 2021 5). PUC Streetlight approvals holding up SIP approval	1). Topping out achieved 2). Complete YMCA Childcare design and apply for permit
921 Howard Street	921	Howard	203	6	Rental	CONSTRUCTION	7/10/2021	11/20/2022	-	1) Only minor permits remain. 2) Temp power installed. Perm power nearing complete. 3) Structure is topped out. Envelope largely complete. Interior construction progressing on most floors.	1) Windows continue to have quality issues. Every window is being tested. Roiughly 10% require repairs. 2) PG&E not yet scheudled for perm power connection. And may be significantly late. 3) PUC water connection not yet scydeduled and may be significantly late.	1) Start of Commissioning. 2) Resolution of windows. 3) Permanent Power connection 4) Permanent water connection
Sunnydale - Block 6 and Infrastructure Phase IA-1 - 1A-2	242	Hahn	167	10	Rental	CONSTRUCTION COMPLETING	OEWD providing progress reporting					
Sunnydale - Block 3A and 3B	SE Corner	Sunnydale and Hahn	168	10	Rental	Permitting	OEWD providing progress reporting					
Potrero Block B			157	9	Rental	Permitting	OEWD providing progress reporting					
Hunters View Blocks 14 & 17	1151	Fairfax	118	10	Rental	Permitting	OEWD providing progress reporting					
78 Haight - Central Freeway Parcel U	72-78	Haight Street	63	5	Rental	Permitting	4/11/2022	12/31/2024	-	1). Construction started without signed Neighbor Access Agreement with the adjacent Church at 68 Haight. 2). Adjacent Church has significant existing dryrot and foundation damage and Church is claiming their existing damage had been caused by the project's new shoring work. 3). Construction cannot proceed without erecting temporary shoring at Church and Church will not allow without signed Neighbor Access Agreement that stipulates that TNDC will pay for all repairs to Church that extend beyond the existing dryrot/foundation damage. 4). TNDC is unable to sign Neighbor Access Agreement without site investigation and knowing extent of costs.	1). With no Neighbor Access Agreement with Church, Project Sponsor to pause construction during last quarter of 2022 and restart January 2023. 2). Resolution of Temp and Perm power design and service provision (PGE / PUC) 3). Need funding extension since project will not be completed by 12/31/23 deadline.	1). Neighbor Access agreement with Church at 68 Haight needed for construction to recommence. 2). Finalize Temp and Perm Power design and service agreement. 3). Confirm funding extension and/or project direction.

Q2 -Q3 CY 2022

April 1- September 30, 2022

HOUSING DELIVERY REPORT - 100% Affordable, New Construction (non-DA)

Project Name	Street Number	Street Name	Number of Units	Supv. District	Housing Tenure (type)	Status	Start (Est. or Actual)	Complete (Est. or Actual)	Issuance of Temporary Certificate of Occupancy (TCO)	Milestones / Deliverables This Quarter	Risks, Challenges and Major Activity	Milestones / Deliverables for Next Quarter
Shirley Chisholm Village - Educator Housing	1351	43rd Avenue	134	4	Rental	CONSTRUCTION	8/21/2022	5/20/2024	-	1) Loans approved. 2) Site clearing and Demolition underway	1). SFFD has required upgraded frie sprinkler coverage at EV charging stations. This may trigger an upgrade in the water service. 2) Neighbors are complaining about vibrations from demolition.	1) Completion of excavation and foundations
Treasure Island C3.1		7 Seas at 6th Street	138	6	Rental	CONSTRUCTION	6/1/2022	5/30/2024	-	1). Coordination with TIDG, TIDA and C3.2 Maceo May regarding logistics, parking during commencement of Construction 2). Approval of gap financing 3). Award of State acelerator funds for start of construction Q2 22 4). Site permit, bldg permit, Add 2 superstructure issued Add 3 arch approved. MEP and Fire prot/alarm submitted. Health approved 5). Closed; site permit issued	1). PUC power 2) DBI delays with deferred Design-Build submittals 2). Coordination with TIDG, TI Task Force, and TIDA to complete infrastructure design, and resolve soils mitigation costs 3). Coordination with C3.2 Maceo May for logistics, access and construction parking	1).Switchgear approval with PUC. 2) Fire protection/alarm approval; 3). Continued coordination with TIDA and TIDG to resolve infrastrucutre and site logistics to accommodate accelerating levels of construction work in adjacent areas 4) Elevated slabs complete
266 4th Street	266	4th	70	6	Rental	Permitting	HOLD	HOLD	-	1). Agreement regarding design with SFMTA (MUNI Substation)	1). State funding award (required to start construction) 2). Agreement regarding design with SFMTA (MUNI Substation)	
730 Stanyan	730	Stanyan	160	5	Rental	Permitting	6/1/2023	12/1/2024	-	1). Site Permit issuance pending Preliminary Stormwater Control Plan. 2). Addenda 1 for shoring and foundation submission pending Site Permit issuance. 3). Since award of funding looks favorable in December 2022, construction could commence in May 2023.	1). Since Preliminary Stormwater Control Plan (PSCP) was mistakenly not submitted months ago, MOHCD will request SF Water for an exception to allow Site Permit issuance once the PSCP is submitted. May need to escalate for SF Water to grant exception. 2). Revisions to exterior enclosure, structural foundation and design-build systems may result in increase construction costs. 3). Draft PG&E/SFPUC Power Agreement has tie-in located 1-1/2 blocks away. Costs in budget need to be reconfirmed.	1). Site Permit issuance and submission of Addenda. 2). Downpayment to PG&E/SFPUC required for utility progress and ordering of electrical switchgear. 3). 85% CD bid set to determine GMP.
180 Jones	180	Jones Street	72	6	Rental	Permitting	5/17/2022	12/22/2023	-	1). Started Construction 2). Piles & shoring complete 3). Addenda 1, 2, 3, 8 received	1). Executing neighbor agreement for tower crane use 2). Resolution of Temp and Perm power design and service provision (PGE / PUC)	1). Approval of Temp and Perm Elec design and Service Agreements 2). Install Crane 3). Pouring Level 1 Slab and Starting vertical construction

Q2 -Q3 CY 2022

April 1- September 30, 2022

HOUSING DELIVERY REPORT - 100% Affordable, New Construction (non-DA)

Project Name	Street Number	Street Name	Number of Units	Supv. District	Housing Tenure (type)	Status	Start (Est. or Actual)	Complete (Est. or Actual)	Issuance of Temporary Certificate of Occupancy (TCO)	Milestones / Deliverables This Quarter	Risks, Challenges and Major Activity	Milestones / Deliverables for Next Quarter
600 7th (801 Brannan)	600	7th St	221	6	Rental	CONSTRUCTION	8/8/2022	8/1/2024	-	1). GMP Contract executed 2). ADD 1 (Deep foundations, piles) approved; ADD 2 (foundations) approved; Add 3 and 4 submitted; responding to comments 3). Site Permit and Bldg permit Issued 4). State Financing awarded 5) Tmp power approved and paid	Risks/challenges 1). Resolution of Temp and Perm power design and service provision (PGE / PUC) 2). Logistics	1). Complete stone columns and piles; tower crane installed; mat slab commence. 2). Approval of ADD 3 and 4
The Kelsey	240	Van Ness	112	6	Rental	Permitting	2/15/2023	12/1/2024	-	1). Demolition of existing structures completed. 2). Addenda Nos. 1 (Ground Improvement) & 2 (Foundation/Concrete Superstructure) submitted. 3). Addendum No. 3 (Arch/Landscape/Civil) submitted 7/12/22 4). GMP over budget and \$1MM V/E achieved. 5). Housing Accelerator Fund approved and construction could start Feb 2024.	1). Addenda Nos. 1 and 2's plan-check comments need responses. 2). Resolution of Temp and Perm power design and service provision (PGE / PUC) 3). Loan Committee schedule to receive approvals for February NTP.	1). Addenda Nos. 1 and 2 issuance. 2). Cal Trans Permit. 3). Addendum No. 4 (MEP) and No. 5 (Tower Crane) submission. 4). Finalize GMP.
4200 Geary Street	4200	Geary	98	1	Rental	Permitting	2/20/2023	11/15/2024	-	1). CHA financing awarded; gap financing LC Dec; close Feb 2). CDLAC/TCAC application submission - did not submit 3). Value Engineering of updated pricing for Addendum 1 and 2 completed 4). Coordination of bulb-out and bus stop configuration with SFMTA 5). Historic Preservation review complete 6) Site mitigations permit approved	1). Finalizing and coordination of Temp and Perm power design and service provision (PGE / PUC); additional trenching and obstacles for vault 2). Coordination of final design of bus stop and bulb-out with SFMTA.3) Tight timeline for bids, additional VE, GMP contract and start of constr	1). Issue RFQ for Public Art - done 2). Complete abatement tasks - demo moved to start of constr 3). Finalize closing checklists for construction start Feb 2023 4) GMP contract 4) Service plan withr HSH
2550 Irving	2550	Irving	177	4	Rental	Pre-Entitlement	4/1/2024	10/1/2025	-	1). Site Permit needs to resolve SFFD plan-check comments. Follow-up meeting to occur with SFFD. 2). Typically, Site Permit issuance is needed in order for Demolition Permit to be issued. Since Site Permit is pending, permit expediter will inquire about Demolition Permit release for mid-November 2022. 3). PG&E drawings provided to relocate existing underground PG&E service line running mid-parcel. 4). DD Cost Estimate due late October 2022.	1). Resolution of Temp and Perm power design and service provision (PGE / PUC) 2). Notice of Special Restrictions (NSR) need to be recorded for Site Permit issuance. 3). Plan-check comments need to be addressed for Site Permit and Demolition Permit Issuance. Demolition Permit may be appealed. 4). Construction cost estimates are continuing to escalate and V/E may be required. 5). Department of Toxic Substances Control (DTSC) site issue to be resolved in October/November 2022.	1). Notice of Special Restrictions to be recorded for Planning's sign-off on Site Permit. 2). Confirm Preliminary Stormwater Control Plan has been submitted. 3). Address plan-check comments for Site Permit issuance. 4). Demolition permit issuance. 5). DD Cost Estimate and V/E as needed. 6). On-going Temp and Perm power design and service provision (PGE / PUC)

Q2 -Q3 CY 2022

April 1- September 30, 2022

HOUSING DELIVERY REPORT - 100% Affordable, New Construction (non-DA)

Project Name	Street Number	Street Name	Number of Units	Supv. District	Housing Tenure (type)	Status	Start (Est. or Actual)	Complete (Est. or Actual)	Issuance of Temporary Certificate of Occupancy (TCO)	Milestones / Deliverables This Quarter	Risks, Challenges and Major Activity	Milestones / Deliverables for Next Quarter
Balboa Reservoir - Building E		Lee Avenue	126	7	Rental	Pre-Entitlement	3/1/2023	12/1/2024	-	1). Site Permit application 2). Procurement of Construction Manager and GC Pre-Construction Services 3). Completed 50% Design Dev documents and received MOHCD comments 4). Public bathroom issue no longer holding up Building E development 5). Request for Additional \$2MM in Predevelopment funds to address shortfall to close of construction in Jan 2023	1). Gap funding challenges due to rents, construction costs and reduced Tax Credit Equity as a result 2). Land disposition and cost share analysis including entitlement required prior to Gap loan application 3). Infrastructure campus work receiving approval and completing on time.	1). State Park Grant Award 2). IIG Award 3). Prepare TCAC application for July submission 4). Commence Construction Documents 5). Receive Site Permit 6). Submit Addenda 1 & 2.
88 Bluxome	88	Bluxome	107	6	Rental	Pre-Entitlement	Unknown	Unknown	-	1). Since the primary developer has no current plans to proceed with the construction of their offices and the corresponding podium for the affordable housing, 88 Bluxome has been put on-hold.	1). Project on-hold.	1). Project on-hold.
772 Pacific	772	Pacific	86	3	Rental	Pre-Entitlement	4/24/2024	1/1/2026	-	1). Architect, Owner's Representative and General Contractor selected for project. 2). CCDC exploring if adjacent parcel could be purchased to facilitate banquet restaurant and increase number of senior housing units. 3). Community feedback supports high-rise to maximize number of senior housing. 4). CCDC discussing preliminary mid-rise and high-rise plans with Planning.	1). Recent changes in State Legislation will require Planning application submission to preserve City's higher density calculation. 2). CCDC exploring mid-rise and high-rise options. High-rise direction would not qualify for SB35 and approval process will take years longer.	1). Project direction - Mid-rise or high-rise. 2). Community input and preliminary stakeholders/community meetings. 3). Planning Application submission prior to 12/31/22. 4). Viability of purchasing adjacent parcel to include in development.
1515 South Van Ness	1515	South Van Ness	122	9	Rental	Pre-Entitlement	5/1/2024	3/1/2026	-	1). GC and Environmental Consultant selected. 2). Mid-rise and high-rise conceptual plans developed. 3). Due to available funds, mid-rise 9-story building will be direction. 4). Project Sponsors asked Architect to develop plans with 6,000 SF of commercial space. 5). Project on Cortese List and Environmental Phase 2 report required for State Water Board's review and approval for SB35 to be applicable and streamline approval process.	1). Recent changes in State Legislation will require Planning application submission to preserve City's higher density calculation. 2). Environmental survey has commenced for Phase 2 report. 3). Ongoing refinement of conceptual plans to meet Owner's property management, maintenance and program needs. 4). Refinement of communications plan for upcoming Community Meeting. 5). Lot merger required.	1). Community Meeting presenting work-in-progress. 2). Planning Application submission prior to 12/31/22. 3). Conceptual Design Set and Cost Estimate. 4). Environmental Phase 2 report and submission is State Water Board. 5). Preapplication meetings with Planning, SFD BI, SFFD and MOD. 6). Developing Schematic Design set. 7). Start lot merger process.

Q2 -Q3 CY 2022
April 1- September 30, 2022
HOUSING DELIVERY REPORT - 100% Affordable, New Construction (non-DA)

Project Name	Street Number	Street Name	Number of Units	Supv. District	Housing Tenure (type)	Status	Start (Est. or Actual)	Complete (Est. or Actual)	Issuance of Temporary Certificate of Occupancy (TCO)	Milestones / Deliverables This Quarter	Risks, Challenges and Major Activity	Milestones / Deliverables for Next Quarter
160 Freelon	160	Freelon	72	6	Rental	Pre-Entitlement	2/1/2024	3/1/2026	-	1). 100% Schematic Design set completed. 2). Community Meeting completed. 3). Site Permit submitted to SFDBI. 4). Ongoing V/E for 100% SD cost estimate for 9-story building.	1). Proposed 9-story building has ground floor 2 feet elevated above sidewalk for resiliency against future flooding. SFDBI has opined that elevated ground floor will count toward building height and floor-to-floor heights will need to be reduced to maintain mid-rise classification. 2). From adjacent future park owned by the City's Department of Real Estate, 160 Freelon is seeking 20 feet no-build zone to the west and north for light and air; fire access via hammerhead off of Freelon Street and temporary fire access to Welsh Street and underground utility vaults from SFPUC. Easements and/or deed restrictions will be required. 3). Project Sponsors need land dedicated by either Tishman-Speyer or the City for future funding applications.	1). Follow-up on Site Permit's plan-check comments. (Preliminary Stormwater Control Plan will be required for Site Permit issuance.) 2). Design Development authorization from MOHCD pending. 3). Need SFPUC's determination on whether underground utility vaults on private property (future park owned by the City) will be acceptable. 4). Need to achieve easements and/or deed restrictions at adjacent parcel currently owned by Tishman-Speyer or in the future as a park by the City's Department of Real Estate.
1939 Market	1939	Market	187	8	Rental	Pre-Entitlement	6/14/2024	5/30/2026	-	1). GC RFP Issued - GC selected 2). Owners Rep Selected 3). Met with Planning to discuss entitlement options and mid versus high-rise design; decision finalized for high rise 15 stories (no basement) 4). Stakeholder meetings commence (Cultural District, HVNA, Transgender Cultural District) 5). Fact Sheet prepared and distributed w/in 300 ft radius...6) Art consultant selected. 7) Coordination with tenant and neighbors for destructive testng/logistics 8) tribal notif complete	1). Mid and High-Rise feasibility analysis requires Arch and GC input to complete - resolved for high rise 2). Coordination of marketing with reopening of 95 and 55 Laguna waitlist re-opening 3) Utilities, BART, and logistics challenges. 4) Financing options -- desire to market to 55-year-old seniors (and not limit to 62)	1). SD 100% MOHCD review ; begin DDs 2).PGE temp power application; perm power application 3)Destructive testing and shoring design 4) SB 35
725 Harrison	725	Harrison	123	6	Rental	Pre-Entitlement	3/1/2025	10/1/2026	-	COHORT 2 of 9 Site RFQ		
71 Boardman	71	Boardman	100	6	Rental	Pre-Entitlement	3/1/2025	10/1/2026	-	COHORT 2 of 9 Site RFQ		
967 Mission	967	Mission	92	6	Rental	Pre-Entitlement	3/1/2025	10/1/2026	-	COHORT 2 of 9 Site RFQ		1). Onboard GC, Architect & Construction Manager
Balboa Reservoir - Block F - Educator Housing	11	Frida Kahlo Way	151	7	Rental	Pre-Entitlement	8/22/2023	12/1/2024	-	1). Preparation of Site Permit Application (submission planned late May) 2). Design Development (DD) documents at approximately 50% 3). Construction Manager selected 4). General Contractor selection underway	1). Infrastructure gap financing sources needed 2). Final mapping and infrastructure approvals required to be completed no later than December 2022 to remain on schedule 3). Infrastructure start anticipated 4/1/23 for an August vertical start	1). Submission of Site Permit Application 2). Design Development (DD) documents achieve 100% completion 3). General Contractor engaged 4). Issuance of Infrastructure bid package

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: ["angela.calvillo@sfgov.org"](mailto:angela.calvillo@sfgov.org); [Mchugh, Eileen \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#)
Subject: FW: San Francisco Youth Commission Memo - 11/07/22 FYC Meeting
Date: Monday, November 21, 2022 3:36:00 PM
Attachments: [RESOLUTION 2023-AL-02.pdf](#)
[YC Memo 111522.pdf](#)

Hello,

Please see below and attached for communication from the Youth Commission regarding in-person meetings (Resolution No. 2023-AL-02).

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Esquivel Garcia, Alondra (BOS) <Alondra.Esquivel@sfgov.org>
Sent: Tuesday, November 15, 2022 10:03 AM
To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Paulino, Tom (MYR) <tom.paulino@sfgov.org>; Ochoa, Joshua (BOS) <joshua.rudy.ochoa@sfgov.org>; Zhan, Joy (BOS) <joy.zhan@sfgov.org>; Fennell, Tyra (MYR) <tyra.fennell@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>
Subject: San Francisco Youth Commission Memo - 11/07/22 FYC Meeting

Hello,

Please read the following attached memo regarding the San Francisco Youth Commission meeting that was held on Monday, November 7th, 2022.

The Youth Commission took action on Resolution No. 2023-AL-02, In-Person Meetings of the San Francisco Youth Commission.

In Solidarity,

Alondra Esquivel Garcia | *she/her/hers*

Director, San Francisco Youth Commission | City and County of San Francisco

1 Dr. Carlton B. Goodlett Place, Room 345

San Francisco, CA 94102

Alondra.Esquivel@sfgov.org | (415) 554-6464 [extension: 4-6464]

[In-Person Meetings of the San Francisco Youth Commission]

Resolution requesting the Office of the Mayor allows the San Francisco Youth Commission to hold formal Full Commission and Committee meetings in person, as was the case before the COVID-19 pandemic.

WHEREAS, the San Francisco Youth Commission (hereunto referred to as the "Youth Commission") is the voice for young people, and their needs, in the City and County of San Francisco; and,

WHEREAS, the Youth Commission derives its authority directly from the San Francisco Charter (SEC. 4.122-SEC 4.125), which was approved by voters in 1995 with 59.10% of the vote; and,

WHEREAS, SEC. 4.124 specifies the following duties and functions for the Youth Commission:

(a) Identify the concerns and needs of the children and youth of San Francisco; examine existing social, economic, educational, and recreational programs for children and youth; develop and propose plans that support or improve such programs; and make recommendations thereon to the Mayor and Board of Supervisors.

(b) Identify the unmet needs of San Francisco's children and youth through personal contact with these young people, school officials, church leaders, and others; and hold

1 *public forums in which both youth and adults are encouraged*
2 *to participate.*

3 (c) *Elicit the interest, support, and mutual*
4 *cooperation of private groups (such as fraternal orders,*
5 *service clubs, associations, churches, businesses, and youth*
6 *organizations) and City-wide neighborhood planning*
7 *collaborative efforts for children, youth and families that*
8 *initiate and sponsor recommendations that address the social,*
9 *economic, educational, and recreational needs of children*
10 *and youth in San Francisco. Advise the Board of Supervisors*
11 *and Mayor about how such recommendations could be*
12 *coordinated in the community to eliminate duplication in cost*
13 *and effort.*

14 (d) *Advise about available sources of*
15 *governmental and private funding for youth programs.*

16 (e) *Submit recommendations to the Mayor and*
17 *Board of Supervisors about juvenile crime prevention, job*
18 *opportunities for youth, recreational activities for teenagers,*
19 *opportunities for effective participation by youth in the*
20 *governmental process, and changes in City and County*
21 *regulations that are necessary to improve the social,*

22

1 *economic, educational, and recreational advantages of*
2 *children and youth.*

3 *(f) Respond to requests for comment and*
4 *recommendation on matters referred to the Commission by*
5 *officers, departments, agencies, boards, commissions and*
6 *advisory committees of the City and County.*

7 *(g) Report to the Board of Supervisors the activities,*
8 *goals, and accomplishments of the Commission by July 1 of*
9 *each calendar year, effective July 1, 1997.*

10 WHEREAS, the COVID-19 pandemic and subsequent local public health
11 emergency resulted in all Commissions, Boards, and Task Forces of San Francisco
12 meeting virtually to ensure the safety of Commissioners/Board Members/Task Force
13 Members, staff, and members of the public; and,

14 WHEREAS, on February 10, 2022, San Francisco Mayor London Breed issued a
15 supplemental to the COVID-19 State of Emergency Declaration allowing most
16 Commissions, Boards, and Task Forces to resume in-person meeting; and,

17 WHEREAS, Mayor London Breed did not include the Youth Commission in this
18 directive and has yet to allow the Youth Commission to meet in-person; and,

19 WHEREAS, the Youth Commission has not met in-person since March 2, 2020,
20 making all meetings, including Committee meetings, virtual; and,

1 WHEREAS, the inability to meet in-person limits the potential of the Commission
2 and constrains the work of the Commission from fulfilling its Chartered duties in
3 representing and advocating for youth in San Francisco; and,

4 WHEREAS, the Youth Commission has held and attended at least 30 successful
5 in-person events while following all applicable public health orders and recommendations
6 such as community builders, community fairs, community celebrations, office hours,
7 forums, info sessions, and more; and,

8 WHEREAS, in-person events create better environments and build community, as
9 everyone is inclined to learn and participate; and,

10 WHEREAS, in-person meetings would increase and encourage the participation
11 of all Commissioners; and,

12 WHEREAS, Youth Commission staff and Commissioners have been discussing
13 and preparing to meet safely in person since Spring of 2021; and,

14 WHEREAS, Youth Commission staff have been coordinating with the Clerk of the
15 Board of Supervisors, City Attorney's Office, and Board of Supervisors to prepare and
16 begin meeting in person; and,

17 WHEREAS, this welcoming environment and increased participation of all
18 Commissioners would empower the Commission to do its best work in advocating for the
19 youth of San Francisco,

20 THEREFORE BE IT RESOLVED, that the 2022-2023 Youth Commission of the
21 City and County of San Francisco, in order to fulfill our Chartered duties for youth in San
22

1 Francisco, formally requests that Mayor London Breed allows the Commission to meet in
2 person, as it did before the COVID-19 public health emergency, and;

3 BE IT FURTHER RESOLVED, that the 2022-2023 Youth Commission of the City
4 and County of San Francisco requests the Board of Supervisors publicly support the
5 Youth Commission's request to return to in-person meetings, as it did before the COVID-
6 19 public health emergency, so that Commissioners may fulfill their Chartered
7 responsibility.



YOUTH COMMISSION MEMORANDUM

TO: Honorable Mayor London Breed
Honorable Members, Board of Supervisors

CC: Angela Calvillo, Clerk of the Board of Supervisors
Alisa Somera, Legislative Deputy Director, Board of Supervisors
Tyra Fennell, Director of Commissions and Community Relations

FROM: 2022-2023 Youth Commission

DATE: Tuesday, November 15th, 2022

RE: SUBJECT: In-Person Meetings of the San Francisco Youth Commission
Resolution No. 2023-AL-02

At its virtual meeting on Monday, November 7th, 2022, the Youth Commission took the following action on Resolution No. 2023-AL-02:

1. Youth Commissioner took action to support Resolution No. 2023-AL-02, Resolution requesting the Office of the Mayor allows the San Francisco Youth Commission to hold formal Full Commission and Committee meetings in person, as was the case before the COVID-19 pandemic.
2. The San Francisco Youth Commission has been preparing since 2021 to return back in person and has taken all the necessary precautions to have meetings in-person.

Youth Commission
City Hall ~ Room 345
1 Dr. Carlton B. Goodlett Place



(415) 554-6446
(415) 554-6140 FAX

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: ["angela.calvillo@sfgov.org"](mailto:angela.calvillo@sfgov.org); [Mchugh, Eileen \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#)
Subject: FW: CCSF Monthly Pooled Investment Report for October 2022
Date: Monday, November 21, 2022 3:44:00 PM
Attachments: [CCSF Monthly Pooled Investment Report for October 2022.pdf](#)

Hello,

Please see attached for the CCSF Pooled Investment Report for the month of October, submitted by the Office of the Treasurer & Tax Collector.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Dion, Ichieh (TTX) <ichieh.dion@sfgov.org>
Sent: Thursday, November 17, 2022 3:21 PM
Subject: CCSF Monthly Pooled Investment Report for October 2022

All-

Please find the CCSF Pooled Investment Report for the month of October attached for your use.

Regards,

Ichieh Chiang Dion (she/her/hers)
Office of the Treasurer and Tax Collector
1 Dr. Carlton B. Goodlett Place, Room 140
San Francisco, CA 94102
415-554-5433

Office of the Treasurer & Tax Collector
City and County of San Francisco



José Cisneros, Treasurer

Tajel Shah, Chief Assistant Treasurer
Hubert R White, III CFA, CTP, Chief Investment Officer

Investment Report for the month of October 2022

November 15, 2022

The Honorable London N. Breed
Mayor of San Francisco
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638

The Honorable Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638

Colleagues,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of October 31, 2022. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of October 2022 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

CCSF Pooled Fund Investment Earnings Statistics *

(in \$ million)	Current Month		Prior Month	
	Fiscal YTD	October 2022	Fiscal YTD	September 2022
Average Daily Balance	\$ 13,816	\$ 13,424	\$ 13,948	\$ 13,664
Net Earnings	62.29	17.41	44.88	15.58
Earned Income Yield	1.34%	1.53%	1.28%	1.39%

CCSF Pooled Fund Statistics *

(in \$ million)	% of	Book	Market	Wtd. Avg.	Wtd. Avg.	
Investment Type	Portfolio	Value	Value	Coupon	YTM	WAM
U.S. Treasuries	30.38%	\$ 4,180.5	\$ 3,856.5	0.89%	0.82%	825
Federal Agencies	37.80%	5,092.7	4,799.1	1.32%	1.30%	724
Public Time Deposits	0.24%	30.0	30.0	2.53%	2.53%	75
Negotiable CDs	14.55%	1,860.0	1,846.9	2.89%	2.89%	174
Commercial Paper	2.35%	296.9	298.2	0.00%	3.32%	49
Money Market Funds	10.16%	1,289.6	1,289.6	3.44%	2.84%	1
Supranationals	4.53%	611.0	574.5	0.69%	1.18%	619
Totals	100.0%	\$ 13,360.6	\$ 12,694.7	1.62%	1.59%	579

In the remainder of this report, we provide additional information and analytics at the security-level and portfolio-level, as recommended by the California Debt and Investment Advisory Commission.

Respectfully,

José Cisneros
Treasurer

cc: Treasury Oversight Committee: Aimee Brown, Kevin Kone, Brenda Kwee McNulty, Meghan Wallace
Ben Rosenfield - Controller, Office of the Controller
Mark de la Rosa - Director of Audits, Office of the Controller
Mayor's Office of Public Policy and Finance
San Francisco County Transportation Authority
San Francisco Public Library
San Francisco Health Service System

Portfolio Summary

Pooled Fund

As of October 31, 2022

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 4,175.0	\$ 4,180.5	\$ 3,856.5	92.25	30.38%	100%	Yes
Federal Agencies	5,090.6	5,092.7	4,799.1	94.24	37.80%	100%	Yes
State & Local Government							
Agency Obligations	-	-	-	-	0.00%	20%	Yes
Public Time Deposits	30.0	30.0	30.0	100.00	0.24%	100%	Yes
Negotiable CDs	1,860.0	1,860.0	1,846.9	99.29	14.55%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	300.0	296.9	298.2	100.43	2.35%	25%	Yes
Medium Term Notes	-	-	-	-	0.00%	30%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government	1,289.6	1,289.6	1,289.6	100.00	10.16%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	604.2	611.0	574.5	94.03	4.53%	30%	Yes
TOTAL	\$ 13,349.3	\$ 13,360.6	\$ 12,694.7	95.02	100.00%	-	Yes

The City and County of San Francisco uses the following methodology to determine compliance: Compliance is pre-trade and calculated on a par value basis of the overall portfolio value. Cash balances are included in the City's compliance calculations.

Please note the information in this report does not include cash balances. Due to fluctuations in the market value of the securities held in the Pooled Fund and changes in the City's cash position, the allocation limits may be exceeded on a post-trade compliance basis. In these instances, no compliance violation has occurred, as the policy limits were not exceeded prior to trade execution. The full Investment Policy can be found at <https://sftreasurer.org/banking-investments/investments>

Totals may not add due to rounding.

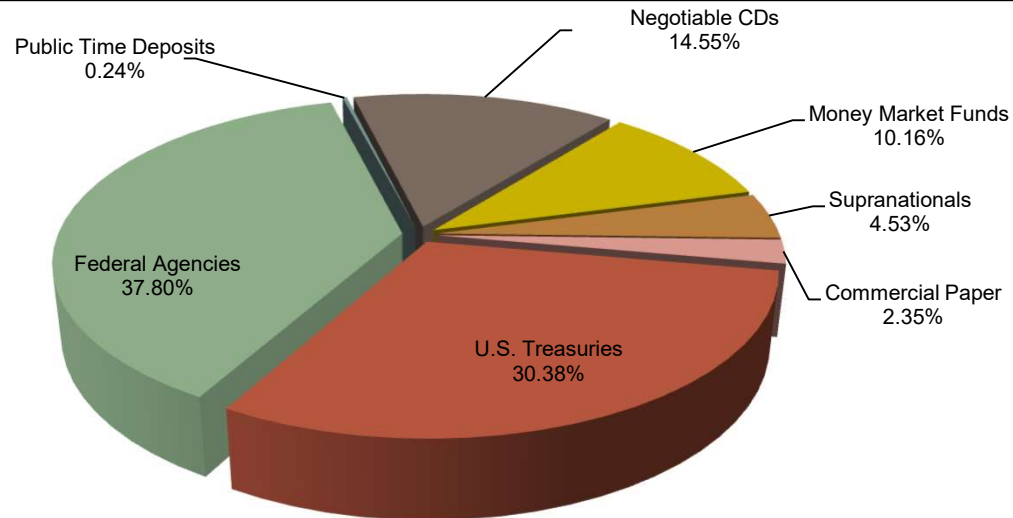
City and County of San Francisco

Pooled Fund Portfolio Statistics

For the month ended October 31, 2022

Average Daily Balance	\$13,424,457,826
Net Earnings	\$17,412,204
Earned Income Yield	1.53%
Weighted Average Maturity	579 days

Investment Type	Par Value	Book Value	Market Value
	<i>(\$ million)</i>		
U.S. Treasuries	\$ 4,175.0	\$ 4,180.5	\$ 3,856.5
Federal Agencies	5,090.6	5,092.7	4,799.1
Public Time Deposits	30.0	30.0	30.0
Negotiable CDs	1,860.0	1,860.0	1,846.9
Commercial Paper	300.0	296.9	298.2
Money Market Funds	1,289.6	1,289.6	1,289.6
Supranationals	604.2	611.0	574.5
Total	\$ 13,349.3	\$ 13,360.6	\$ 12,694.7

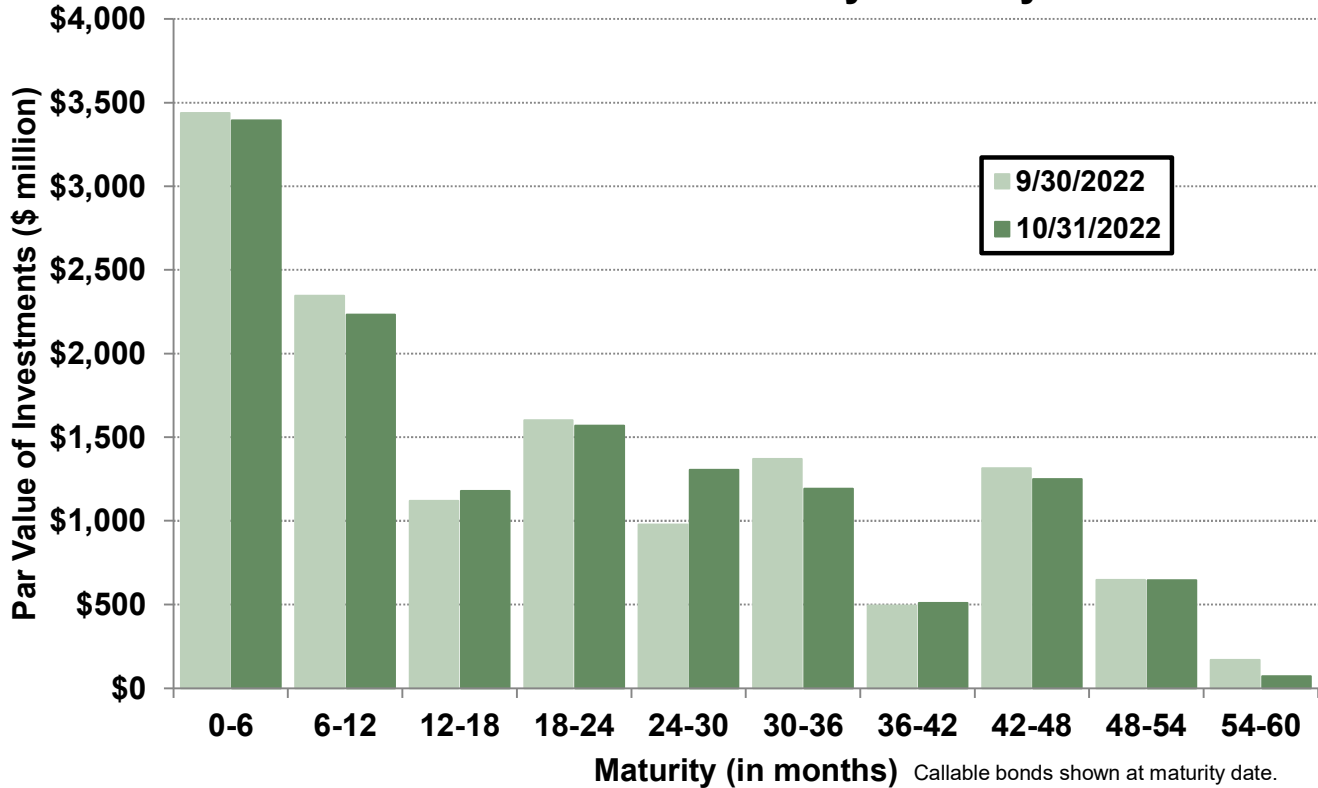


Asset Allocation by Market Value

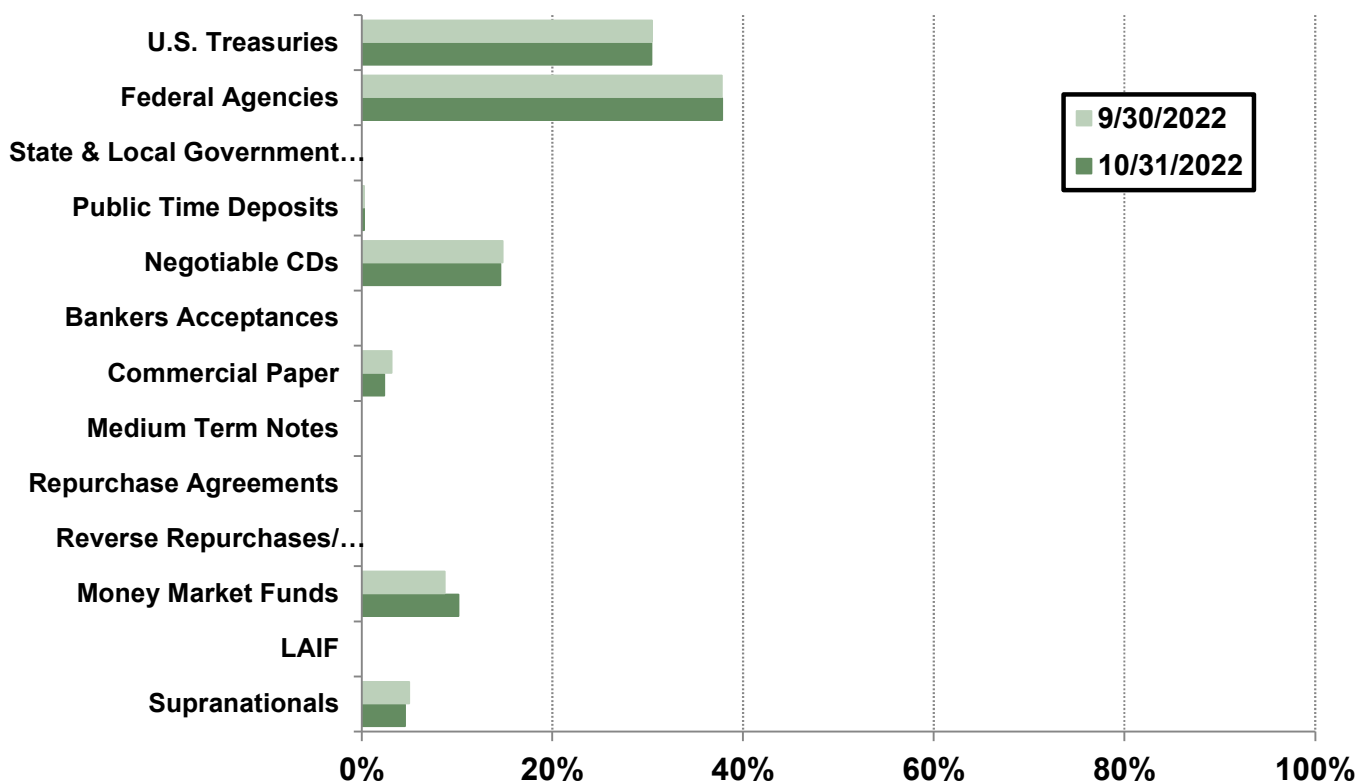
Portfolio Analysis

Pooled Fund

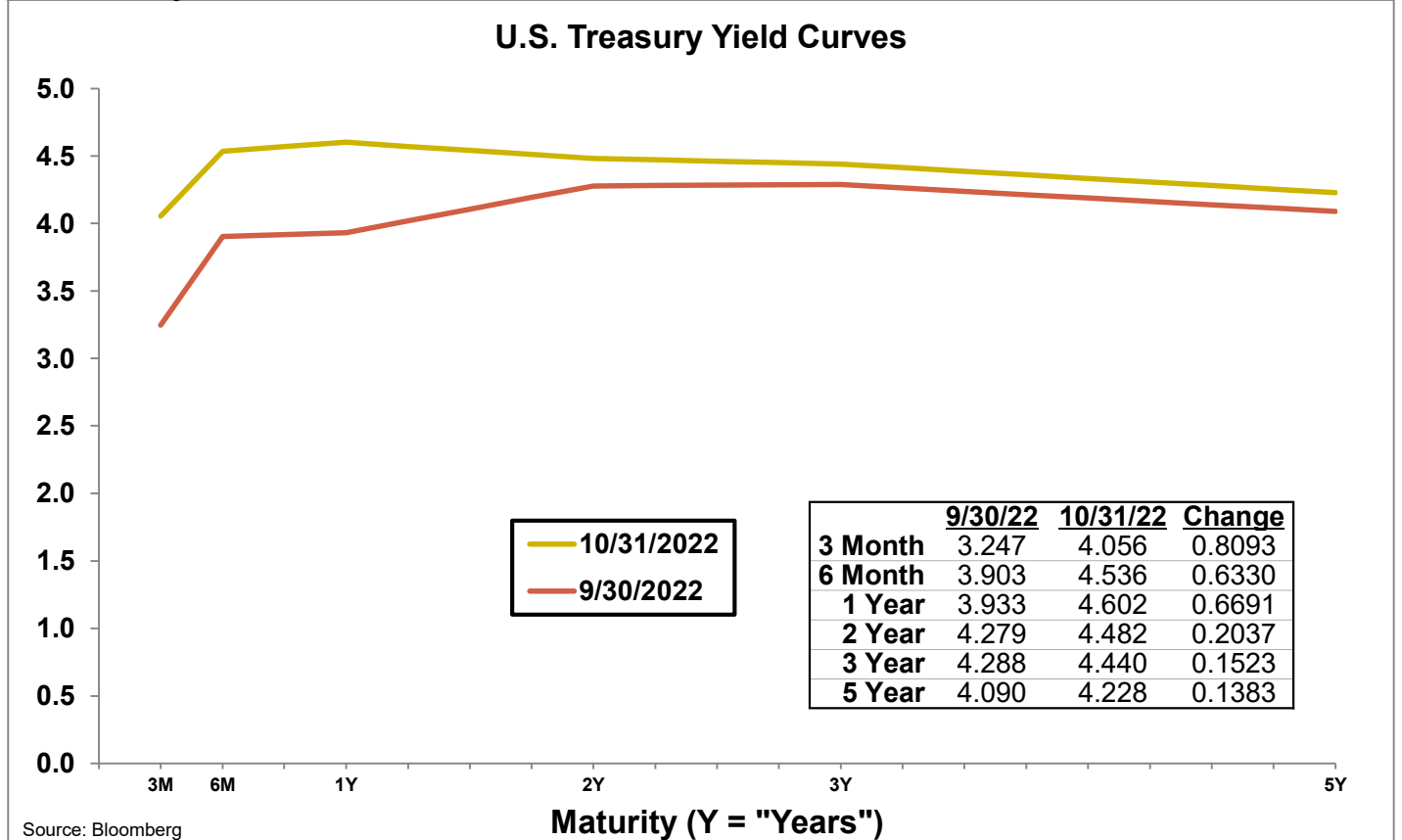
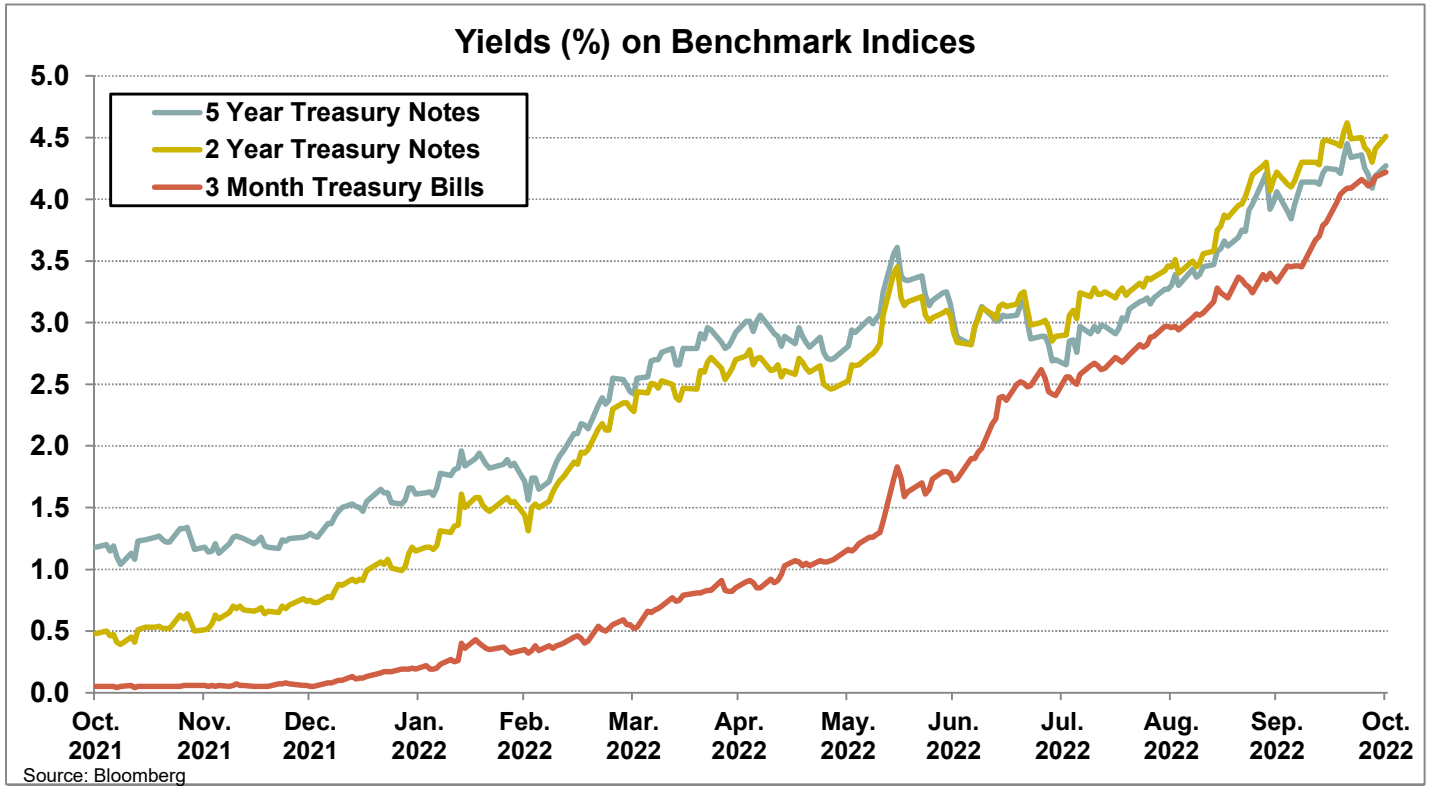
Par Value of Investments by Maturity



Asset Allocation by Market Value



Yield Curves



Investment Inventory

Pooled Fund

As of October 31, 2022

Type of Investment	CUSIP	Issuer Name	Maturity	Coupon	Par Value	Book Value	Amortized	Market Value
			Date				Book Value	
U.S. Treasuries	912828TY6	UNITED STATES TREASURY	11/15/2022	1.63	\$ 50,000,000	\$ 51,201,172	\$ 50,028,697	\$ 49,945,313
U.S. Treasuries	912796P94	UNITED STATES TREASURY	12/1/2022	0.00	50,000,000	49,878,019	49,989,633	49,856,875
U.S. Treasuries	912828Z86	UNITED STATES TREASURY	2/15/2023	1.38	50,000,000	50,923,828	50,179,023	49,578,125
U.S. Treasuries	912828Z86	UNITED STATES TREASURY	2/15/2023	1.38	50,000,000	50,166,016	50,050,423	49,578,125
U.S. Treasuries	912828ZD5	UNITED STATES TREASURY	3/15/2023	0.50	50,000,000	50,335,938	50,061,920	49,281,250
U.S. Treasuries	91282CBU4	UNITED STATES TREASURY	3/31/2023	0.13	50,000,000	49,972,656	49,994,107	49,132,813
U.S. Treasuries	912828ZU7	UNITED STATES TREASURY	6/15/2023	0.25	50,000,000	50,066,406	50,018,191	48,679,688
U.S. Treasuries	912828ZU7	UNITED STATES TREASURY	6/15/2023	0.25	50,000,000	50,072,266	50,020,466	48,679,688
U.S. Treasuries	912828ZU7	UNITED STATES TREASURY	6/15/2023	0.25	50,000,000	49,998,047	49,999,388	48,679,688
U.S. Treasuries	912828S35	UNITED STATES TREASURY	6/30/2023	1.38	50,000,000	49,605,469	49,925,014	48,953,125
U.S. Treasuries	912828S35	UNITED STATES TREASURY	6/30/2023	1.38	50,000,000	51,138,672	50,372,853	48,953,125
U.S. Treasuries	91282CCK5	UNITED STATES TREASURY	6/30/2023	0.13	50,000,000	49,865,234	49,955,509	48,531,250
U.S. Treasuries	912828S92	UNITED STATES TREASURY	7/31/2023	1.25	50,000,000	51,220,703	50,390,166	48,750,000
U.S. Treasuries	912828S92	UNITED STATES TREASURY	7/31/2023	1.25	50,000,000	51,218,750	50,389,542	48,750,000
U.S. Treasuries	91282CAK7	UNITED STATES TREASURY	9/15/2023	0.13	50,000,000	49,886,719	49,952,972	48,078,125
U.S. Treasuries	912828WE6	UNITED STATES TREASURY	11/15/2023	2.75	50,000,000	51,960,938	50,520,081	49,031,250
U.S. Treasuries	91282CBA8	UNITED STATES TREASURY	12/15/2023	0.13	50,000,000	49,767,578	49,905,034	47,539,063
U.S. Treasuries	91282CBA8	UNITED STATES TREASURY	12/15/2023	0.13	50,000,000	49,402,344	49,667,879	47,539,063
U.S. Treasuries	91282CBA8	UNITED STATES TREASURY	12/15/2023	0.13	50,000,000	49,443,359	49,688,129	47,539,063
U.S. Treasuries	9128285Z9	UNITED STATES TREASURY	1/31/2024	2.50	50,000,000	52,511,719	51,349,050	48,679,688
U.S. Treasuries	91282CDV0	UNITED STATES TREASURY	1/31/2024	0.88	50,000,000	49,390,625	49,606,966	47,687,500
U.S. Treasuries	91282CDV0	UNITED STATES TREASURY	1/31/2024	0.88	50,000,000	48,605,469	49,036,506	47,687,500
U.S. Treasuries	912828B66	UNITED STATES TREASURY	2/15/2024	2.75	50,000,000	50,250,000	50,174,444	48,781,250
U.S. Treasuries	91282CBR1	UNITED STATES TREASURY	3/15/2024	0.25	50,000,000	48,708,984	49,125,328	47,078,125
U.S. Treasuries	91282CCC3	UNITED STATES TREASURY	5/15/2024	0.25	50,000,000	49,718,750	49,849,445	46,742,188
U.S. Treasuries	912828XT2	UNITED STATES TREASURY	5/31/2024	2.00	50,000,000	52,263,672	51,232,206	47,976,563
U.S. Treasuries	91282CCL3	UNITED STATES TREASURY	7/15/2024	0.38	50,000,000	49,998,047	49,998,869	46,546,875
U.S. Treasuries	91282CCL3	UNITED STATES TREASURY	7/15/2024	0.38	50,000,000	49,960,938	49,977,314	46,546,875
U.S. Treasuries	91282CCL3	UNITED STATES TREASURY	7/15/2024	0.38	50,000,000	47,572,266	48,169,635	46,546,875
U.S. Treasuries	912828Y87	UNITED STATES TREASURY	7/31/2024	1.75	50,000,000	52,210,938	51,157,160	47,593,750
U.S. Treasuries	91282CCT6	UNITED STATES TREASURY	8/15/2024	0.38	50,000,000	49,898,438	49,938,932	46,382,813
U.S. Treasuries	912828YM6	UNITED STATES TREASURY	10/31/2024	1.50	50,000,000	51,746,094	50,984,285	47,125,000
U.S. Treasuries	912828G38	UNITED STATES TREASURY	11/15/2024	2.25	50,000,000	53,160,156	51,747,822	47,789,063
U.S. Treasuries	912828G38	UNITED STATES TREASURY	11/15/2024	2.25	50,000,000	53,228,516	51,789,616	47,789,063
U.S. Treasuries	912828YY0	UNITED STATES TREASURY	12/31/2024	1.75	50,000,000	52,226,563	51,269,799	47,218,750
U.S. Treasuries	912828Z52	UNITED STATES TREASURY	1/31/2025	1.38	50,000,000	51,515,625	50,887,986	46,718,750
U.S. Treasuries	912828Z52	UNITED STATES TREASURY	1/31/2025	1.38	50,000,000	51,507,813	50,893,599	46,718,750
U.S. Treasuries	912828ZC7	UNITED STATES TREASURY	2/28/2025	1.13	50,000,000	51,011,719	50,594,717	46,312,500
U.S. Treasuries	912828ZC7	UNITED STATES TREASURY	2/28/2025	1.13	50,000,000	50,998,047	50,593,245	46,312,500
U.S. Treasuries	912828ZF0	UNITED STATES TREASURY	3/31/2025	0.50	50,000,000	49,779,297	49,865,533	45,554,688
U.S. Treasuries	912828ZF0	UNITED STATES TREASURY	3/31/2025	0.50	50,000,000	49,839,844	49,902,151	45,554,688
U.S. Treasuries	912828ZL7	UNITED STATES TREASURY	4/30/2025	0.38	50,000,000	49,615,234	49,757,088	45,250,000
U.S. Treasuries	912828XB1	UNITED STATES TREASURY	5/15/2025	2.13	50,000,000	52,849,609	51,953,174	47,164,063
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,140,625	49,469,643	44,828,125
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,042,969	49,409,000	44,828,125
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,281,250	49,537,334	44,828,125
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,183,594	49,474,124	44,828,125
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,253,906	49,517,817	44,828,125
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,310,547	49,537,510	44,828,125

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity	Coupon	Par Value	Book Value	Amortized	Market Value
			Date				Book Value	
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,500,000	49,658,947	44,828,125
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,406,250	49,594,716	44,828,125
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	48,628,906	48,975,632	44,828,125
U.S. Treasuries	91282CAB7	UNITED STATES TREASURY	7/31/2025	0.25	50,000,000	49,458,984	49,627,309	44,625,000
U.S. Treasuries	91282CAB7	UNITED STATES TREASURY	7/31/2025	0.25	50,000,000	49,363,281	49,561,080	44,625,000
U.S. Treasuries	91282CFK2	UNITED STATES TREASURY	9/15/2025	3.50	50,000,000	49,075,104	48,990,279	48,718,750
U.S. Treasuries	91282CAM3	UNITED STATES TREASURY	9/30/2025	0.25	50,000,000	49,109,375	49,408,474	44,367,188
U.S. Treasuries	91282CAM3	UNITED STATES TREASURY	9/30/2025	0.25	50,000,000	49,281,250	49,499,181	44,367,188
U.S. Treasuries	91282CAT8	UNITED STATES TREASURY	10/31/2025	0.25	50,000,000	49,298,828	49,550,741	44,164,063
U.S. Treasuries	91282CAT8	UNITED STATES TREASURY	10/31/2025	0.25	50,000,000	49,078,125	49,407,598	44,164,063
U.S. Treasuries	91282CAT8	UNITED STATES TREASURY	10/31/2025	0.25	50,000,000	49,048,828	49,388,053	44,164,063
U.S. Treasuries	91282CBC4	UNITED STATES TREASURY	12/31/2025	0.38	50,000,000	49,455,078	49,644,108	44,085,938
U.S. Treasuries	91282CBC4	UNITED STATES TREASURY	12/31/2025	0.38	50,000,000	49,271,484	49,523,932	44,085,938
U.S. Treasuries	91282CBW0	UNITED STATES TREASURY	4/30/2026	0.75	50,000,000	49,662,109	49,756,000	44,101,563
U.S. Treasuries	91282CBW0	UNITED STATES TREASURY	4/30/2026	0.75	50,000,000	49,730,469	49,804,922	44,101,563
U.S. Treasuries	912828R36	UNITED STATES TREASURY	5/15/2026	1.63	50,000,000	52,203,125	51,618,802	45,484,375
U.S. Treasuries	912828R36	UNITED STATES TREASURY	5/15/2026	1.63	50,000,000	51,890,625	51,417,420	45,484,375
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	49,931,641	49,949,892	44,078,125
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	50,070,313	50,051,881	44,078,125
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	50,328,125	50,243,184	44,078,125
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	50,345,703	50,256,211	44,078,125
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	50,406,250	50,303,609	44,078,125
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	50,240,234	50,179,940	44,078,125
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	49,937,500	49,951,976	44,078,125
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	49,593,750	49,684,211	44,078,125
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	49,027,344	49,206,080	44,078,125
U.S. Treasuries	91282CCW9	UNITED STATES TREASURY	8/31/2026	0.75	50,000,000	49,449,219	49,571,444	43,640,625
U.S. Treasuries	91282CCZ2	UNITED STATES TREASURY	9/30/2026	0.88	50,000,000	49,671,875	49,742,084	43,757,813
U.S. Treasuries	91282CCZ2	UNITED STATES TREASURY	9/30/2026	0.88	50,000,000	49,689,453	49,755,901	43,757,813
U.S. Treasuries	91282CCZ2	UNITED STATES TREASURY	9/30/2026	0.88	50,000,000	49,318,359	49,460,949	43,757,813
U.S. Treasuries	91282CDK4	UNITED STATES TREASURY	11/30/2026	1.25	50,000,000	50,072,266	50,059,065	44,250,000
U.S. Treasuries	91282CDK4	UNITED STATES TREASURY	11/30/2026	1.25	50,000,000	50,117,188	50,095,992	44,250,000
U.S. Treasuries	91282CDK4	UNITED STATES TREASURY	11/30/2026	1.25	50,000,000	47,078,125	47,449,564	44,250,000
U.S. Treasuries	91282CDQ1	UNITED STATES TREASURY	12/31/2026	1.25	50,000,000	47,107,422	47,468,578	44,164,063
U.S. Treasuries	91282CEF4	UNITED STATES TREASURY	3/31/2027	2.50	25,000,000	24,757,812	24,785,624	23,187,500
Subtotals				0.89	\$ 4,175,000,000	\$ 4,180,509,763	\$ 4,171,552,706	\$ 3,856,544,375
Federal Agencies	3133EMS45	FEDERAL FARM CREDIT BANKS FU	12/14/2022	0.11	\$ 50,000,000	\$ 49,992,900	\$ 49,999,411	\$ 49,759,200
Federal Agencies	3133EMWK4	FEDERAL FARM CREDIT BANKS FU	1/19/2023	0.14	60,000,000	59,987,400	59,998,371	59,474,700
Federal Agencies	3133ELJH8	FEDERAL FARM CREDIT BANKS FU	1/23/2023	1.60	10,140,000	10,384,141	10,159,597	10,079,505
Federal Agencies	3133EMPH9	FEDERAL FARM CREDIT BANKS FU	2/3/2023	0.13	45,500,000	45,096,315	45,387,399	45,023,570
Federal Agencies	3133827H0	FEDERAL HOME LOAN BANKS	2/6/2023	2.14	44,400,000	44,826,684	44,523,180	44,151,182
Federal Agencies	3133ENDQ0	FEDERAL FARM CREDIT BANKS FU	2/10/2023	0.16	50,000,000	49,899,789	49,977,755	49,441,800
Federal Agencies	3133EMUH3	FEDERAL FARM CREDIT BANKS FU	3/23/2023	0.13	65,000,000	64,955,150	64,991,179	63,930,945
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANKS FU	4/13/2023	0.13	20,000,000	19,973,600	19,994,105	19,617,860
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANKS FU	4/13/2023	0.13	25,000,000	24,967,000	24,992,632	24,522,325
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANKS FU	4/13/2023	0.13	50,000,000	49,934,000	49,985,263	49,044,650
Federal Agencies	3133EMXM9	FEDERAL FARM CREDIT BANKS FU	4/27/2023	0.13	44,500,000	44,462,233	44,490,741	43,569,550
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANKS FU	5/10/2023	0.13	12,500,000	12,484,000	12,495,836	12,213,200
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANKS FU	5/10/2023	0.13	25,000,000	24,968,000	24,991,671	24,426,400

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity	Coupon	Par Value	Book Value	Amortized	Market Value
			Date				Book Value	
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANKS FU	5/10/2023	0.13	75,000,000	74,904,000	74,975,014	73,279,200
Federal Agencies	3130AMRY0	FEDERAL HOME LOAN BANKS	6/2/2023	0.13	15,000,000	14,986,200	14,995,962	14,613,780
Federal Agencies	3133EMF31	FEDERAL FARM CREDIT BANKS FU	6/2/2023	0.13	100,000,000	99,938,000	99,981,910	97,425,200
Federal Agencies	3133EMH96	FEDERAL FARM CREDIT BANKS FU	6/14/2023	0.13	50,000,000	49,864,850	49,957,530	48,637,450
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANKS FU	6/26/2023	0.20	48,067,000	47,826,184	47,964,901	46,707,617
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANKS FU	6/26/2023	0.20	50,000,000	49,979,892	49,992,876	48,585,950
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANKS FU	7/14/2023	0.13	50,000,000	49,927,791	49,974,776	48,450,450
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANKS FU	7/14/2023	0.13	50,000,000	49,907,253	49,967,602	48,450,450
Federal Agencies	3133ENEY2	FEDERAL FARM CREDIT BANKS FU	7/24/2023	0.45	50,000,000	49,996,500	49,998,472	48,505,400
Federal Agencies	3133EM2E1	FEDERAL FARM CREDIT BANKS FU	8/10/2023	0.16	50,000,000	49,970,000	49,988,411	48,303,500
Federal Agencies	3137EAEV7	FEDERAL HOME LOAN MORTGAGE	8/24/2023	0.25	40,776,000	40,542,761	40,665,715	39,350,145
Federal Agencies	3130AJXD6	FEDERAL HOME LOAN BANKS	9/8/2023	0.13	20,975,000	20,806,361	20,892,146	20,183,886
Federal Agencies	313383YJ4	FEDERAL HOME LOAN BANKS	9/8/2023	3.38	25,000,000	25,070,000	25,053,358	24,727,625
Federal Agencies	313383YJ4	FEDERAL HOME LOAN BANKS	9/8/2023	3.38	25,000,000	25,071,750	25,054,692	24,727,625
Federal Agencies	313383YJ4	FEDERAL HOME LOAN BANKS	9/8/2023	3.38	40,000,000	40,102,000	40,077,941	39,564,200
Federal Agencies	3135GOU43	FEDERAL NATIONAL MORTGAGE A	9/12/2023	2.88	29,648,000	30,793,302	30,209,947	29,197,024
Federal Agencies	3133EM6N7	FEDERAL FARM CREDIT BANKS FU	9/27/2023	0.17	50,000,000	49,950,000	49,977,397	48,019,600
Federal Agencies	3133ENGf1	FEDERAL FARM CREDIT BANKS FU	12/1/2023	0.50	25,000,000	24,963,750	24,980,331	23,893,550
Federal Agencies	3133ENGf1	FEDERAL FARM CREDIT BANKS FU	12/1/2023	0.50	25,000,000	24,963,750	24,980,331	23,893,550
Federal Agencies	3133ENGf1	FEDERAL FARM CREDIT BANKS FU	12/1/2023	0.50	75,000,000	74,891,250	74,940,994	71,680,650
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANKS	12/8/2023	2.25	10,000,000	10,301,000	10,166,212	9,735,400
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANKS	12/8/2023	2.25	30,000,000	30,903,000	30,498,635	29,206,200
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANKS FU	12/20/2023	0.68	25,000,000	24,987,600	24,992,968	23,890,175
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANKS FU	12/20/2023	0.68	25,000,000	24,988,000	24,993,195	23,890,175
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANKS FU	12/20/2023	0.68	62,000,000	61,970,488	61,983,263	59,247,634
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANKS FU	1/18/2024	0.90	11,856,000	11,738,815	11,780,325	11,329,048
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANKS FU	1/18/2024	0.90	50,000,000	49,701,000	49,815,004	47,777,700
Federal Agencies	3130AFW94	FEDERAL HOME LOAN BANKS	2/13/2024	2.50	39,010,000	40,648,810	39,943,903	37,957,003
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANKS FU	2/14/2024	1.43	20,495,000	20,950,604	20,644,954	19,670,281
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANKS FU	2/26/2024	0.25	5,000,000	4,998,200	4,999,208	4,719,190
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANKS FU	2/26/2024	0.25	5,000,000	4,998,200	4,999,208	4,719,190
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANKS FU	2/26/2024	0.25	100,000,000	99,964,000	99,984,153	94,383,800
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANKS	2/28/2024	2.13	11,000,000	10,987,460	10,991,391	10,641,422
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANKS	2/28/2024	2.13	25,000,000	24,971,500	24,980,434	24,185,050
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANKS FU	3/18/2024	0.30	50,000,000	49,939,500	49,972,234	47,105,350
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANKS FU	3/18/2024	0.30	50,000,000	49,939,450	49,972,211	47,105,350
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANKS FU	4/22/2024	0.35	16,545,000	16,549,633	16,547,299	15,537,773
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANKS FU	4/22/2024	0.35	29,424,000	29,432,239	29,428,089	27,632,726
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANKS FU	4/22/2024	0.35	39,000,000	39,010,920	39,005,420	36,625,758
Federal Agencies	3133ENWP1	FEDERAL FARM CREDIT BANKS FU	5/16/2024	2.63	45,000,000	44,939,250	44,953,295	43,652,970
Federal Agencies	3133ENWP1	FEDERAL FARM CREDIT BANKS FU	5/16/2024	2.63	50,000,000	49,932,500	49,948,105	48,503,300
Federal Agencies	3133ENYH7	FEDERAL FARM CREDIT BANKS FU	6/10/2024	2.63	50,000,000	49,935,500	49,948,206	48,447,800
Federal Agencies	3133ENYH7	FEDERAL FARM CREDIT BANKS FU	6/10/2024	2.63	50,000,000	49,935,500	49,948,206	48,447,800
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANKS	6/14/2024	2.88	15,955,000	16,008,449	15,998,673	15,517,865
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANKS	6/14/2024	2.88	17,980,000	18,043,829	18,029,766	17,487,384
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANKS	6/14/2024	2.88	25,500,000	25,552,530	25,540,635	24,801,351
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANKS	6/14/2024	2.88	50,000,000	50,204,000	50,158,637	48,630,100
Federal Agencies	3130ASHK8	FEDERAL HOME LOAN BANKS	6/14/2024	3.13	28,000,000	27,979,867	27,918,573	27,340,852
Federal Agencies	3130ASHK8	FEDERAL HOME LOAN BANKS	6/14/2024	3.13	28,210,000	28,190,845	28,128,925	27,545,908
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANKS FU	6/17/2024	3.25	25,000,000	24,970,500	24,976,029	24,456,875

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity	Coupon	Par Value	Book Value	Amortized	Market Value
			Date				Book Value	
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANKS FU	6/17/2024	3.25	25,000,000	24,970,750	24,976,232	24,456,875
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANKS FU	6/17/2024	3.25	50,000,000	49,970,000	49,975,622	48,913,750
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANKS FU	6/28/2024	3.10	25,000,000	24,986,500	24,988,827	24,387,800
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANKS FU	6/28/2024	3.10	25,000,000	24,987,500	24,989,655	24,387,800
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANKS FU	6/28/2024	3.10	50,000,000	49,973,000	49,977,654	48,775,600
Federal Agencies	3130ASME6	FEDERAL HOME LOAN BANKS	7/8/2024	3.00	10,000,000	9,980,600	9,983,679	9,738,960
Federal Agencies	3130ASME6	FEDERAL HOME LOAN BANKS	7/8/2024	3.00	15,000,000	14,970,900	14,975,518	14,608,440
Federal Agencies	3130ASME6	FEDERAL HOME LOAN BANKS	7/8/2024	3.00	17,500,000	17,466,050	17,471,437	17,043,180
Federal Agencies	3133EMV25	FEDERAL FARM CREDIT BANKS FU	7/23/2024	0.45	50,000,000	50,092,000	50,053,567	46,571,500
Federal Agencies	3133ENJ84	FEDERAL FARM CREDIT BANKS FU	8/26/2024	3.38	50,000,000	49,916,500	49,924,153	48,927,850
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANKS FU	9/23/2024	0.43	25,000,000	24,974,750	24,984,057	23,127,075
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANKS FU	9/23/2024	0.43	50,000,000	49,949,500	49,968,115	46,254,150
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANKS FU	9/23/2024	0.43	50,000,000	49,949,500	49,968,115	46,254,150
Federal Agencies	3133ENP79	FEDERAL FARM CREDIT BANKS FU	9/26/2024	4.25	50,000,000	49,996,000	49,996,197	49,678,550
Federal Agencies	3130ATT31	FEDERAL HOME LOAN BANKS	10/3/2024	4.50	50,000,000	49,879,250	49,860,500	49,906,100
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANKS FU	11/18/2024	0.88	10,000,000	9,988,500	9,992,151	9,281,020
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANKS FU	11/18/2024	0.88	10,000,000	9,988,500	9,992,151	9,281,020
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANKS FU	11/18/2024	0.88	50,000,000	49,942,500	49,960,757	46,405,100
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANKS FU	12/3/2024	1.63	25,000,000	24,960,000	24,983,295	23,536,875
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANKS FU	12/9/2024	0.92	50,000,000	49,963,000	49,974,039	46,351,950
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANKS FU	12/9/2024	0.92	50,000,000	49,985,000	49,989,475	46,351,950
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANKS FU	1/6/2025	1.13	20,000,000	19,955,000	19,967,126	18,579,300
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANKS FU	1/6/2025	1.13	25,000,000	24,943,750	24,958,908	23,224,125
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANKS FU	1/6/2025	1.13	25,000,000	24,943,750	24,958,908	23,224,125
Federal Agencies	3135G0X24	FEDERAL NATIONAL MORTGAGE A	1/7/2025	1.63	39,060,000	40,632,556	39,984,760	36,683,160
Federal Agencies	3137EAEP0	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	5,000,000	4,996,150	4,998,241	4,669,500
Federal Agencies	3137EAEP0	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	5,000,000	4,996,150	4,998,241	4,669,500
Federal Agencies	3137EAEP0	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	5,000,000	4,996,150	4,998,241	4,669,500
Federal Agencies	3137EAEP0	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	15,000,000	14,988,450	14,994,722	14,008,500
Federal Agencies	3137EAEP0	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	50,000,000	49,961,500	49,982,406	46,695,000
Federal Agencies	3137EAEP0	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	53,532,000	55,450,052	54,680,352	49,993,535
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANKS FU	3/3/2025	1.21	16,000,000	15,990,720	15,995,617	14,815,056
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANKS FU	3/3/2025	1.21	24,000,000	23,964,240	23,983,110	22,222,584
Federal Agencies	3133EMWT5	FEDERAL FARM CREDIT BANKS FU	4/21/2025	0.60	50,000,000	49,973,500	49,983,639	45,403,900
Federal Agencies	3135G03U5	FEDERAL NATIONAL MORTGAGE A	4/22/2025	0.63	37,938,000	37,367,792	37,519,724	34,468,911
Federal Agencies	3135G03U5	FEDERAL NATIONAL MORTGAGE A	4/22/2025	0.63	50,000,000	50,108,000	50,070,670	45,427,950
Federal Agencies	3135G03U5	FEDERAL NATIONAL MORTGAGE A	4/22/2025	0.63	50,000,000	49,243,950	49,445,400	45,427,950
Federal Agencies	3133ENXE5	FEDERAL FARM CREDIT BANKS FU	5/23/2025	2.85	6,000,000	5,991,600	5,992,842	5,752,470
Federal Agencies	3133ENXE5	FEDERAL FARM CREDIT BANKS FU	5/23/2025	2.85	20,000,000	19,972,000	19,976,139	19,174,900
Federal Agencies	3130ASG86	FEDERAL HOME LOAN BANKS	6/13/2025	3.38	11,940,000	12,055,027	11,995,048	11,590,110
Federal Agencies	3130ASG86	FEDERAL HOME LOAN BANKS	6/13/2025	3.38	12,700,000	12,863,195	12,796,912	12,327,839
Federal Agencies	3133ENYQ7	FEDERAL FARM CREDIT BANKS FU	6/13/2025	2.95	50,000,000	49,975,500	49,978,652	48,016,450
Federal Agencies	3135G04Z3	FEDERAL NATIONAL MORTGAGE A	6/17/2025	0.50	4,655,000	4,556,640	4,581,708	4,190,324
Federal Agencies	3135G04Z3	FEDERAL NATIONAL MORTGAGE A	6/17/2025	0.50	10,000,000	9,789,600	9,843,222	9,001,770
Federal Agencies	3130AN4A5	FEDERAL HOME LOAN BANKS	6/30/2025	0.70	17,680,000	17,734,631	17,716,647	15,979,997
Federal Agencies	3135G05X7	FEDERAL NATIONAL MORTGAGE A	8/25/2025	0.38	25,000,000	24,684,250	24,801,473	22,260,625
Federal Agencies	3135G05X7	FEDERAL NATIONAL MORTGAGE A	8/25/2025	0.38	72,500,000	71,862,000	72,100,570	64,555,813
Federal Agencies	3130A8ZQ9	FEDERAL HOME LOAN BANKS	9/12/2025	1.75	10,295,000	10,575,333	10,502,963	9,527,693
Federal Agencies	3137EAEX3	FEDERAL HOME LOAN MORTGAGE	9/23/2025	0.38	22,600,000	22,295,352	22,406,483	20,065,274
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANKS FU	11/17/2025	1.05	39,675,000	39,622,232	39,634,837	35,791,770

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity	Coupon	Par Value	Book Value	Amortized	Market Value
			Date				Book Value	
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANKS FU	11/17/2025	1.05	55,000,000	54,923,000	54,941,394	49,616,820
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANKS FU	12/16/2025	1.17	45,000,000	44,954,100	44,964,153	40,642,380
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANKS FU	12/16/2025	1.17	50,000,000	49,949,000	49,960,170	45,158,200
Federal Agencies	3133ENJ35	FEDERAL FARM CREDIT BANKS FU	2/25/2026	3.32	35,000,000	34,957,650	34,959,900	33,720,750
Federal Agencies	3133EMZ21	FEDERAL FARM CREDIT BANKS FU	4/6/2026	0.69	15,500,000	15,458,150	15,469,197	13,642,992
Federal Agencies	3133ENUD0	FEDERAL FARM CREDIT BANKS FU	4/8/2026	2.64	20,000,000	19,961,200	19,966,697	18,828,980
Federal Agencies	3133ENUD0	FEDERAL FARM CREDIT BANKS FU	4/8/2026	2.64	30,000,000	29,941,800	29,950,046	28,243,470
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANKS	7/13/2026	1.05	25,000,000	25,000,000	25,000,000	22,006,950
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANKS	7/13/2026	1.05	25,000,000	25,000,000	25,000,000	22,006,950
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANKS	7/13/2026	1.05	25,000,000	25,000,000	25,000,000	22,006,950
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANKS	7/13/2026	1.05	25,000,000	25,000,000	25,000,000	22,006,950
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANKS	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	21,997,800
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANKS	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	21,997,800
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANKS	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	21,997,800
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANKS	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	21,997,800
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANKS	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	21,955,725
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANKS	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	21,955,725
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANKS	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	21,955,725
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANKS	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	21,955,725
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANKS	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	21,933,350
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANKS	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	21,933,350
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANKS	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	21,933,350
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANKS	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	21,933,350
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANKS	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	22,168,375
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANKS	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	22,168,375
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANKS	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	22,168,375
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANKS	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	22,168,375
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANKS	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	22,269,250
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANKS	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	22,269,250
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANKS	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	22,269,250
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANKS	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	22,269,250
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANKS	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	22,254,450
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANKS	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	22,254,450
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANKS	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	22,254,450
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANKS	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	22,254,450
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANKS	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	22,843,675
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANKS	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	22,843,675
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANKS	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	22,843,675
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANKS	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	22,843,675
Federal Agencies	3133ENRD4	FEDERAL FARM CREDIT BANKS FU	3/10/2027	1.68	48,573,000	47,432,020	47,576,210	43,370,395
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANKS FU	4/5/2027	2.60	22,500,000	22,392,338	22,404,667	20,879,730
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANKS FU	4/5/2027	2.60	24,500,000	24,377,010	24,391,095	22,735,706
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANKS FU	4/5/2027	2.60	25,000,000	24,804,000	24,826,446	23,199,700
Federal Agencies	3130ASGU7	FEDERAL HOME LOAN BANKS	6/11/2027	3.50	10,000,000	10,173,583	10,133,190	9,624,690
Federal Agencies	3130ASGU7	FEDERAL HOME LOAN BANKS	6/11/2027	3.50	12,375,000	12,592,532	12,542,386	11,910,554
Federal Agencies	3130ASGU7	FEDERAL HOME LOAN BANKS	6/11/2027	3.50	21,725,000	22,088,363	21,999,582	20,909,639
Federal Agencies	3133ENZK9	FEDERAL FARM CREDIT BANKS FU	6/28/2027	3.24	27,865,000	28,121,637	28,083,994	26,507,250
Subtotals				1.35	\$ 5,140,594,000	\$ 5,142,565,746	\$ 5,140,864,486	\$ 4,849,010,051

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity	Coupon		Par Value		Book Value		Amortized	Market Value
			Date							Book Value	
Public Time Deposits	PPFT6Q6D2	Bank of San Francisco	12/5/2022	1.64	\$	10,000,000	\$	10,000,000	\$	10,000,000	\$ 10,000,000
Public Time Deposits	PPFR6ZB99	Bridge Bank	12/19/2022	2.39		10,000,000		10,000,000		10,000,000	10,000,000
Public Time Deposits	PPFQECA11	Bridge Bank	3/20/2023	3.57		10,000,000		10,000,000		10,000,000	10,000,000
Subtotals				2.53	\$	30,000,000	\$	30,000,000	\$	30,000,000	\$ 30,000,000
Negotiable CDs	65602YZ94	Norinchukin Bank - New York Branch	11/23/2022	3.57	\$	50,000,000	\$	50,000,000	\$	50,000,000	\$ 49,999,900
Negotiable CDs	78012U2E4	Royal Bank of Canada New York Bran	12/2/2022	0.48		50,000,000		50,000,000		50,000,000	49,852,750
Negotiable CDs	89114WM36	Toronto-Dominion Bank - New York Br	12/2/2022	0.48		50,000,000		50,000,000		50,000,000	49,852,750
Negotiable CDs	06367CPS0	Bank of Montreal - Chicago Branch	12/7/2022	0.52		50,000,000		50,000,000		50,000,000	49,832,200
Negotiable CDs	89114WP58	Toronto-Dominion Bank - New York Br	12/30/2022	0.57		10,000,000		10,000,000		10,000,000	9,941,460
Negotiable CDs	89114WP58	Toronto-Dominion Bank - New York Br	12/30/2022	0.57		50,000,000		50,000,000		50,000,000	49,707,300
Negotiable CDs	89114WWV3	Toronto-Dominion Bank - New York Br	1/4/2023	2.26		50,000,000		50,000,000		50,000,000	49,827,550
Negotiable CDs	06367CTW7	Bank of Montreal - Chicago Branch	1/13/2023	1.92		50,000,000		50,000,000		50,000,000	49,760,250
Negotiable CDs	89114WU94	Toronto-Dominion Bank - New York Br	1/13/2023	1.92		50,000,000		50,000,000		50,000,000	49,760,250
Negotiable CDs	06367CUZ8	Bank of Montreal - Chicago Branch	1/18/2023	2.28		50,000,000		50,000,000		50,000,000	49,778,200
Negotiable CDs	89114WWX9	Toronto-Dominion Bank - New York Br	1/24/2023	2.36		50,000,000		50,000,000		50,000,000	49,763,750
Negotiable CDs	78012U5C5	Royal Bank of Canada New York Bran	1/27/2023	2.00		50,000,000		50,000,000		50,000,000	49,708,600
Negotiable CDs	06367CSR9	Bank of Montreal - Chicago Branch	1/30/2023	1.18		50,000,000		50,000,000		50,000,000	49,594,350
Negotiable CDs	89114WQL2	Toronto-Dominion Bank - New York Br	1/30/2023	0.95		50,000,000		50,000,000		50,000,000	49,566,100
Negotiable CDs	06367CSM0	Bank of Montreal - Chicago Branch	2/13/2023	1.35		50,000,000		50,000,000		50,000,000	49,539,900
Negotiable CDs	89114WRW7	Toronto-Dominion Bank - New York Br	2/13/2023	1.35		50,000,000		50,000,000		50,000,000	49,539,900
Negotiable CDs	89114WUU7	Toronto-Dominion Bank - New York Br	2/27/2023	2.16		50,000,000		50,000,000		50,000,000	49,590,750
Negotiable CDs	89114WUU7	Toronto-Dominion Bank - New York Br	2/27/2023	2.16		50,000,000		50,000,000		50,000,000	49,590,750
Negotiable CDs	06367CV46	Bank of Montreal - Chicago Branch	3/27/2023	2.60		50,000,000		50,000,000		50,000,000	49,552,100
Negotiable CDs	78012U5Z4	Royal Bank of Canada New York Bran	3/27/2023	2.58		50,000,000		50,000,000		50,000,000	49,548,650
Negotiable CDs	78012U6W0	Royal Bank of Canada New York Bran	6/15/2023	3.71		50,000,000		50,000,000		50,000,000	49,559,450
Negotiable CDs	78012U7H2	Royal Bank of Canada New York Bran	6/15/2023	3.68		50,000,000		50,000,000		50,000,000	49,551,550
Negotiable CDs	89115B3A6	Toronto-Dominion Bank - New York Br	6/15/2023	3.60		50,000,000		50,000,000		50,000,000	49,528,650
Negotiable CDs	89115B3A6	Toronto-Dominion Bank - New York Br	6/15/2023	3.60		50,000,000		50,000,000		50,000,000	49,528,650
Negotiable CDs	06367CX51	Bank of Montreal - Chicago Branch	6/30/2023	3.92		50,000,000		50,000,000		50,000,000	49,583,150
Negotiable CDs	89115BAW0	Toronto-Dominion Bank - New York Br	6/30/2023	3.90		50,000,000		50,000,000		50,000,000	49,576,350
Negotiable CDs	06367CWT0	Bank of Montreal - Chicago Branch	7/3/2023	3.75		50,000,000		50,000,000		50,000,000	49,515,900
Negotiable CDs	06367CXA0	Bank of Montreal - Chicago Branch	7/3/2023	3.84		50,000,000		50,000,000		50,000,000	49,547,700
Negotiable CDs	06417MB87	Bank of Nova Scotia - Houston Branch	7/3/2023	3.73		50,000,000		50,000,000		50,000,000	49,512,950
Negotiable CDs	78015J3N5	Royal Bank of Canada New York Bran	7/3/2023	3.73		50,000,000		50,000,000		50,000,000	49,509,400
Negotiable CDs	78015JAJ6	Royal Bank of Canada New York Bran	7/3/2023	4.02		50,000,000		50,000,000		50,000,000	49,608,350
Negotiable CDs	06367CXR3	Bank of Montreal - Chicago Branch	8/28/2023	4.23		50,000,000		50,000,000		50,000,000	49,500,800
Negotiable CDs	78015JFJ1	Royal Bank of Canada New York Bran	9/20/2023	4.75		50,000,000		50,000,000		50,000,000	49,627,800
Negotiable CDs	06367CY27	Bank of Montreal - Chicago Branch	9/22/2023	4.80		50,000,000		50,000,000		50,000,000	49,680,200
Negotiable CDs	78015JHJ9	Royal Bank of Canada New York Bran	9/22/2023	4.81		50,000,000		50,000,000		50,000,000	49,683,550
Negotiable CDs	06367CXX0	Bank of Montreal - Chicago Branch	9/25/2023	4.82		50,000,000		50,000,000		50,000,000	49,680,100
Negotiable CDs	78015JH67	Royal Bank of Canada New York Bran	9/25/2023	4.76		50,000,000		50,000,000		50,000,000	49,654,150
Negotiable CDs	06367CYA9	Bank of Montreal - Chicago Branch	10/6/2023	4.97		50,000,000		50,000,000		50,000,000	49,694,800
Subtotals				2.89	\$	1,860,000,000	\$	1,860,000,000	\$	1,860,000,000	\$ 1,846,850,960

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity	Coupon		Par Value	Book Value	Amortized	Market Value
			Date					Book Value	
Commercial Paper	89233HL28	Toyota Motor Credit Corporation	11/2/2022	0.00	\$	50,000,000	\$ 49,586,667	\$ 49,996,556	\$ 49,990,350
Commercial Paper	62479ML76	MUFG Bank - New York Branch	11/7/2022	0.00		50,000,000	49,790,458	49,973,250	49,968,850
Commercial Paper	89233HL77	Toyota Motor Credit Corporation	11/7/2022	0.00		50,000,000	49,571,167	49,979,250	49,966,100
Commercial Paper	62479MLM3	MUFG Bank - New York Branch	11/21/2022	0.00		50,000,000	49,810,000	49,905,000	49,894,600
Commercial Paper	62479MLM3	MUFG Bank - New York Branch	11/21/2022	0.00		50,000,000	49,837,292	49,901,389	49,894,600
Commercial Paper	89233HTW4	Toyota Motor Credit Corporation	6/30/2023	0.00		50,000,000	48,301,250	48,483,708	48,460,150
Subtotals				0.00	\$	300,000,000	\$ 296,896,833	\$ 298,239,153	\$ 298,174,650
Money Market Funds	09248U718	BLKRK LQ:T-FUND INSTL	11/1/2022	3.55	\$	206,815,199	\$ 206,815,199	\$ 206,815,199	\$ 206,815,199
Money Market Funds	262006208	DREYFUS GVT CSH MGT INST	11/1/2022	3.56		15,097,588	15,097,588	15,097,588	15,097,588
Money Market Funds	31607A703	FIDELITY IMM:GOVT INSTL	11/1/2022	3.53		11,501,052	11,501,052	11,501,052	11,501,052
Money Market Funds	608919718	FEDERATED HRMS GV O PRMR	11/1/2022	3.59		501,104,979	501,104,979	501,104,979	501,104,979
Money Market Funds	61747C319	MORG STAN I LQ:GV IMP	11/1/2022	0.00		51,373,444	51,373,444	51,373,444	51,373,444
Money Market Funds	85749T517	SS INST INV:US GV MM OPP	11/1/2022	3.60		503,804,875	503,804,875	503,804,875	503,804,875
Subtotals				3.44	\$	1,289,697,137	\$ 1,289,697,137	\$ 1,289,697,137	\$ 1,289,697,137
Supranationals	459058JV6	INTERNATIONAL BANK FOR RECON	4/20/2023	0.13	\$	100,000,000	\$ 99,793,000	\$ 99,951,795	\$ 98,005,200
Supranationals	4581X0CC0	INTER-AMERICAN DEVELOPMENT E	10/4/2023	3.00		25,756,000	26,837,752	26,310,028	25,415,016
Supranationals	45906M3B5	INTERNATIONAL BANK FOR RECON	6/14/2024	1.98		100,000,000	100,000,000	100,000,000	95,886,000
Supranationals	4581X0EE4	INTER-AMERICAN DEVELOPMENT E	7/1/2024	3.25		30,000,000	29,997,000	29,997,505	29,329,500
Supranationals	4581X0EE4	INTER-AMERICAN DEVELOPMENT E	7/1/2024	3.25		50,000,000	49,995,000	49,995,841	48,882,500
Supranationals	459056HV2	INTERNATIONAL BANK FOR RECON	8/28/2024	1.50		50,000,000	50,984,250	50,636,418	47,270,000
Supranationals	4581X0DZ8	INTER-AMERICAN DEVELOPMENT E	9/23/2024	0.50		50,000,000	49,595,500	49,734,427	46,258,750
Supranationals	45950VQG4	INTERNATIONAL FINANCE CORP	9/23/2024	0.44		10,000,000	9,918,700	9,947,273	9,185,040
Supranationals	4581X0CM8	INTER-AMERICAN DEVELOPMENT E	1/15/2025	2.13		100,000,000	105,676,000	103,363,865	94,798,700
Supranationals	459058JB0	INTERNATIONAL BANK FOR RECON	4/22/2025	0.63		40,000,000	40,086,000	40,056,726	36,337,520
Supranationals	4581X0DN5	INTER-AMERICAN DEVELOPMENT E	7/15/2025	0.63		28,900,000	28,519,098	28,621,930	26,014,855
Supranationals	45818WDG8	INTER-AMERICAN DEVELOPMENT E	2/27/2026	0.82		19,500,000	19,556,907	19,541,946	17,129,171
Subtotals				1.54	\$	604,156,000	\$ 610,959,207	\$ 608,157,754	\$ 574,512,252
Grand Totals				1.63	\$	13,399,447,137	\$ 13,410,628,687	\$ 13,398,511,235	\$ 12,744,789,425

Monthly Investment Earnings

Pooled Fund

For month ended October 31, 2022

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
U.S. Treasuries	912828WE6	United States Department of The Treasury	50000000	2.75	1.7265	12/17/19	11/15/23	115,829	-42,540	0	73,289
U.S. Treasuries	912828S35	United States Department of The Treasury	50000000	1.375	1.6052	1/9/20	6/30/23	57,914	9,645	0.00	67,560
U.S. Treasuries	91282CAT8	United States Department of The Treasury	50000000	0.25	0.5534	2/25/21	10/31/25	10,536	12,719	0	23,254
U.S. Treasuries	91282CBC4	United States Department of The Treasury	50000000	0.375	0.603	2/25/21	12/31/25	15,795	9,544	0	25,339
U.S. Treasuries	91282CBC4	United States Department of The Treasury	50000000	0.375	0.6805	2/26/21	12/31/25	15,795	12,767	0.00	28,561
U.S. Treasuries	91282CAT8	United States Department of The Treasury	50000000	0.25	0.6509	3/2/21	10/31/25	10,536	16,771	0.00	27,307
U.S. Treasuries	91282CAT8	United States Department of The Treasury	50000000	0.25	0.6643	3/4/21	10/31/25	10,536	17,325	0	27,860
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6534	3/8/21	6/30/25	10,530	16,915	0	27,445
U.S. Treasuries	912828G38	United States Department of The Treasury	50000000	2.25	0.5199	3/9/21	11/15/24	94,769	-72,728	0	22,041
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6999	3/9/21	6/30/25	10,530	18,849	0	29,379
U.S. Treasuries	912828G38	United States Department of The Treasury	50000000	2.25	0.4798	3/12/21	11/15/24	94,769	-74,467	0	20,302
U.S. Treasuries	912828ZU7	United States Department of The Treasury	50000000	0.25	0.1912	3/12/21	6/15/23	10,587	-2,495	0	8,092
U.S. Treasuries	912828YY0	United States Department of The Treasury	50000000	1.75	0.5654	3/15/21	12/31/24	73,709	-49,765	0.00	23,945
U.S. Treasuries	912828ZC7	United States Department of The Treasury	50000000	1.125	0.6083	3/15/21	2/28/25	48,170	-21,690	0	26,480
U.S. Treasuries	912828ZD5	United States Department of The Treasury	50000000	0.5	0.1627	3/18/21	3/15/23	21,409	-14,325	0.00	7,084
U.S. Treasuries	91282CBA8	United States Department of The Treasury	50000000	0.125	0.2951	3/19/21	12/15/23	5,294	7,198	0.00	12,492
U.S. Treasuries	912828Y87	United States Department of The Treasury	50000000	1.75	0.4178	3/30/21	7/31/24	73,709	-56,226	0	17,484
U.S. Treasuries	912828Z52	United States Department of The Treasury	50000000	1.375	0.5773	3/30/21	1/31/25	57,914	-33,489	0.00	24,426
U.S. Treasuries	912828ZC7	United States Department of The Treasury	50000000	1.125	0.6095	3/31/21	2/28/25	48,170	-21,636	0.00	26,534
U.S. Treasuries	912828S92	United States Department of The Treasury	50000000	1.25	0.2029	4/1/21	7/31/23	52,649	-44,467	0.00	8,182
U.S. Treasuries	912828S92	United States Department of The Treasury	50000000	1.25	0.2046	4/1/21	7/31/23	52,649	-44,396	0	8,253
U.S. Treasuries	912828TY6	United States Department of The Treasury	50000000	1.625	0.1255	4/8/21	11/15/22	68,444	-63,543	0.00	4,901
U.S. Treasuries	912828ZU7	United States Department of The Treasury	50000000	0.25	0.1838	4/8/21	6/15/23	10,587	-2,807	0.00	7,780
U.S. Treasuries	912828YM6	United States Department of The Treasury	50000000	1.5	0.5059	4/15/21	10/31/24	63,213	-41,798	0	21,415
U.S. Treasuries	912828Z52	United States Department of The Treasury	50000000	1.375	0.5723	4/15/21	1/31/25	57,914	-33,700	0	24,214
U.S. Treasuries	912828ZF0	United States Department of The Treasury	50000000	0.5	0.6127	4/15/21	3/31/25	21,291	4,732	0.00	26,023
U.S. Treasuries	912828ZF0	United States Department of The Treasury	50000000	0.5	0.582	4/19/21	3/31/25	21,291	3,443	0	24,734
U.S. Treasuries	91282CBU4	United States Department of The Treasury	50000000	0.125	0.1537	5/4/21	3/31/23	5,323	1,218	0	6,541
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6015	5/12/21	6/30/25	10,530	14,756	0	25,286
U.S. Treasuries	91282CAM3	United States Department of The Treasury	50000000	0.25	0.6619	5/12/21	9/30/25	10,646	17,234	0	27,880
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6499	5/13/21	6/30/25	10,530	16,772	0	27,302
U.S. Treasuries	912828ZL7	United States Department of The Treasury	50000000	0.375	0.5719	5/18/21	4/30/25	15,803	8,266	0.00	24,069
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6165	5/18/21	6/30/25	10,530	15,378	0	25,908
U.S. Treasuries	912828S35	United States Department of The Treasury	50000000	1.375	0.2459	6/24/21	6/30/23	57,914	-47,960	0	9,954
U.S. Treasuries	912828ZU7	United States Department of The Treasury	50000000	0.25	0.252	6/24/21	6/15/23	10,587	84	0.00	10,671
U.S. Treasuries	91282CBW0	United States Department of The Treasury	50000000	0.75	0.8926	6/28/21	4/30/26	31,607	5,928	0.00	37,534
U.S. Treasuries	91282CCK5	United States Department of The Treasury	50000000	0.125	0.2598	6/30/21	6/30/23	5,265	5,723	0.00	10,988
U.S. Treasuries	91282CBW0	United States Department of The Treasury	50000000	0.75	0.8639	7/2/21	4/30/26	31,607	4,739	0.00	36,346
U.S. Treasuries	91282CCC3	United States Department of The Treasury	50000000	0.25	0.4471	7/2/21	5/15/24	10,530	8,319	0	18,849
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.903	7/2/21	6/30/26	36,855	1,162	0.00	38,016
U.S. Treasuries	912828XT2	United States Department of The Treasury	50000000	2	0.4302	7/6/21	5/31/24	84,699	-66,202	0	18,498
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6014	7/12/21	6/30/25	10,530	14,750	0.00	25,280
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.8461	7/14/21	6/30/26	36,855	-1,203	0	35,652
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7398	7/22/21	6/30/26	36,855	-5,639	0.00	31,216
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7326	7/22/21	6/30/26	36,855	-5,941	0	30,914
U.S. Treasuries	912828R36	United States Department of The Treasury	50000000	1.625	0.6941	7/23/21	5/15/26	68,444	-38,871	0.00	29,573
U.S. Treasuries	91282CAM3	United States Department of The Treasury	50000000	0.25	0.5983	7/26/21	9/30/25	10,646	14,592	0.00	25,237
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.5087	8/5/21	6/30/25	10,530	10,877	0	21,407
U.S. Treasuries	91282CAB7	United States Department of The Treasury	50000000	0.25	0.5241	8/5/21	7/31/25	10,530	11,519	0.00	22,049
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.5577	8/6/21	6/30/25	10,530	12,926	0	23,456
U.S. Treasuries	91282CAB7	United States Department of The Treasury	50000000	0.25	0.5731	8/6/21	7/31/25	10,530	13,566	0	24,096
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7063	8/6/21	6/30/26	36,855	-7,040	0	29,815
U.S. Treasuries	91282CCL3	United States Department of The Treasury	50000000	0.375	0.3763	8/6/21	7/15/24	15,795	56	0	15,851
U.S. Treasuries	91282CCL3	United States Department of The Treasury	50000000	0.375	0.4018	8/9/21	7/15/24	15,795	1,131	0.00	16,926
U.S. Treasuries	91282CAK7	United States Department of The Treasury	50000000	0.125	0.2334	8/10/21	9/15/23	5,352	4,584	0.00	9,937

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7749	8/10/21	6/30/26	36,855	-4,172	0.00	32,682
U.S. Treasuries	912828Z86	United States Department of The Treasury	50000000	1.375	0.1396	8/17/21	2/15/23	57,914	-52,356	0.00	5,559
U.S. Treasuries	91282CCT6	United States Department of The Treasury	50000000	0.375	0.4437	8/25/21	8/15/24	15,795	2,899	0	18,694
U.S. Treasuries	912828R36	United States Department of The Treasury	50000000	1.625	0.8077	8/27/21	5/15/26	68,444	-34,036	0	34,409
U.S. Treasuries	912828XB1	United States Department of The Treasury	50000000	2.125	0.5683	9/2/21	5/15/25	89,504	-65,387	0.00	24,117
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.9018	9/24/21	6/30/26	36,855	1,114	0	37,968
U.S. Treasuries	91282CCW9	United States Department of The Treasury	50000000	0.75	0.9795	9/28/21	8/31/26	32,113	9,496	0	41,609
U.S. Treasuries	912828Z9	United States Department of The Treasury	50000000	2.5	0.3304	10/4/21	1/31/24	105,299	-91,712	0	13,587
U.S. Treasuries	91282CCZ2	United States Department of The Treasury	50000000	0.875	1.0103	10/8/21	9/30/26	37,260	5,595	0.00	42,855
U.S. Treasuries	91282CCZ2	United States Department of The Treasury	50000000	0.875	1.003	10/8/21	9/30/26	37,260	5,295	0.00	42,555
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	1.0519	10/14/21	6/30/26	36,855	7,322	0	44,177
U.S. Treasuries	91282CCZ2	United States Department of The Treasury	50000000	0.875	1.159	10/19/21	9/30/26	37,260	11,694	0.00	48,954
U.S. Treasuries	91282CDK4	United States Department of The Treasury	50000000	1.25	1.22	12/3/21	11/30/26	52,937	-1,229	0	51,708
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	1.035	12/7/21	6/30/25	10,530	32,670	0.00	43,200
U.S. Treasuries	91282CDK4	United States Department of The Treasury	50000000	1.25	1.2013	12/7/21	11/30/26	52,937	-1,997	0	50,940
U.S. Treasuries	91282CBA8	United States Department of The Treasury	50000000	0.125	0.7231	12/9/21	12/15/23	5,294	25,173	0	30,467
U.S. Treasuries	912796P94	United States Department of The Treasury	50000000	0	0.2527	12/13/21	12/1/22	0	10,712	0.00	10,712
U.S. Treasuries	91282CBA8	United States Department of The Treasury	50000000	0.125	0.6864	12/15/21	12/15/23	5,294	23,638	0.00	28,932
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	1.3228	1/4/22	6/30/26	36,855	18,408	0.00	55,263
U.S. Treasuries	91282CDV0	United States Department of The Treasury	50000000	0.875	1.5159	2/23/22	1/31/24	36,855	26,719	0.00	63,574
U.S. Treasuries	912828Z86	United States Department of The Treasury	50000000	1.375	1.0249	3/3/22	2/15/23	57,914	-14,746	0.00	43,168
U.S. Treasuries	91282CBR1	United States Department of The Treasury	50000000	0.25	1.5538	3/8/22	3/15/24	10,704	54,230	0.00	64,934
U.S. Treasuries	91282CDK4	United States Department of The Treasury	50000000	1.25	2.5854	3/29/22	11/30/26	52,937	53,063	0.00	106,000
U.S. Treasuries	91282CDQ1	United States Department of The Treasury	50000000	1.25	2.5489	3/29/22	12/31/26	52,649	51,594	0.00	104,243
U.S. Treasuries	91282CEF4	United States Department of The Treasury	25000000	2.5	2.7091	4/6/22	3/31/27	53,228	4,125	0.00	57,353
U.S. Treasuries	912796M89	United States Department of The Treasury	0	0	0	4/7/22	10/6/22	0	7,708	0.00	7,708
U.S. Treasuries	912828B66	United States Department of The Treasury	50000000	2.75	2.4706	4/11/22	2/15/24	115,829	-11,481	0.00	104,347
U.S. Treasuries	91282CDV0	United States Department of The Treasury	50000000	0.875	2.4625	4/11/22	1/31/24	36,855	65,501	0.00	102,355
U.S. Treasuries	91282CCL3	United States Department of The Treasury	50000000	0.375	2.6013	4/12/22	7/15/24	15,795	91,224	0.00	107,019
U.S. Treasuries	912796V63	United States Department of The Treasury	0	0	0	4/21/22	10/20/22	0	32,986	0.00	32,986
U.S. Treasuries	91282CFK2	United States Department of The Treasury	50000000	3.5	4.2532	10/7/22	9/15/25	120,856	21,529	0.00	142,386
Subtotals			\$ 4,175,000,000					\$ 3,091,947	\$ (193,861)	\$ -	\$ 2,898,086
Federal Agencies	3133ELCP7	Federal Farm Credit Banks Funding Corpor	\$ 25,000,000	1.63	1.66	12/3/19	12/3/24	\$ 33,854	\$ 679	\$ -	\$ 34,533
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	6,315
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	6,315
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	6,315
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	15,000,000	1.50	1.52	2/14/20	2/12/25	18,750	196	-	18,946
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	50,000,000	1.50	1.52	2/14/20	2/12/25	62,500	654	-	63,154
Federal Agencies	3133ELNE0	Federal Farm Credit Banks Funding Corpor	20,495,000	1.43	0.85	3/18/20	2/14/24	24,423	(9,891)	-	14,533
Federal Agencies	3133ELQY3	Federal Farm Credit Banks Funding Corpor	16,000,000	1.21	1.22	3/23/20	3/3/25	16,133	159	-	16,293
Federal Agencies	3133ELQY3	Federal Farm Credit Banks Funding Corpor	24,000,000	1.21	1.24	3/23/20	3/3/25	24,200	614	-	24,814
Federal Agencies	3133ELJH8	Federal Farm Credit Banks Funding Corpor	10,140,000	1.60	0.75	3/25/20	1/23/23	13,520	(7,320)	-	6,201
Federal Agencies	3133ELVL5	Federal Farm Credit Banks Funding Corpor	-	0.70	0.70	4/3/20	10/3/22	1,556	22	-	1,577
Federal Agencies	3135G05X7	Federal National Mortgage Association	72,500,000	0.38	0.57	2/25/21	8/25/25	22,656	12,045	-	34,701
Federal Agencies	3133EMRZ7	Federal Farm Credit Banks Funding Corpor	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	51	-	1,093
Federal Agencies	3133EMRZ7	Federal Farm Credit Banks Funding Corpor	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	51	-	1,093
Federal Agencies	3133EMRZ7	Federal Farm Credit Banks Funding Corpor	100,000,000	0.25	0.26	2/26/21	2/26/24	20,833	1,019	-	21,853
Federal Agencies	3135G05X7	Federal National Mortgage Association	25,000,000	0.38	0.66	3/4/21	8/25/25	7,813	5,987	-	13,799
Federal Agencies	3137EAEX3	Federal Home Loan Mortgage Corporation	22,600,000	0.38	0.67	3/4/21	9/23/25	7,063	5,676	-	12,738
Federal Agencies	3133EMTW2	Federal Farm Credit Banks Funding Corpor	50,000,000	0.30	0.34	3/18/21	3/18/24	12,500	1,711	-	14,211
Federal Agencies	3133EMTW2	Federal Farm Credit Banks Funding Corpor	50,000,000	0.30	0.34	3/18/21	3/18/24	12,500	1,713	-	14,213
Federal Agencies	3133EMUH3	Federal Farm Credit Banks Funding Corpor	65,000,000	0.13	0.16	3/31/21	3/23/23	6,771	1,926	-	8,697
Federal Agencies	3133EMVP4	Federal Farm Credit Banks Funding Corpor	20,000,000	0.13	0.19	4/13/21	4/13/23	2,083	1,121	-	3,204
Federal Agencies	3133EMVP4	Federal Farm Credit Banks Funding Corpor	25,000,000	0.13	0.19	4/13/21	4/13/23	2,604	1,401	-	4,006
Federal Agencies	3133EMVP4	Federal Farm Credit Banks Funding Corpor	50,000,000	0.13	0.19	4/13/21	4/13/23	5,208	2,803	-	8,011

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3133EMW75	Federal Farm Credit Banks Funding Corpor	50,000,000	0.60	0.61	4/21/21	4/21/25	25,000	562	-	25,562
Federal Agencies	3135G0X24	Federal National Mortgage Association	39,060,000	1.63	0.53	4/21/21	1/7/25	52,894	(35,924)	-	16,969
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	53,532,000	1.50	0.55	4/21/21	2/12/25	66,915	(42,685)	-	24,230
Federal Agencies	3133EMWV0	Federal Farm Credit Banks Funding Corpor	16,545,000	0.35	0.34	5/4/21	4/22/24	4,826	(132)	-	4,693
Federal Agencies	3133EMWV0	Federal Farm Credit Banks Funding Corpor	29,424,000	0.35	0.34	5/4/21	4/22/24	8,582	(236)	-	8,346
Federal Agencies	3133EMWV0	Federal Farm Credit Banks Funding Corpor	39,000,000	0.35	0.34	5/4/21	4/22/24	11,375	(312)	-	11,063
Federal Agencies	3133EMXM9	Federal Farm Credit Banks Funding Corpor	44,500,000	0.13	0.17	5/5/21	4/27/23	4,635	1,622	-	6,257
Federal Agencies	3133EMYX4	Federal Farm Credit Banks Funding Corpor	12,500,000	0.13	0.19	5/10/21	5/10/23	1,302	679	-	1,982
Federal Agencies	3133EMYX4	Federal Farm Credit Banks Funding Corpor	25,000,000	0.13	0.19	5/10/21	5/10/23	2,604	1,359	-	3,963
Federal Agencies	3133EMYX4	Federal Farm Credit Banks Funding Corpor	75,000,000	0.13	0.19	5/10/21	5/10/23	7,813	4,077	-	11,889
Federal Agencies	3133EMWK4	Federal Farm Credit Banks Funding Corpor	60,000,000	0.14	0.15	5/18/21	1/19/23	7,000	639	-	7,639
Federal Agencies	3133EMF31	Federal Farm Credit Banks Funding Corpor	100,000,000	0.13	0.16	6/2/21	6/2/23	10,417	2,633	-	13,050
Federal Agencies	3130AMRY0	Federal Home Loan Banks	15,000,000	0.13	0.17	6/4/21	6/2/23	1,563	588	-	2,150
Federal Agencies	3133EMH96	Federal Farm Credit Banks Funding Corpor	50,000,000	0.13	0.26	6/28/21	6/14/23	5,208	5,851	-	11,060
Federal Agencies	3130AN4A5	Federal Home Loan Banks	17,680,000	0.70	0.62	7/12/21	6/30/25	10,313	(1,169)	-	9,145
Federal Agencies	3135G03U5	Federal National Mortgage Association	50,000,000	0.63	0.57	7/12/21	4/22/25	26,042	(2,426)	-	23,616
Federal Agencies	3133EMS37	Federal Farm Credit Banks Funding Corpor	50,000,000	0.13	0.20	7/14/21	7/14/23	5,208	3,066	-	8,275
Federal Agencies	3133EMS37	Federal Farm Credit Banks Funding Corpor	50,000,000	0.13	0.22	7/14/21	7/14/23	5,208	3,939	-	9,147
Federal Agencies	3133EMS45	Federal Farm Credit Banks Funding Corpor	50,000,000	0.11	0.12	7/14/21	12/14/22	4,583	425	-	5,008
Federal Agencies	3133EMV25	Federal Farm Credit Banks Funding Corpor	50,000,000	0.45	0.39	8/6/21	7/23/24	18,750	(2,636)	-	16,114
Federal Agencies	3133EMZ21	Federal Farm Credit Banks Funding Corpor	15,500,000	0.69	0.75	8/9/21	4/6/26	8,913	763	-	9,675
Federal Agencies	3133EM2E1	Federal Farm Credit Banks Funding Corpor	50,000,000	0.16	0.19	8/10/21	8/10/23	6,667	1,274	-	7,941
Federal Agencies	3130ANNM8	Federal Home Loan Banks	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	21,875
Federal Agencies	3130ANNM8	Federal Home Loan Banks	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	21,875
Federal Agencies	3130ANNM8	Federal Home Loan Banks	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	21,875
Federal Agencies	3130ANNM8	Federal Home Loan Banks	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	21,875
Federal Agencies	3130ANMP2	Federal Home Loan Banks	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292
Federal Agencies	3130ANMP2	Federal Home Loan Banks	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292
Federal Agencies	3130ANMP2	Federal Home Loan Banks	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292
Federal Agencies	3130ANMP2	Federal Home Loan Banks	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292
Federal Agencies	3133EM3S9	Federal Farm Credit Banks Funding Corpor	50,000,000	0.20	0.22	8/26/21	6/26/23	8,333	932	-	9,265
Federal Agencies	3130ANTG5	Federal Home Loan Banks	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875
Federal Agencies	3130ANTG5	Federal Home Loan Banks	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875
Federal Agencies	3130ANTG5	Federal Home Loan Banks	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875
Federal Agencies	3130ANTG5	Federal Home Loan Banks	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875
Federal Agencies	3133EM5X6	Federal Farm Credit Banks Funding Corpor	25,000,000	0.43	0.46	9/23/21	9/23/24	8,958	714	-	9,673
Federal Agencies	3133EM5X6	Federal Farm Credit Banks Funding Corpor	50,000,000	0.43	0.46	9/23/21	9/23/24	17,917	1,428	-	19,345
Federal Agencies	3133EM5X6	Federal Farm Credit Banks Funding Corpor	50,000,000	0.43	0.46	9/23/21	9/23/24	17,917	1,428	-	19,345
Federal Agencies	3133EM6N7	Federal Farm Credit Banks Funding Corpor	50,000,000	0.17	0.22	9/27/21	9/27/23	7,083	2,123	-	9,207
Federal Agencies	3130AP6T7	Federal Home Loan Banks	25,000,000	1.08	1.07	10/1/21	9/3/26	22,396	-	-	22,396
Federal Agencies	3130AP6T7	Federal Home Loan Banks	25,000,000	1.08	1.07	10/1/21	9/3/26	22,396	-	-	22,396
Federal Agencies	3130AP6T7	Federal Home Loan Banks	25,000,000	1.08	1.07	10/1/21	9/3/26	22,396	-	-	22,396
Federal Agencies	3130AP6T7	Federal Home Loan Banks	25,000,000	1.08	1.07	10/1/21	9/3/26	22,396	-	-	22,396
Federal Agencies	3130A8ZQ9	Federal Home Loan Banks	10,295,000	1.75	1.03	11/2/21	9/12/25	15,014	(6,163)	-	8,850
Federal Agencies	3130AFW94	Federal Home Loan Banks	39,010,000	2.50	0.62	11/12/21	2/13/24	81,271	(61,729)	-	19,542
Federal Agencies	3133ENDQ0	Federal Farm Credit Banks Funding Corpor	50,000,000	0.16	0.32	11/12/21	2/10/23	6,667	6,828	-	13,494
Federal Agencies	3133ENEG1	Federal Farm Credit Banks Funding Corpor	39,675,000	1.05	1.08	11/17/21	11/17/25	34,716	1,120	-	35,835
Federal Agencies	3133ENEG1	Federal Farm Credit Banks Funding Corpor	55,000,000	1.05	1.09	11/17/21	11/17/25	48,125	1,634	-	49,759
Federal Agencies	3130APPR0	Federal Home Loan Banks	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792
Federal Agencies	3130APPR0	Federal Home Loan Banks	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792
Federal Agencies	3130APPR0	Federal Home Loan Banks	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792
Federal Agencies	3130APPR0	Federal Home Loan Banks	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792
Federal Agencies	3133ENEJ5	Federal Farm Credit Banks Funding Corpor	10,000,000	0.88	0.91	11/18/21	11/18/24	7,292	325	-	7,617
Federal Agencies	3133ENEJ5	Federal Farm Credit Banks Funding Corpor	10,000,000	0.88	0.91	11/18/21	11/18/24	7,292	325	-	7,617
Federal Agencies	3133ENEJ5	Federal Farm Credit Banks Funding Corpor	50,000,000	0.88	0.91	11/18/21	11/18/24	36,458	1,626	-	38,085
Federal Agencies	3133ENEY2	Federal Farm Credit Banks Funding Corpor	50,000,000	0.45	0.45	11/24/21	7/24/23	18,750	179	-	18,929

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3133ENGF1	Federal Farm Credit Banks Funding Corpor	25,000,000	0.50	0.57	12/3/21	12/1/23	10,417	1,544	-	11,960
Federal Agencies	3133ENGF1	Federal Farm Credit Banks Funding Corpor	25,000,000	0.50	0.57	12/3/21	12/1/23	10,417	1,544	-	11,960
Federal Agencies	3133ENGF1	Federal Farm Credit Banks Funding Corpor	75,000,000	0.50	0.57	12/3/21	12/1/23	31,250	4,631	-	35,881
Federal Agencies	3137EAEV7	Federal Home Loan Mortgage Corporation	40,776,000	0.25	0.58	12/6/21	8/24/23	8,495	11,550	-	20,045
Federal Agencies	3135G03U5	Federal National Mortgage Association	37,938,000	0.63	1.08	12/8/21	4/22/25	19,759	14,359	-	34,119
Federal Agencies	3135G03U5	Federal National Mortgage Association	50,000,000	0.63	1.08	12/8/21	4/22/25	26,042	19,039	-	45,081
Federal Agencies	3135G04Z3	Federal National Mortgage Association	4,655,000	0.50	1.11	12/8/21	6/17/25	1,940	2,369	-	4,309
Federal Agencies	3135G04Z3	Federal National Mortgage Association	10,000,000	0.50	1.11	12/8/21	6/17/25	4,167	5,068	-	9,235
Federal Agencies	3133ENGQ7	Federal Farm Credit Banks Funding Corpor	50,000,000	0.92	0.95	12/9/21	12/9/24	38,333	1,047	-	39,380
Federal Agencies	3133ENGQ7	Federal Farm Credit Banks Funding Corpor	50,000,000	0.92	0.93	12/9/21	12/9/24	38,333	424	-	38,758
Federal Agencies	3135G0U43	Federal National Mortgage Association	29,648,000	2.88	0.66	12/9/21	9/12/23	71,032	(55,303)	-	15,729
Federal Agencies	3130A3VC5	Federal Home Loan Banks	10,000,000	2.25	0.73	12/10/21	12/8/23	18,750	(12,817)	-	5,933
Federal Agencies	3130A3VC5	Federal Home Loan Banks	30,000,000	2.25	0.73	12/10/21	12/8/23	56,250	(38,452)	-	17,798
Federal Agencies	3130AJXD6	Federal Home Loan Banks	20,975,000	0.13	0.59	12/14/21	9/8/23	2,185	8,259	-	10,444
Federal Agencies	3133EM3S9	Federal Farm Credit Banks Funding Corpor	48,067,000	0.20	0.53	12/14/21	6/26/23	8,011	13,355	-	21,366
Federal Agencies	3130AQ7L1	Federal Home Loan Banks	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438
Federal Agencies	3130AQ7L1	Federal Home Loan Banks	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438
Federal Agencies	3130AQ7L1	Federal Home Loan Banks	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438
Federal Agencies	3130AQ7L1	Federal Home Loan Banks	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438
Federal Agencies	3133ENHM5	Federal Farm Credit Banks Funding Corpor	45,000,000	1.17	1.20	12/16/21	12/16/25	43,875	974	-	44,849
Federal Agencies	3133ENHM5	Federal Farm Credit Banks Funding Corpor	50,000,000	1.17	1.20	12/16/21	12/16/25	48,750	1,082	-	49,832
Federal Agencies	3133ENHR4	Federal Farm Credit Banks Funding Corpor	25,000,000	0.68	0.70	12/20/21	12/20/23	14,167	527	-	14,693
Federal Agencies	3133ENHR4	Federal Farm Credit Banks Funding Corpor	25,000,000	0.68	0.70	12/20/21	12/20/23	14,167	510	-	14,676
Federal Agencies	3133ENHR4	Federal Farm Credit Banks Funding Corpor	62,000,000	0.68	0.70	12/20/21	12/20/23	35,133	1,253	-	36,387
Federal Agencies	3133ENKS8	Federal Farm Credit Banks Funding Corpor	20,000,000	1.13	1.20	1/11/22	1/6/25	18,750	1,279	-	20,029
Federal Agencies	3133ENKS8	Federal Farm Credit Banks Funding Corpor	25,000,000	1.13	1.20	1/11/22	1/6/25	23,438	1,598	-	25,036
Federal Agencies	3133ENKS8	Federal Farm Credit Banks Funding Corpor	25,000,000	1.13	1.20	1/11/22	1/6/25	23,438	1,598	-	25,036
Federal Agencies	3130AQJ95	Federal Home Loan Banks	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271
Federal Agencies	3130AQJ95	Federal Home Loan Banks	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271
Federal Agencies	3130AQJ95	Federal Home Loan Banks	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271
Federal Agencies	3130AQJ95	Federal Home Loan Banks	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271
Federal Agencies	3133ENLF5	Federal Farm Credit Banks Funding Corpor	50,000,000	0.90	1.21	2/1/22	1/18/24	37,500	12,946	-	50,446
Federal Agencies	3133EMPH9	Federal Farm Credit Banks Funding Corpor	45,500,000	0.13	1.10	3/3/22	2/3/23	4,740	37,134	-	41,874
Federal Agencies	3133ENLF5	Federal Farm Credit Banks Funding Corpor	11,856,000	0.90	1.44	3/3/22	1/18/24	8,892	5,296	-	14,188
Federal Agencies	3133827H0	Federal Home Loan Banks	44,400,000	2.14	1.08	3/7/22	2/6/23	79,180	(39,367)	-	39,813
Federal Agencies	3133ENRD4	Federal Farm Credit Banks Funding Corpor	48,573,000	1.68	2.18	3/16/22	3/10/27	68,002	19,434	-	87,436
Federal Agencies	3130ARB59	Federal Home Loan Banks	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958
Federal Agencies	3130ARB59	Federal Home Loan Banks	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958
Federal Agencies	3130ARB59	Federal Home Loan Banks	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958
Federal Agencies	3130ARB59	Federal Home Loan Banks	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958
Federal Agencies	3130ARHG9	Federal Home Loan Banks	11,000,000	2.13	2.18	3/25/22	2/28/24	19,479	551	-	20,031
Federal Agencies	3130ARHG9	Federal Home Loan Banks	25,000,000	2.13	2.18	3/25/22	2/28/24	44,271	1,253	-	45,524
Federal Agencies	3133ENTS9	Federal Farm Credit Banks Funding Corpor	22,500,000	2.60	2.70	4/6/22	4/5/27	48,750	1,829	-	50,579
Federal Agencies	3133ENTS9	Federal Farm Credit Banks Funding Corpor	24,500,000	2.60	2.71	4/6/22	4/5/27	53,083	2,089	-	55,172
Federal Agencies	3133ENTS9	Federal Farm Credit Banks Funding Corpor	25,000,000	2.60	2.77	4/6/22	4/5/27	54,167	3,329	-	57,496
Federal Agencies	3133ENUD0	Federal Farm Credit Banks Funding Corpor	20,000,000	2.64	2.69	4/8/22	4/8/26	44,000	823	-	44,823
Federal Agencies	3133ENUD0	Federal Farm Credit Banks Funding Corpor	30,000,000	2.64	2.69	4/8/22	4/8/26	66,000	1,235	-	67,235
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	25,500,000	2.88	2.77	5/12/22	6/14/24	61,094	(2,131)	-	58,962

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	50,000,000	2.88	2.67	5/16/22	6/14/24	119,792	(8,321)	-	111,471
Federal Agencies	3133ENWP1	Federal Farm Credit Banks Funding Corpor	45,000,000	2.63	2.69	5/16/22	5/16/24	98,438	2,576	-	101,014
Federal Agencies	3133ENWP1	Federal Farm Credit Banks Funding Corpor	50,000,000	2.63	2.69	5/16/22	5/16/24	109,375	2,863	-	112,238
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	15,955,000	2.88	2.71	5/18/22	6/14/24	38,226	(2,186)	-	36,040
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	17,980,000	2.88	2.70	5/18/22	6/14/24	43,077	(2,610)	-	40,467
Federal Agencies	3133ENXE5	Federal Farm Credit Banks Funding Corpor	6,000,000	2.85	2.90	5/23/22	5/23/25	14,250	238	-	14,488
Federal Agencies	3133ENXE5	Federal Farm Credit Banks Funding Corpor	20,000,000	2.85	2.90	5/23/22	5/23/25	47,500	792	-	48,292
Federal Agencies	3133ENYH7	Federal Farm Credit Banks Funding Corpor	50,000,000	2.63	2.69	6/10/22	6/10/24	109,375	2,735	-	112,110
Federal Agencies	3133ENYH7	Federal Farm Credit Banks Funding Corpor	50,000,000	2.63	2.69	6/10/22	6/10/24	109,375	2,735	-	112,110
Federal Agencies	3133ENYQ7	Federal Farm Credit Banks Funding Corpor	50,000,000	2.95	2.97	6/13/22	6/13/25	122,917	693	-	123,610
Federal Agencies	3133ENYX2	Federal Farm Credit Banks Funding Corpor	25,000,000	3.25	3.31	6/17/22	6/17/24	67,708	1,251	-	68,959
Federal Agencies	3133ENYX2	Federal Farm Credit Banks Funding Corpor	25,000,000	3.25	3.31	6/17/22	6/17/24	67,708	1,240	-	68,949
Federal Agencies	3133ENYX2	Federal Farm Credit Banks Funding Corpor	50,000,000	3.25	3.28	6/17/22	6/17/24	135,417	1,272	-	136,689
Federal Agencies	3133ENZS2	Federal Farm Credit Banks Funding Corpor	25,000,000	3.10	3.13	6/28/22	6/28/24	64,583	573	-	65,156
Federal Agencies	3133ENZS2	Federal Farm Credit Banks Funding Corpor	25,000,000	3.10	3.13	6/28/22	6/28/24	64,583	530	-	65,113
Federal Agencies	3133ENZS2	Federal Farm Credit Banks Funding Corpor	50,000,000	3.10	3.13	6/28/22	6/28/24	129,167	1,145	-	130,312
Federal Agencies	3133ENZK9	Federal Farm Credit Banks Funding Corpor	27,865,000	3.24	3.06	7/7/22	6/28/27	75,236	(3,993)	-	71,242
Federal Agencies	3130ASME6	Federal Home Loan Banks	10,000,000	3.00	3.10	7/8/22	7/8/24	25,000	823	-	25,823
Federal Agencies	3130ASME6	Federal Home Loan Banks	15,000,000	3.00	3.10	7/8/22	7/8/24	37,500	1,234	-	38,734
Federal Agencies	3130ASME6	Federal Home Loan Banks	17,500,000	3.00	3.10	7/8/22	7/8/24	43,750	1,440	-	45,190
Federal Agencies	3130ASGU7	Federal Home Loan Banks	10,000,000	3.50	3.19	7/19/22	6/11/27	29,167	(2,453)	-	26,713
Federal Agencies	3130ASGU7	Federal Home Loan Banks	12,375,000	3.50	3.18	7/19/22	6/11/27	36,094	(3,083)	-	33,011
Federal Agencies	3130ASGU7	Federal Home Loan Banks	21,725,000	3.50	3.20	7/20/22	6/11/27	63,365	(5,058)	-	58,307
Federal Agencies	3130ASHK8	Federal Home Loan Banks	28,000,000	3.13	3.31	7/22/22	6/14/24	72,917	4,271	-	77,188
Federal Agencies	3130ASHK8	Federal Home Loan Banks	28,210,000	3.13	3.31	7/22/22	6/14/24	73,464	4,253	-	77,716
Federal Agencies	313383YJ4	Federal Home Loan Banks	25,000,000	3.38	3.12	7/27/22	9/8/23	70,313	(5,319)	-	64,994
Federal Agencies	313383YJ4	Federal Home Loan Banks	25,000,000	3.38	3.11	7/27/22	9/8/23	70,313	(5,452)	-	64,861
Federal Agencies	313383YJ4	Federal Home Loan Banks	40,000,000	3.38	3.14	7/28/22	9/8/23	112,500	(7,769)	-	104,731
Federal Agencies	3130ASG86	Federal Home Loan Banks	12,700,000	3.38	3.07	8/3/22	6/13/25	35,719	(3,146)	-	32,573
Federal Agencies	3130ASG86	Federal Home Loan Banks	11,940,000	3.38	3.19	8/4/22	6/13/25	33,581	(1,787)	-	31,794
Federal Agencies	3133ENJ35	Federal Farm Credit Banks Funding Corpor	35,000,000	3.32	3.36	8/25/22	2/25/26	96,833	1,026	-	97,859
Federal Agencies	3133ENJ84	Federal Farm Credit Banks Funding Corpor	50,000,000	3.38	3.46	8/26/22	8/26/24	140,625	3,541	-	144,166
Federal Agencies	3133ENP79	Federal Farm Credit Banks Funding Corpor	50,000,000	4.25	4.25	9/26/22	9/26/24	177,083	170	-	177,253
Federal Agencies	313385J49	Federal Home Loan Banks	-	0.00	0.00	10/4/22	10/5/22	-	4,028	-	4,028
Federal Agencies	313385J49	Federal Home Loan Banks	-	0.00	0.00	10/4/22	10/5/22	-	4,028	-	4,028
Federal Agencies	313385J56	Federal Home Loan Banks	-	0.00	0.00	10/5/22	10/6/22	-	4,069	-	4,069
Federal Agencies	313385J56	Federal Home Loan Banks	-	0.00	0.00	10/5/22	10/6/22	-	4,069	-	4,069
Federal Agencies	313385J56	Federal Home Loan Banks	-	0.00	0.00	10/5/22	10/6/22	-	4,069	-	4,069
Federal Agencies	313385J64	Federal Home Loan Banks	-	0.00	0.00	10/6/22	10/7/22	-	4,125	-	4,125
Federal Agencies	313385J64	Federal Home Loan Banks	-	0.00	0.00	10/6/22	10/7/22	-	4,125	-	4,125
Federal Agencies	313385J64	Federal Home Loan Banks	-	0.00	0.00	10/6/22	10/7/22	-	4,125	-	4,125
Federal Agencies	313385K21	Federal Home Loan Banks	-	0.00	0.00	10/7/22	10/11/22	-	16,389	-	16,389
Federal Agencies	313385K39	Federal Home Loan Banks	-	0.00	0.00	10/11/22	10/12/22	-	4,097	-	4,097
Federal Agencies	313385K39	Federal Home Loan Banks	-	0.00	0.00	10/11/22	10/12/22	-	1,639	-	1,639
Federal Agencies	313385K39	Federal Home Loan Banks	-	0.00	0.00	10/11/22	10/12/22	-	4,097	-	4,097
Federal Agencies	313385K47	Federal Home Loan Banks	-	0.00	0.00	10/12/22	10/13/22	-	4,069	-	4,069
Federal Agencies	313385K47	Federal Home Loan Banks	-	0.00	0.00	10/12/22	10/13/22	-	4,069	-	4,069
Federal Agencies	313385K54	Federal Home Loan Banks	-	0.00	0.00	10/13/22	10/14/22	-	806	-	806
Federal Agencies	313385K54	Federal Home Loan Banks	-	0.00	0.00	10/13/22	10/14/22	-	4,028	-	4,028
Federal Agencies	313385K88	Federal Home Loan Banks	-	0.00	0.00	10/14/22	10/17/22	-	12,208	-	12,208
Federal Agencies	313385K88	Federal Home Loan Banks	-	0.00	0.00	10/14/22	10/17/22	-	1,221	-	1,221
Federal Agencies	313385K96	Federal Home Loan Banks	-	0.00	0.00	10/17/22	10/18/22	-	1,229	-	1,229
Federal Agencies	313385K96	Federal Home Loan Banks	-	0.00	0.00	10/17/22	10/18/22	-	4,097	-	4,097
Federal Agencies	3130ATT31	Federal Home Loan Banks	50,000,000	4.50	4.65	11/1/22	10/3/24	-	-	-	-
Subtotals			\$ 5,140,594,000					\$ 5,558,195	\$ 18,211	\$ -	\$ 5,576,406

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Public Time Deposits	PPFT6Q6D2	Bank of San Francisco	\$ 10,000,000	1.64	1.64	6/6/22	12/5/22	\$ 14,122	\$ -	\$ -	\$ 14,122
Public Time Deposits	PPFR6ZB99	Bridge Bank	10,000,000	2.39	2.39	6/20/22	12/19/22	20,299	-	-	20,299
Public Time Deposits	PPFQECA11	Bridge Bank	10,000,000	3.57	3.57	9/19/22	3/20/23	30,321	-	-	30,321
Subtotals			\$ 30,000,000					\$ 64,741	\$ -	\$ -	\$ 64,741
Negotiable CDs	78012UW68	Royal Bank of Canada New York Branch	\$ -	0.30	0.30	10/25/21	10/24/22	\$ 9,583	\$ -	\$ -	\$ 9,583
Negotiable CDs	96130ALC0	Westpac Banking Corporation - New York E	-	0.30	0.30	10/27/21	10/24/22	9,583	-	-	9,583
Negotiable CDs	78012U2E4	Royal Bank of Canada New York Branch	50,000,000	0.48	0.48	12/2/21	12/2/22	20,667	-	-	20,667
Negotiable CDs	89114WM36	Toronto-Dominion Bank - New York Branch	50,000,000	0.48	0.48	12/2/21	12/2/22	20,667	-	-	20,667
Negotiable CDs	06367CPS0	Bank of Montreal - Chicago Branch	50,000,000	0.52	0.52	12/8/21	12/7/22	22,389	-	-	22,389
Negotiable CDs	89114WP58	Toronto-Dominion Bank - New York Branch	10,000,000	0.57	0.57	1/6/22	12/30/22	4,908	-	-	4,908
Negotiable CDs	89114WP58	Toronto-Dominion Bank - New York Branch	50,000,000	0.57	0.57	1/6/22	12/30/22	24,542	-	-	24,542
Negotiable CDs	89114WQL2	Toronto-Dominion Bank - New York Branch	50,000,000	0.95	0.95	2/3/22	1/30/23	40,903	-	-	40,903
Negotiable CDs	06367CSM0	Bank of Montreal - Chicago Branch	50,000,000	1.35	1.35	2/28/22	2/13/23	58,125	-	-	58,125
Negotiable CDs	89114WRW7	Toronto-Dominion Bank - New York Branch	50,000,000	1.35	1.35	2/28/22	2/13/23	58,125	-	-	58,125
Negotiable CDs	06367CSR9	Bank of Montreal - Chicago Branch	50,000,000	1.18	1.18	3/1/22	1/30/23	50,806	-	-	50,806
Negotiable CDs	89114WU52	Toronto-Dominion Bank - New York Branch	-	1.50	1.50	4/4/22	10/24/22	47,917	-	-	47,917
Negotiable CDs	06367CTW7	Bank of Montreal - Chicago Branch	50,000,000	1.92	1.92	4/6/22	1/13/23	82,667	-	-	82,667
Negotiable CDs	89114WU94	Toronto-Dominion Bank - New York Branch	50,000,000	1.92	1.92	4/6/22	1/13/23	82,667	-	-	82,667
Negotiable CDs	89114WUU7	Toronto-Dominion Bank - New York Branch	50,000,000	2.16	2.16	4/12/22	2/27/23	93,000	-	-	93,000
Negotiable CDs	89114WUU7	Toronto-Dominion Bank - New York Branch	50,000,000	2.16	2.16	4/12/22	2/27/23	93,000	-	-	93,000
Negotiable CDs	78012U5C5	Royal Bank of Canada New York Branch	50,000,000	2.00	2.00	4/14/22	1/27/23	86,111	-	-	86,111
Negotiable CDs	89114WWW3	Toronto-Dominion Bank - New York Branch	50,000,000	2.26	2.26	5/9/22	1/4/23	97,306	-	-	97,306
Negotiable CDs	89114WWX9	Toronto-Dominion Bank - New York Branch	50,000,000	2.36	2.36	5/9/22	1/24/23	101,611	-	-	101,611
Negotiable CDs	06367CUZ8	Bank of Montreal - Chicago Branch	50,000,000	2.28	2.28	5/12/22	1/18/23	98,167	-	-	98,167
Negotiable CDs	06367CV46	Bank of Montreal - Chicago Branch	50,000,000	2.60	2.60	5/17/22	3/27/23	111,944	-	-	111,944
Negotiable CDs	78012U5Z4	Royal Bank of Canada New York Branch	50,000,000	2.58	2.58	5/24/22	3/27/23	111,083	-	-	111,083
Negotiable CDs	78012U6W0	Royal Bank of Canada New York Branch	50,000,000	3.71	3.71	6/21/22	6/15/23	159,736	-	-	159,736
Negotiable CDs	78012U7H2	Royal Bank of Canada New York Branch	50,000,000	3.68	3.68	6/28/22	6/15/23	158,444	-	-	158,444
Negotiable CDs	89115B3A6	Toronto-Dominion Bank - New York Branch	50,000,000	3.60	3.60	7/5/22	6/15/23	155,000	-	-	155,000
Negotiable CDs	89115B3A6	Toronto-Dominion Bank - New York Branch	50,000,000	3.60	3.60	7/5/22	6/15/23	155,000	-	-	155,000
Negotiable CDs	65602YF47	Norinchukin Bank - New York Branch	-	2.50	2.50	7/11/22	10/20/22	65,972	-	-	65,972
Negotiable CDs	06367CWT0	Bank of Montreal - Chicago Branch	50,000,000	3.75	3.75	7/12/22	7/3/23	161,458	-	-	161,458
Negotiable CDs	78015J3N5	Royal Bank of Canada New York Branch	50,000,000	3.73	3.73	7/12/22	7/3/23	160,597	-	-	160,597
Negotiable CDs	89115BAW0	Toronto-Dominion Bank - New York Branch	50,000,000	3.90	3.90	7/19/22	6/30/23	167,917	-	-	167,917
Negotiable CDs	06367CX51	Bank of Montreal - Chicago Branch	50,000,000	3.92	3.92	7/21/22	6/30/23	168,778	-	-	168,778
Negotiable CDs	06367CXA0	Bank of Montreal - Chicago Branch	50,000,000	3.84	3.84	7/27/22	7/3/23	165,333	-	-	165,333
Negotiable CDs	06417MB87	Bank of Nova Scotia - Houston Branch	50,000,000	3.73	3.73	8/1/22	7/3/23	160,597	-	-	160,597
Negotiable CDs	78015JAJ6	Royal Bank of Canada New York Branch	50,000,000	4.02	4.02	8/8/22	7/3/23	173,083	-	-	173,083
Negotiable CDs	06367CXR3	Bank of Montreal - Chicago Branch	50,000,000	4.23	4.23	9/1/22	8/28/23	182,125	-	-	182,125
Negotiable CDs	78015JFJ1	Royal Bank of Canada New York Branch	50,000,000	4.75	4.75	9/20/22	9/20/23	204,514	-	-	204,514
Negotiable CDs	06367CXX0	Bank of Montreal - Chicago Branch	50,000,000	4.82	4.82	9/28/22	9/25/23	207,528	-	-	207,528
Negotiable CDs	78015JH67	Royal Bank of Canada New York Branch	50,000,000	4.76	4.76	9/28/22	9/25/23	204,944	-	-	204,944
Negotiable CDs	78015JHJ9	Royal Bank of Canada New York Branch	50,000,000	4.81	4.81	9/30/22	9/22/23	207,097	-	-	207,097
Negotiable CDs	06367CY27	Bank of Montreal - Chicago Branch	50,000,000	4.80	4.80	10/3/22	9/22/23	193,333	-	-	193,333
Negotiable CDs	06367CYA9	Bank of Montreal - Chicago Branch	50,000,000	4.97	4.97	10/6/22	10/6/23	179,472	-	-	179,472
Negotiable CDs	65602YZ94	Norinchukin Bank - New York Branch	50,000,000	3.57	3.57	10/24/22	11/23/22	39,667	-	-	39,667
Subtotals			\$ 1,860,000,000					\$ 4,596,367	\$ -	\$ -	\$ 4,596,367

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Commercial Paper	62479MKC6	MUFG Bank - New York Branch	\$ -	0.00	0.00	6/22/22	10/12/22	\$ -	\$ 35,444	\$ -	\$ 35,444
Commercial Paper	89233HKL7	Toyota Motor Credit Corporation	-	0.00	0.00	6/23/22	10/20/22	-	62,014	-	62,014
Commercial Paper	62479MKS1	MUFG Bank - New York Branch	-	0.00	0.00	6/27/22	10/26/22	-	85,069	-	85,069
Commercial Paper	89233HKM5	Toyota Motor Credit Corporation	-	0.00	0.00	6/27/22	10/21/22	-	67,222	-	67,222
Commercial Paper	62479MKM4	MUFG Bank - New York Branch	-	0.00	0.00	7/5/22	10/21/22	-	68,611	-	68,611
Commercial Paper	89233HL28	Toyota Motor Credit Corporation	50,000,000	0.00	2.51	7/5/22	11/2/22	-	106,778	-	106,778
Commercial Paper	89233HL77	Toyota Motor Credit Corporation	50,000,000	0.00	2.52	7/6/22	11/7/22	-	107,208	-	107,208
Commercial Paper	62479ML76	MUFG Bank - New York Branch	50,000,000	0.00	3.24	9/21/22	11/7/22	-	138,208	-	138,208
Commercial Paper	89233HTW4	Toyota Motor Credit Corporation	50,000,000	0.00	4.66	10/3/22	6/30/23	-	182,458	-	182,458
Commercial Paper	62479MLM3	MUFG Bank - New York Branch	50,000,000	0.00	3.46	10/12/22	11/21/22	-	95,000	-	95,000
Commercial Paper	62479MLM3	MUFG Bank - New York Branch	50,000,000	0.00	3.59	10/19/22	11/21/22	-	64,097	-	64,097
Subtotals			\$ 300,000,000					\$ -	\$ 1,012,111	\$ -	\$ 1,012,111
Money Market Funds	262006208	Dreyfus Government Cash Management Ft	\$ 15,097,588	3.56	2.92	10/31/22	11/1/22	\$ 37,329	\$ -	\$ -	\$ 37,329
Money Market Funds	608919718	Money Market Obligations Trust - Federate	501,104,979	3.59	2.95	10/31/22	11/1/22	1,243,713	-	-	1,243,713
Money Market Funds	09248U718	BlackRock Liquidity Funds - T-Fund	206,815,199	3.55	2.93	10/31/22	11/1/22	140,100	-	-	140,100
Money Market Funds	31607A703	Fidelity Colchester Street Trust - Governme	11,501,052	3.53	2.91	10/31/22	11/1/22	27,934	-	-	27,934
Money Market Funds	61747C319	Morgan Stanley Institutional Liquidity Funds	51,373,444	0.00	0.00	10/31/22	11/1/22	116,352	-	-	116,352
Money Market Funds	61747C707	Morgan Stanley Institutional Liquidity Funds	-	3.57	2.81	10/31/22	11/1/22	1,731	-	-	1,731
Money Market Funds	85749T517	State Street Institutional U.S. Government I	503,804,875	3.60	2.97	10/31/22	11/1/22	1,104,459	-	-	1,104,459
Subtotals			\$ 1,289,697,137					\$ 2,671,619	\$ -	\$ -	\$ 2,671,619
Supranationals	459058JV6	International Bank for Reconstruction and I	\$ 100,000,000	0.13	0.23	4/20/21	4/20/23	\$ 10,500	\$ 8,790	\$ -	\$ 19,290
Supranationals	4581X0CM8	Inter-American Development Bank	100,000,000	2.13	0.58	4/26/21	1/15/25	177,083	(129,379)	-	47,704
Supranationals	459058JB0	International Bank for Reconstruction and I	40,000,000	0.63	0.57	7/23/21	4/22/25	20,867	(1,947)	-	18,919
Supranationals	45818WDG8	Inter-American Development Bank	19,500,000	0.82	0.75	8/25/21	2/27/26	13,325	(1,071)	-	12,254
Supranationals	45950VQG4	International Finance Corporation	10,000,000	0.44	0.72	10/22/21	9/23/24	3,667	2,362	-	6,029
Supranationals	4581X0DN5	Inter-American Development Bank	28,900,000	0.63	0.99	11/1/21	7/15/25	15,052	8,734	-	23,786
Supranationals	459056HV2	International Bank for Reconstruction and I	50,000,000	1.50	0.79	11/2/21	8/28/24	62,500	(29,623)	-	32,877
Supranationals	4581X0DZ8	Inter-American Development Bank	50,000,000	0.50	0.78	11/4/21	9/23/24	20,833	11,897	-	32,730
Supranationals	4581X0CC0	Inter-American Development Bank	25,756,000	3.00	0.66	12/15/21	10/4/23	64,390	(50,964)	-	13,426
Supranationals	459058ES8	International Bank for Reconstruction and I	-	1.88	1.88	12/16/21	10/7/22	20,132	(16,278)	-	3,854
Supranationals	45906M3B5	International Bank for Reconstruction and I	100,000,000	1.98	1.98	3/23/22	6/14/24	165,000	-	-	165,000
Supranationals	4581X0EE4	Inter-American Development Bank	30,000,000	3.25	3.26	7/1/22	7/1/24	81,250	127	-	81,377
Supranationals	4581X0EE4	Inter-American Development Bank	50,000,000	3.25	3.26	7/1/22	7/1/24	135,417	212	-	135,629
Subtotals			\$ 604,156,000					\$ 790,015	\$ (197,140)	\$ -	\$ 592,875
Grand Totals			\$13,399,447,137					\$ 16,772,884	\$ 639,320	\$ -	\$ 17,412,204

¹ Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended October 31, 2022

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction Amount
Purchase	10/3/22	11/1/22	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	\$ 21,880	3.55	2.81	\$ 1.00	\$ -	(21,880)
Purchase	10/3/22	11/1/22	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	11,257,091	0.00		1.00	-	(11,257,091)
Purchase	10/3/22	11/1/22	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	40,000,000	0.00		1.00	-	(40,000,000)
Purchase	10/3/22	6/30/23	Commercial Paper	Toyota Motor Credit Corporation	89233HTW4	50,000,000	0.00	4.58	96.60	-	(48,301,250)
Purchase	10/3/22	9/22/23	Negotiable CDs	Bank of Montreal - Chicago Branch	06367CY27	50,000,000	4.80	5.02	100.00	-	(50,000,000)
Purchase	10/4/22	10/5/22	Federal Agencies	Federal Home Loan Banks	313385J49	50,000,000	0.00	2.96	99.99	-	(49,995,972)
Purchase	10/4/22	10/5/22	Federal Agencies	Federal Home Loan Banks	313385J49	50,000,000	0.00	2.96	99.99	-	(49,995,972)
Purchase	10/5/22	10/6/22	Federal Agencies	Federal Home Loan Banks	313385J56	50,000,000	0.00	2.96	99.99	-	(49,995,931)
Purchase	10/5/22	10/6/22	Federal Agencies	Federal Home Loan Banks	313385J56	50,000,000	0.00	2.96	99.99	-	(49,995,931)
Purchase	10/5/22	10/6/22	Federal Agencies	Federal Home Loan Banks	313385J56	50,000,000	0.00	2.96	99.99	-	(49,995,931)
Purchase	10/6/22	10/7/22	Federal Agencies	Federal Home Loan Banks	313385J64	50,000,000	0.00	2.92	99.99	-	(49,995,875)
Purchase	10/6/22	10/7/22	Federal Agencies	Federal Home Loan Banks	313385J64	50,000,000	0.00	2.92	99.99	-	(49,995,875)
Purchase	10/6/22	10/7/22	Federal Agencies	Federal Home Loan Banks	313385J64	50,000,000	0.00	2.92	99.99	-	(49,995,875)
Purchase	10/6/22	10/6/23	Negotiable CDs	Bank of Montreal - Chicago Branch	06367CYA9	50,000,000	4.97	4.97	100.00	-	(50,000,000)
Purchase	10/7/22	10/11/22	Federal Agencies	Federal Home Loan Banks	313385K21	50,000,000	0.00	0.73	99.97	-	(49,983,611)
Purchase	10/7/22	9/15/25	U.S. Treasuries	United States Department of The Tre	91282CFK2	50,000,000	3.50	4.26	97.94	(106,354)	(49,075,104)
Purchase	10/11/22	10/12/22	Federal Agencies	Federal Home Loan Banks	313385K39	20,000,000	0.00	2.92	99.99	-	(19,998,361)
Purchase	10/11/22	10/12/22	Federal Agencies	Federal Home Loan Banks	313385K39	50,000,000	0.00	2.92	99.99	-	(49,995,903)
Purchase	10/11/22	10/12/22	Federal Agencies	Federal Home Loan Banks	313385K39	50,000,000	0.00	2.92	99.99	-	(49,995,903)
Purchase	10/12/22	10/13/22	Federal Agencies	Federal Home Loan Banks	313385K47	50,000,000	0.00	3.03	99.99	-	(49,995,931)
Purchase	10/12/22	10/13/22	Federal Agencies	Federal Home Loan Banks	313385K47	50,000,000	0.00	3.03	99.99	-	(49,995,931)
Purchase	10/12/22	11/21/22	Commercial Paper	MUFG Bank - New York Branch	62479MLM3	50,000,000	0.00	3.52	99.62	-	(49,810,000)
Purchase	10/13/22	10/14/22	Federal Agencies	Federal Home Loan Banks	313385K54	10,000,000	0.00	3.03	99.99	-	(9,999,194)
Purchase	10/13/22	10/14/22	Federal Agencies	Federal Home Loan Banks	313385K54	50,000,000	0.00	3.03	99.99	-	(49,995,972)
Purchase	10/14/22	10/17/22	Federal Agencies	Federal Home Loan Banks	313385K88	5,000,000	0.00	1.01	99.98	-	(4,998,779)
Purchase	10/14/22	10/17/22	Federal Agencies	Federal Home Loan Banks	313385K88	50,000,000	0.00	1.01	99.98	-	(49,987,792)
Purchase	10/17/22	10/18/22	Federal Agencies	Federal Home Loan Banks	313385K96	15,000,000	0.00	3.03	99.99	-	(14,998,771)
Purchase	10/17/22	10/18/22	Federal Agencies	Federal Home Loan Banks	313385K96	50,000,000	0.00	3.03	99.99	-	(49,995,903)
Purchase	10/18/22	11/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	125,000,000	3.59	2.90	1.00	-	(125,000,000)
Purchase	10/19/22	11/21/22	Commercial Paper	MUFG Bank - New York Branch	62479MLM3	50,000,000	0.00	3.48	99.67	-	(49,837,292)
Purchase	10/20/22	11/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	45,000,000	3.59	2.93	1.00	-	(45,000,000)
Purchase	10/20/22	11/1/22	Money Market Funds	State Street Institutional U.S. Govern	85749T517	100,000,000	3.60	2.96	1.00	-	(100,000,000)
Purchase	10/21/22	11/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	90,000,000	3.59	2.93	1.00	-	(90,000,000)
Purchase	10/21/22	11/1/22	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	65,000,000	3.55	2.91	1.00	-	(65,000,000)
Purchase	10/24/22	11/1/22	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	20,000,000	3.55	2.90	1.00	-	(20,000,000)
Purchase	10/24/22	11/23/22	Negotiable CDs	Norinchukin Bank - New York Branch	65602YZ94	50,000,000	3.57	3.57	100.00	-	(50,000,000)
Purchase	10/25/22	11/1/22	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	50,000,000	3.55	2.90	1.00	-	(50,000,000)
Purchase	10/27/22	11/1/22	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	90,000,000	3.55	2.93	1.00	-	(90,000,000)
Purchase	10/31/22	11/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	37,329	3.56	2.92	1.00	-	(37,329)
Purchase	10/31/22	11/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	1,243,713	3.59	2.95	1.00	-	(1,243,713)
Purchase	10/31/22	11/1/22	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	30,000,000	3.55	2.93	1.00	-	(30,000,000)
Purchase	10/31/22	11/1/22	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	27,934	3.53	2.91	1.00	-	(27,934)
Purchase	10/31/22	11/1/22	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	116,352	0.00		1.00	-	(116,352)
Purchase	10/31/22	11/1/22	Money Market Funds	State Street Institutional U.S. Govern	85749T517	1,104,459	3.60	2.97	1.00	-	(1,104,459)
Subtotals						\$ 1,868,808,759	1.63	2.98	\$ 64.40	\$ (106,354)	\$ (1,865,741,815)

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction Amount
Sale	10/3/22	11/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	\$ (95,000,000)	3.59	2.85	\$ 1.00	\$ -	\$ 95,000,000
Sale	10/3/22	11/1/22	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C707	(11,257,091)	3.57	2.81	1.00	-	11,257,091
Sale	10/4/22	11/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	(5,000,000)	3.56	2.70	1.00	-	5,000,000
Sale	10/4/22	11/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	(70,000,000)	3.59	2.85	1.00	-	70,000,000
Sale	10/5/22	11/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	(60,000,000)	3.59	2.88	1.00	-	60,000,000
Sale	10/12/22	11/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	(46,000,000)	3.59	2.88	1.00	-	46,000,000
Sale	10/26/22	11/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	(150,000,000)	3.59	2.94	1.00	-	150,000,000
Sale	10/26/22	11/1/22	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	(35,000,000)	3.55	2.93	1.00	-	35,000,000
Sale	10/28/22	11/1/22	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	(25,000,000)	3.55	2.93	1.00	-	25,000,000
Subtotals						\$ (497,257,091)	3.58	2.89	\$ 1.00	\$ -	497,257,091
Maturity	10/3/22	10/3/22	Federal Agencies	Federal Farm Credit Banks Funding	3133ELVL5	\$ (40,000,000)	0.70	3.53	\$ 100.00	\$ -	\$ 40,000,000
Maturity	10/5/22	10/5/22	Federal Agencies	Federal Home Loan Banks	313385J49	(100,000,000)	0.00	2.96	100.00	-	100,000,000
Maturity	10/6/22	10/6/22	Federal Agencies	Federal Home Loan Banks	313385J56	(150,000,000)	0.00	2.96	100.00	-	150,000,000
Maturity	10/6/22	10/6/22	U.S. Treasuries	United States Department of The Tre	912796M89	(50,000,000)	0.00	2.88	100.00	-	50,000,000
Maturity	10/7/22	10/7/22	Federal Agencies	Federal Home Loan Banks	313385J64	(150,000,000)	0.00	2.92	100.00	-	150,000,000
Maturity	10/7/22	10/7/22	Supranationals	International Bank for Reconstruction	459058ES8	(64,387,000)	1.88	3.36	100.00	-	64,387,000
Maturity	10/11/22	10/11/22	Federal Agencies	Federal Home Loan Banks	313385K21	(50,000,000)	0.00	2.92	100.00	-	50,000,000
Maturity	10/12/22	10/12/22	Federal Agencies	Federal Home Loan Banks	313385K39	(120,000,000)	0.00	2.92	100.00	-	120,000,000
Maturity	10/12/22	10/12/22	Commercial Paper	MUFG Bank - New York Branch	62479MKC6	(50,000,000)	0.00	3.31	100.00	-	50,000,000
Maturity	10/13/22	10/13/22	Federal Agencies	Federal Home Loan Banks	313385K47	(100,000,000)	0.00	3.03	100.00	-	100,000,000
Maturity	10/14/22	10/14/22	Federal Agencies	Federal Home Loan Banks	313385K54	(60,000,000)	0.00	3.03	100.00	-	60,000,000
Maturity	10/17/22	10/17/22	Federal Agencies	Federal Home Loan Banks	313385K88	(55,000,000)	0.00	3.03	100.00	-	55,000,000
Maturity	10/18/22	10/18/22	Federal Agencies	Federal Home Loan Banks	313385K96	(65,000,000)	0.00	3.03	100.00	-	65,000,000
Maturity	10/20/22	10/20/22	Negotiable CDs	Norinchukin Bank - New York Branch	65602YF47	(50,000,000)	2.50	3.06	100.00	-	50,000,000
Maturity	10/20/22	10/20/22	Commercial Paper	Toyota Motor Credit Corporation	89233HKL7	(50,000,000)	0.00	3.42	100.00	-	50,000,000
Maturity	10/20/22	10/20/22	U.S. Treasuries	United States Department of The Tre	912796V63	(50,000,000)	0.00	2.73	100.00	-	50,000,000
Maturity	10/21/22	10/21/22	Commercial Paper	MUFG Bank - New York Branch	62479MKM4	(50,000,000)	0.00	3.17	100.00	-	50,000,000
Maturity	10/21/22	10/21/22	Commercial Paper	Toyota Motor Credit Corporation	89233HKM5	(50,000,000)	0.00	3.42	100.00	-	50,000,000
Maturity	10/24/22	10/24/22	Negotiable CDs	Royal Bank of Canada New York Br	78012UW68	(50,000,000)	0.30	3.06	100.00	-	50,000,000
Maturity	10/24/22	10/24/22	Negotiable CDs	Toronto-Dominion Bank - New York	189114WU52	(50,000,000)	1.50	3.06	100.00	-	50,000,000
Maturity	10/24/22	10/24/22	Negotiable CDs	Westpac Banking Corporation - New	96130ALC0	(50,000,000)	0.30	3.06	100.00	-	50,000,000
Maturity	10/26/22	10/26/22	Commercial Paper	MUFG Bank - New York Branch	62479MKS1	(50,000,000)	0.00	3.24	100.00	-	50,000,000
Subtotals						\$ (1,504,387,000)	0.25	3.06	\$ 100.00	\$ -	1,504,387,000

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction Amount
Interest	10/3/22	10/3/22	Federal Agencies	Federal Farm Credit Banks Funding	3133ELVL5		0.70	3.53		- \$	140,000
Interest	10/3/22	11/1/22	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718		3.55	2.81		-	21,880
Interest	10/3/22	11/1/22	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C707		3.57	2.81		-	1,731
Interest	10/4/22	10/4/23	Supranationals	Inter-American Development Bank	4581X0CC0		3.00	4.26		-	386,340
Interest	10/5/22	4/5/27	Federal Agencies	Federal Farm Credit Banks Funding	3133ENTS9		2.60	4.12		-	936,000
Interest	10/6/22	4/6/26	Federal Agencies	Federal Farm Credit Banks Funding	3133EMZ21		0.69	4.31		-	53,475
Interest	10/7/22	10/7/22	Supranationals	International Bank for Reconstruction	459058ES8		1.88	3.36		-	603,950
Interest	10/11/22	4/8/26	Federal Agencies	Federal Farm Credit Banks Funding	3133ENUD0		2.64	4.40		-	660,000
Interest	10/13/22	4/13/23	Federal Agencies	Federal Farm Credit Banks Funding	3133EMVP4		0.13	4.12		-	59,375
Interest	10/20/22	10/20/22	Negotiable CDs	Norinchukin Bank - New York Branch	65602YF47		2.50	3.06		-	350,694
Interest	10/20/22	4/20/23	Supranationals	International Bank for Reconstruction	459058JV6		0.13	4.39		-	63,000
Interest	10/21/22	4/21/25	Federal Agencies	Federal Farm Credit Banks Funding	3133EMWT5		0.60	4.64		-	150,000
Interest	10/24/22	10/24/22	Negotiable CDs	Royal Bank of Canada New York Branch	78012UW68		0.30	3.06		-	151,667
Interest	10/24/22	10/24/22	Negotiable CDs	Toronto-Dominion Bank - New York	189114WU52		1.50	3.06		-	422,917
Interest	10/24/22	10/24/22	Negotiable CDs	Westpac Banking Corporation - New	96130ALC0		0.30	3.06		-	150,833
Interest	10/24/22	4/22/24	Federal Agencies	Federal Farm Credit Banks Funding	3133EMWV0		0.35	4.65		-	148,696
Interest	10/24/22	4/22/25	Federal Agencies	Federal National Mortgage Association	3135G03U5		0.63	4.64		-	431,056
Interest	10/24/22	4/22/25	Supranationals	International Bank for Reconstruction	459058JB0		0.63	4.64		-	125,200
Interest	10/27/22	4/27/23	Federal Agencies	Federal Farm Credit Banks Funding	3133EMXM9		0.13	4.48		-	27,813
Interest	10/31/22	11/1/22	Money Market Funds	Dreyfus Government Cash Management	262006208		3.56	2.92		-	37,329
Interest	10/31/22	11/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718		3.59	2.95		-	1,243,713
Interest	10/31/22	11/1/22	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703		3.53	2.91		-	27,934
Interest	10/31/22	11/1/22	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319		0.00			-	116,352
Interest	10/31/22	11/1/22	Money Market Funds	State Street Institutional U.S. Government	85749T517		3.60	2.97		-	1,104,459
Interest	10/31/22	10/31/24	U.S. Treasuries	United States Department of The Treasury	912828YM6		1.50	4.54		-	375,000
Interest	10/31/22	4/30/25	U.S. Treasuries	United States Department of The Treasury	912828ZL7		0.38	4.43		-	93,750
Interest	10/31/22	10/31/25	U.S. Treasuries	United States Department of The Treasury	91282CAT8		0.25	4.45		-	187,500
Interest	10/31/22	4/30/26	U.S. Treasuries	United States Department of The Treasury	91282CBW0		0.75	4.43		-	375,000
Subtotals						\$	-	2.18	3.66 \$	- \$	8,445,664
Grand Totals			44	Purchases							
			(9)	Sales							
			(22)	Maturities / Calls							
			13	Change in number of positions							

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: ["angela.calvillo@sfgov.org"](mailto:angela.calvillo@sfgov.org); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Jalipa, Brent \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: FW: Statutorily Required Progress Report, File No. 220286
Date: Monday, November 21, 2022 4:59:00 PM
Attachments: [HSH Status Report File No. 220286 .pdf](#)
[Outlook-DHSH_symbo.png](#)

Hello,

Please see attached for a report submitted by the Department of Homelessness and Supportive Housing pursuant to Ordinance No. 094-22.

Ordinance No. 094-22 - Administrative Code - Transitional Housing for Homeless Transitional Age Youth in Haight- Ashbury

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Schneider, Dylan (HOM) <dylan.schneider@sfgov.org>
Sent: Monday, November 21, 2022 4:56 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: Preston, Dean (BOS) <dean.preston@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; Miller, Bryn (HOM) <bryn.miller@sfgov.org>; Paulino, Tom (MYR) <tom.paulino@sfgov.org>; Bolen, Jennifer M.(BOS) <jennifer.m.bolen@sfgov.org>
Subject: Statutorily Required Progress Report, File No. 220286

Good afternoon,

Please find attached the statutorily required progress report by File No. 220286.

Thank you,
Dylan

Dylan Rose Schneider (she/her)

Manager of Policy and Legislative Affairs

San Francisco Department of Homelessness and Supportive Housing

Dylan.schneider@sfgov.org

Learn: hsh.sfgov.org | Follow: [@SF_HSH](https://twitter.com/SF_HSH) | Like: [@SanFranciscoHSH](https://twitter.com/SanFranciscoHSH)

CONFIDENTIALITY NOTICE: This e-mail is intended for the recipient only. If you receive this e-mail in error, notify the sender and destroy the e-mail immediately. Disclosure of the Personal Health Information (PHI) contained herein may subject the discloser to civil or criminal penalties under state and federal privacy laws.



To: Honorable San Francisco Board of Supervisors

From: Department of Homelessness and Supportive Housing

Date: November 21, 2022

Re: Statutorily Required Progress Report, File No. 220286

File No. 220286, an *Ordinance Requiring HSH to Acquire At Least 20 Transitional Housing Units in the Haight*, was introduced by Supervisor Dean Preston on March 22, 2022, passed by the Full Board on June 14, 2022, returned unsigned by the Mayor on June 24, 2022, and became effective on July 24, 2022.

The ordinance amended Sections 41H.1 through 41H.8 of the San Francisco Administrative Code to require that the Department of Homelessness and Supportive Housing (HSH):

1. By March 31, 2023, purchase or lease for a minimum of ten years 20 additional units in the Haight Ashbury neighborhood for use as transitional housing for Transitional Aged Youth (TAY).
 - The neighborhood is defined as: Oak St. (north) to Baker St. (east) to Frederick St. and northern border of Buena Vista (south) to Stanyan St. (west).
 - TAY is defined as homeless youth between the ages of 18 and 29.
2. Submit a written report to the Board within 120 days of the effective date (November 21, 2022) describing progress as relates to the ordinance, including:
 - Status of the acquisition,
 - Steps taken and anticipated to be completed to acquire the units and provide services there, and
 - Expected timeline to complete acquisition and start offering services.

This Progress Report satisfies the second requirement noted above.

Steps taken and anticipated to be taken to complete the acquisition and provide TAY services at the acquired transitional housing units:

The Division of Real Estate provided a list of properties that were available on the market as of May 3, 2022. The properties were largely ground floor commercial and small apartment buildings and not meeting the requirements of the statute for 20 dwelling units as set forth by the ordinance.

On November 16, 2022, Division of Real Estate provided a list of properties that were available in the Haight-Ashbury market. Of the 6 properties available for lease and the 5 properties available for purchase in the area, none of the properties met the requirements of the statute for 20 dwelling units as set forth by the ordinance.

A dwelling unit is defined by the San Francisco Planning Code in SEC. 790.88 as including full cooking facilities and a full bathroom. There are very few buildings with 20 dwelling units in the area defined in

the statute, as the Haight-Ashbury area largely has smaller apartment buildings and buildings with 2-3 “flats” with multiple bedrooms within units that could be shared and with shared amenities.

Expected timeline to complete the acquisition and the provision of TAY Services at the transitional housing units:

To date, the Division of Real Estate and HSH have been unable to identify a suitable site or sites that meet the outlined requirements of the legislation. Additionally, Our City Our Home (Prop C) TAY acquisition funds cannot be used for transitional housing, only Permanent Supportive Housing (PSH) in which tenants sign a lease, secure tenancy rights, and do not have time limits to their stay.

HSH is continuing to move forward efforts to improve and expand both Transitional Housing and Permanent Supportive Housing opportunities for TAY, including scattered site and voucher opportunities that provide flexibility for households to use in private market rentals in the geographic area of their choice.

Transitional Housing

HSH currently operates a TAY Transitional Housing portfolio of 152 units across six sites, including a 15-bed TAY Transitional Housing program located at 1020 Haight Street.

HSH plans to re-procure current TAY Transitional Housing agreements to enhance the current service model, make programmatic changes to meet the needs of young adults, and prioritize subpopulations of youth that are most in need of Transitional Housing resources. The re-procurement of Transitional Housing programs is anticipated to take place in 2024 when the majority of current agreements end.

Supportive Housing

Since July 1, 2020, HSH has identified 206 new site-based and scattered site Permanent Supportive Housing (PSH) units dedicated to TAY. Of these, 77 units are in recently acquired properties in District 11 and District 9, 79 are units recently opened in MOHCD pipeline projects and 50 are scattered site PSH through the Flexible Housing Subsidy Pool (FHSP) program that will be provided through a new agreement with Unity Care Group.

Additionally, HSH is working with the San Francisco Housing Authority to distribute federally funded Emergency Housing Vouchers (EHVs). As of November 2022, 181 EHVs have been allocated to TAY households that were currently experiencing homelessness, at risk of homelessness or had recently experienced homelessness. EHVs are similar to a Section 8 Voucher and once awarded to a household can be used to subsidize apartments on the private market in any neighborhood in the City and County of San Francisco or they can be ported to other cities.

HSH also provides 398 dedicated Rapid Rehousing (RRH) subsidies for TAY as part of our existing RRH portfolio. RRH, FHSP and EHVs support households to have the option to explore private market apartments in different neighborhoods, including the Haight. In 2025, HSH will open another 30 units of dedicated TAY PSH at the MOHCD affordable housing project at 730 Stanyan Street in the Haight-Ashbury neighborhood.



Given that one-time Our City, Our Home acquisition funds for adults and families are largely depleted, and with the State's Project Homekey program entering its anticipated final phase, which will include less money than the previous two phases, HSH is winding down its emergency acquisition strategy which includes the City's direct acquisition of properties. HSH anticipates purchasing one or two more TAY supportive housing properties with the remaining one-time Our City, Our Home funds. In May 2022, HSH released RFI 100-B to assist the City in identifying suitable properties for the possible acquisition of Permanent Supportive Housing sites for TAY. This RFI closed on September 30, 2022 and will inform the City's final emergency acquisition phase focused on TAY. There were no submissions received under RFI 100-B in the Haight-Ashbury neighborhood or the defined area under this Ordinance. If there are sites that are determined to be feasible following the due diligence process, HSH will work with the District Supervisor to conduct a community engagement process prior to seeking Board of Supervisors authorization and approval to acquire the property for use as TAY PSH.

There was a total budget of approximately \$96.7 million in one-time Our City, Our Home acquisition funds for TAY PSH. As of October 2022, the estimated balance is approximately \$93.7 million including estimated Homekey grant funds received for 5630 Mission and 3061 16th Street. It is anticipated the majority of this bucket will be used in fiscal years FY2022-23 and FY2023-24 to support the acquisition of properties for TAY PSH. Noting that Our City, Our Home revenue weakness may impact available funds.

Table 2: Balance of Our City, Our Home One-Time Acquisition Funds for Permanent Supportive Housing

	Total Budget	Total Acquisition Cost	Homekey Reimbursements *	Balance
TAY	\$96,730,295	\$22,629,374	\$19,638,280	\$93,739,201

* Includes state Homekey grants for 5630 Mission Street which is awaiting introduction to the Board of Supervisors.



From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: ["angela.calvillo@sfgov.org"](mailto:angela.calvillo@sfgov.org); [Mchugh, Eileen \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#)
Subject: 9 12B Requirement Waivers
Date: Tuesday, November 22, 2022 10:47:00 AM
Attachments: [9 12B Requirement Waivers.pdf](#)

Hello,

Please see below and attached for recently approved requests to waive 12B requirements.

Requester: Elisa Baeza

Department: JUV

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000011707

Requested total cost: \$30,000.00

Short Description: Safeway - food purchases for **SFJPD's culinary program** (Mod 1)

Requester: Nathaniel Wong

Department: DPH

Waiver Justification: 21A - GPO Health Related Commodities and Services (DPH Only)

Supplier ID: 0000046250

Requested total cost: \$311,018.00

Short Description: GPO purchase - Service Maintenance for digital portable x-ray equipment at LHH

Requester: Sean Feeney

Department: DPH

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000014801

Requested total cost: \$1,216.60

Short Description: MORIA: Retinopathy exam kit for Neonatal ICU

Requester: Nathaniel Wong

Department: DPH

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000012359

Requested total cost: \$6,500.00

Short Description: CHCF Health Care Leadership Fellowship Program

Requester: Nathaniel Wong

Department: DPH

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000010484

Requested total cost: \$2,456,625.00

Short Description: To provide matching funds for expansion of vocational services and counseling

Requester: Feng Ling Jiang
Department: LIB
Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)
Supplier ID: 0000008257
Requested total cost: \$9,776.25
Short Description: Youth physical materials

Requester: Nathaniel Wong
Department: DPH
Waiver Justification: 21A - GPO Health Related Commodities and Services (DPH Only)
Supplier ID: 0000008403
Requested total cost: \$1,564,640.00
Short Description: Carnation Ambulatory monitor and ECG reporting

Requester: Frederick Fitzgerald
Department: ADM
Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)
Supplier ID: 0000011094
Requested total cost: \$9,975.00
Short Description: Need PO for repair and service of Mayors Garage Door

Requester: Elissa Koestenbaum
Department: FIR
Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)
Supplier ID: 0000050110
Requested total cost: \$100,000.00
Short Description: Ballistic Equipment for Fire Department's Emergency Medical Services (EMS) Division

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: [CCSF IT Service Desk](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: CMD12B0001898 - "Request to Waive 12B Requirements" has been Approved by (FIR) Department Head (Mark Corso)
Date: Monday, November 21, 2022 4:11:28 PM
Attachments: [ccsfLogoPic.png](#)



Contract Monitoring Division

SF Board of Supervisors,

This is to inform you that CMD12B0001898 - 'Request to Waive 12B Requirements' has been approved by (FIR) Department Head (Mark Corso).

Summary of Request

Requester: Elissa Koestenbaum

Department: FIR

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000050110

Requested total cost: \$100,000.00

Short Description: Ballistic Equipment for Fire Department's Emergency Medical Services (EMS) Division

[Take me to the CMD 12B Waiver Request](#)

For additional questions regarding this waiver request please contact
cmd.equalbenefits@sfgov.org

Thank you.

Ref:TIS3862633_qb8CjEANNQaUjUGgcNzZ

From: [CCSF IT Service Desk](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: CMD12B0001850 - "Request to Waive 12B Requirements" has been Approved by (ADM) Department Head (Claudia Gorham)
Date: Friday, November 18, 2022 10:50:26 AM
Attachments: [ccsfLogoPic.png](#)



Contract Monitoring Division

SF Board of Supervisors,

This is to inform you that CMD12B0001850 - 'Request to Waive 12B Requirements' has been approved by (ADM) Department Head (Claudia Gorham).

Summary of Request

Requester: Frederick Fitzgerald

Department: ADM

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000011094

Requested total cost: \$9,975.00

Short Description: Need PO for repair and service of Mayors Garage Door

[Take me to the CMD 12B Waiver Request](#)

For additional questions regarding this waiver request please contact
cmd.equalbenefits@sfgov.org

Thank you.

Ref:TIS3857705_FFmdEINYZCfmfnerOKap

From: [CCSF IT Service Desk](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: CMD12B0001889 - "Request to Waive 12B Requirements" has been Approved by (DPH) Department Head (Michelle Ruggels)
Date: Wednesday, November 16, 2022 5:43:39 PM
Attachments: [ccsfLogoPic.png](#)



Contract Monitoring Division

SF Board of Supervisors,

This is to inform you that CMD12B0001889 - 'Request to Waive 12B Requirements' has been approved by (DPH) Department Head (Michelle Ruggels).

Summary of Request

Requester: Nathaniel Wong

Department: DPH

Waiver Justification: 21A - GPO Health Related Commodities and Services (DPH Only)

Supplier ID: 0000008403

Requested total cost: \$1,564,640.00

Short Description: Carnation Ambulatory monitor and ECG reporting

[Take me to the CMD 12B Waiver Request](#)

For additional questions regarding this waiver request please contact
cmd.equalbenefits@sfgov.org

Thank you.

Ref:TIS3854279_Y3fkd76N1e9YTJYgXTd9

From: [CCSF IT Service Desk](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: CMD12B0001887 - "Request to Waive 12B Requirements" has been Approved by (LIB) Department Head (Michael Lambert)
Date: Wednesday, November 16, 2022 9:48:30 AM
Attachments: [ccsfLogoPic.png](#)



Contract Monitoring Division

SF Board of Supervisors,

This is to inform you that CMD12B0001887 - 'Request to Waive 12B Requirements' has been approved by (LIB) Department Head (Michael Lambert).

Summary of Request

Requester: Feng Ling Jiang

Department: LIB

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000008257

Requested total cost: \$9,776.25

Short Description: Youth physical materials

[Take me to the CMD 12B Waiver Request](#)

For additional questions regarding this waiver request please contact
cmd.equalbenefits@sfgov.org

Thank you.

Ref:TIS3852761_T5wc613tMIRYvEvODzlv

From: [CCSF IT Service Desk](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: CMD12B0001886 - "Request to Waive 12B Requirements" has been Approved by (DPH) Department Head (Michelle Ruggels)
Date: Tuesday, November 15, 2022 4:14:36 PM
Attachments: [ccsfLogoPic.png](#)



Contract Monitoring Division

SF Board of Supervisors,

This is to inform you that CMD12B0001886 - 'Request to Waive 12B Requirements' has been approved by (DPH) Department Head (Michelle Ruggels).

Summary of Request

Requester: Nathaniel Wong

Department: DPH

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000010484

Requested total cost: \$2,456,625.00

Short Description: To provide matching funds for expansion of vocational services and counseling

[Take me to the CMD 12B Waiver Request](#)

For additional questions regarding this waiver request please contact cmd.equalbenefits@sfgov.org

Thank you.

Ref:TIS3851281_aDaR2cgmmypLO89PzAw

From: [CCSF IT Service Desk](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: CMD12B0001881 - "Request to Waive 12B Requirements" has been Approved by (DPH) Department Head (Michelle Ruggels)
Date: Monday, November 14, 2022 6:10:43 PM
Attachments: [ccsfLogoPic.png](#)



Contract Monitoring Division

SF Board of Supervisors,

This is to inform you that CMD12B0001881 - 'Request to Waive 12B Requirements' has been approved by (DPH) Department Head (Michelle Ruggels).

Summary of Request

Requester: Nathaniel Wong

Department: DPH

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000012359

Requested total cost: \$6,500.00

Short Description: CHCF Health Care Leadership Fellowship Program

[Take me to the CMD 12B Waiver Request](#)

For additional questions regarding this waiver request please contact
cmd.equalbenefits@sfgov.org

Thank you.

Ref:TIS3848021_4HVsnBU1CPUdiilQm7RP

From: [CCSF IT Service Desk](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: CMD12B0001877 - "Request to Waive 12B Requirements" has been Approved by (DPH) Department Head (Michelle Ruggels)
Date: Monday, November 14, 2022 4:36:23 PM
Attachments: [ccsfLogoPic.png](#)



Contract Monitoring Division

SF Board of Supervisors,

This is to inform you that CMD12B0001877 - 'Request to Waive 12B Requirements' has been approved by (DPH) Department Head (Michelle Ruggels).

Summary of Request

Requester: Sean Feeney

Department: DPH

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000014801

Requested total cost: \$1,216.60

Short Description: MORIA: Retinopathy exam kit for Neonatal ICU

[Take me to the CMD 12B Waiver Request](#)

For additional questions regarding this waiver request please contact
cmd.equalbenefits@sfgov.org

Thank you.

Ref:TIS3847851_3CFSX77n3zhyGKMYxyu6

From: [CCSF IT Service Desk](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: CMD12B0001842 - "Request to Waive 12B Requirements" has been Approved by (DPH) Department Head (Michelle Ruggels)
Date: Thursday, November 10, 2022 8:43:01 PM
Attachments: [ccsfLogoPic.png](#)



Contract Monitoring Division

SF Board of Supervisors,

This is to inform you that CMD12B0001842 - 'Request to Waive 12B Requirements' has been approved by (DPH) Department Head (Michelle Ruggels).

Summary of Request

Requester: Nathaniel Wong

Department: DPH

Waiver Justification: 21A - GPO Health Related Commodities and Services (DPH Only)

Supplier ID: 0000046250

Requested total cost: \$311,018.00

Short Description: GPO purchase - Service Maintenance for digital portable x-ray equipment at LHH

[Take me to the CMD 12B Waiver Request](#)

For additional questions regarding this waiver request please contact
cmd.equalbenefits@sfgov.org

Thank you.

Ref:TIS3843006_798zwWd8WkmusWcjyEPu

From: [CCSF IT Service Desk](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: CMD12B0001867 - "Request to Waive 12B Requirements" has been Approved by (JUV) Department Head (Veronica Martinez)
Date: Wednesday, November 9, 2022 3:20:02 PM
Attachments: [ccsfLogoPic.png](#)



Contract Monitoring Division

SF Board of Supervisors,

This is to inform you that CMD12B0001867 - 'Request to Waive 12B Requirements' has been approved by (JUV) Department Head (Veronica Martinez).

Summary of Request

Requester: Elisa Baeza

Department: JUV

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000011707

Requested total cost: \$30,000.00

Short Description: Safeway - food purchases for **SFJPD's culinary program** (Mod 1)

[Take me to the CMD 12B Waiver Request](#)

For additional questions regarding this waiver request please contact
cmd.equalbenefits@sfgov.org

Thank you.

Ref:TIS3839757_9NpYnHpqAm8vI8jaXJcZ

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: ["angela.calvillo@sfgov.org"](mailto:angela.calvillo@sfgov.org); [Mchugh, Eileen \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#)
Subject: FW: Notice of Proposed Changes to Mobile (Electronic) Display of Licenses
Date: Monday, November 21, 2022 3:39:00 PM

Hello,

Please see below for communication from the California Fish and Game Commission regarding a notice of proposed changes to regulations concerning mobile (electronic) display of licenses.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: California Fish and Game Commission <fgc@fgc.ca.gov>
Sent: Tuesday, November 15, 2022 2:14 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Notice of Proposed Changes to Mobile (Electronic) Display of Licenses

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



California
Fish and Game Commission
Wildlife Heritage and Conservation Since 1870

Greetings,

A notice of proposed changes to regulations concerning mobile (electronic) display of licenses is available at https://fgc.ca.gov/Regulations/2022-New-and-Proposed#700_4.

Please refer to the notice for additional information.

Sincerely,

David Haug
California Fish and Game Commission



Not yet signed up to receive our informative emails?

Sign up



California Fish and Game Commission | 715 P Street, 16th Floor, Sacramento, CA 95814

[Unsubscribe board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by fgc@fgc.ca.gov powered by



[Try email marketing for free today!](#)

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS-Operations](#); [Calvillo, Angela \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: The Great Curb Bulb Out Debacle courtesy of "the leaders" in SF
Date: Monday, November 14, 2022 9:46:00 AM
Attachments: [image003.png](#)

John Bullock
Office of the Clerk of the Board
San Francisco Board of Supervisor
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184
BOS@sfgov.org | www.sfbos.org

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

From: Steve Capchak <scapchak@yahoo.com>
Sent: Saturday, November 12, 2022 1:58 PM
To: Murillo, Alex (DPW) <Alex.M.Murillo@sfdpw.org>; Hildreth, Casey (MTA) <Casey.Hildreth@sfmta.com>; occexp@aol.com; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; MTABoard@sfmta.com; munifedback@sfmta.com
Cc: Wong, Joseph Y (DPW) <joseph.y.wong@sfdpw.org>; Bhatia, Arun (DPW) <arun.bhatia@sfdpw.org>; parking@sfsu.edu; munifedback@sfmta.com; SFMTA Municipal Transportation Agency <sfmta@public.govdelivery.com>; MTABoard@sfmta.com; Gavin Newsom <gavin@e.gavinnewsom.com>; Gavin Newsom <info@gavinnewsom.com>; metro@sfchronicle.com; PrestonStaff (BOS) <prestonstaff@sfgov.org>; steve capchak <scapchak@yahoo.com>
Subject: The Great Curb Bulb Out Debacle courtesy of 'the leaders' in SF

Thanks (to most of you) for upholding the lowest standards of leadership and care for the residents you claim to service.

With new no parking signs having been put up yesterday on both sides of Laguna between Lily and Page and additional no parking signs on Page West, it's clear that SF leaders are indeed worthy of the reputations earned. And those reputations were

loud and clear long before I took to writing you... surely, I said, there's got to be common sense and good management in SF. Funny and sad.

Not a single person has the courage to admit that a plan once shiny and new 4 years ago is an assault on the very people that pay the salaries of those in charge - a direct assault with no regrets

Much like the trump organization, the SF body of leaders are self serving and decidedly clueless to the needs of the people that (like me) that foolishly voted you in. Case in point, despite nearly 40 letters, only 3 people bothered to respond to this assault on tax paying residents in Hayes Valley. Not surprisingly, most looked the other way, passed judgement, and continued enjoying pushing paper around and collecting salaries and benefits not commensurate with their actual work performance for the citizens.

Ribbon cutting ceremonies and photo ops. Luscious salaries with benefits and not a care in the world about where to park the car at night. Classy.

Repeatedly I cried "shame on you" for allowing the curb bulb out plans to continue... but one must have a conscience to experience shame - most members of the leadership crew in SF are missing that yet they spoke of an oath to serve the people - instead, self interest and lack of care rule the day.

When asked why SF has become a shit of a city, I can only look to those in charge. That our dear Mayor said during an interview not to long ago that SF was rife with bureaucracy (strange deflection/excuse for the bad rep she's earned), it's clear that she who holds the highest office is very trump like... deflect, lie and blame... a child of SF maybe - but she and many in her charge haven't a care about us. I'm beginning to believe (and see first hand) that old line that absolute power corrupts absolutely...so much for honor and commitment and oath.

Parking meters in Hayes Valley - another joke - meter officers never come to this area - not even for street cleaning - but sure - I trust they'll enforce parking permits and meters - **what a joke,**

And yet...nothing (zero, nada, nil) is being done to catch red light runners on Octavia and Fell and Laguna - too expensive? **That's a laugh... SF in rolling in money and unfortunately it's going to the wrong people and projects. But sure...keep on reducing parking spaces...** if I weren't witnessing all this first hand, I'd never believe it could happen... but it is...and you've all earned the badge of dishonor and utter and complete failure to perform the jobs you promised to do when you got your cushy jobs. the rest of us... good luck. SF leaders lose no sleep at night... neither does trump and his clan of blamers and deflectors and frankly, liars.

One entire side of Page Street East of Laguna for bikers that aren't passing through in numbers they once did...4 years ago. Surely an honorable and intelligent leadership body would see this as a horrible plan in combination with the curb bulb out folly... nope - not is San Francisco.

Bulb out pretty curbs - must've of been a sweet deal for some of you - but not the working class you're determined to ignore. I would have fired all of you if I had the power. In fact, if I pulled a fraction of the insanity at my job that you've foisted on residents, I would have been gone long ago...but not SF - wash, rinse, repeat and take no accountability

It's a disgrace to see what's happening here. I left NYC for the corruption and sloth and crime... and here we are in the once great SF experiencing utter lack of care for citizens..I can't accuse anyone of corruption but stupidity and absolute lack of honor to the duties you accepted as leaders is another matter altogether.

Thank you Mayor for your lack of leadership. Thank you for fooling me to vote for you thinking you actually held your working class roots near and dear. What a lie. What a scam - I'm the fool in the room.

See you all at election time and in between now and then, everyone with 1/2 a working ear is going to hear the story of the disaster you've created and indeed continue to turn a blind eye to...disgraceful doesn't even begin to describe what you're doing - and really, not doing.

Steve
Laguna Street
Resident since 1994

On Sunday, November 6, 2022 at 12:43:53 PM PST, Steve Capchak <scapchak@yahoo.com> wrote:

Dear All,

Notably, it was a neighbor today who mentioned a recent "pre-application" document to convert the Zen Center into 50 apartments....I **never received this notice at my address - nor did I receive a notice when the curb bulb out disaster was announced** - coincidence? Who knows...

The notice was apparently sent on Oct 24, 2022 and in no part of this document is parking for these 50+ apartments mentioned - clearly - none are planned.

Once again I find myself in awe of the poor management of such projects - **that Page Street allows only parking on one side of the street (25- 30 spaces wasted)** and that a church somehow had the power over logic to allow center Page Street on parking underlines the absolutely and clear lack of care or concern for residents.

I protest this 50+ apartment add knowing that the city still has a gaping open trench left untouched since March 2022 and it's likely that the curb bulb out disaster will continue once the city and its contractors figure out what in the heck is going on.... I protest and will continue to protest this massive waste of city funds.

That you're considering allowance of up to 50 more residences with a potential of 50 more cars is absolute insanity.

MAYBE stopping the curb bulb out plans and MAYBE opening up the now blocked parking on Page Street west to Octavia would go along way towards accommodating the parking for 50 new apartments.

Maybe.

I sincerely remain completely and utterly in awe of city operations, the approval processes and the complete lack of coordination between city departments - all funded by us, the residents.

Please correct me here and let me know you have plans for finding up to 50 parking spaces for residents of the future Zen Center apartments.

Separately and aside, it's a damn shame that such a lovely building will be internally cut up and re-purposed for likely cheap construction and total destruction of it's historical significance...at prices that no one currently living and renting in Hayes Valley could ever afford.... but existing residents are the lowest priority - you've all made that abundantly clear over the last many years.

Steve
Laguna St
Resident since 1994

On Sunday, October 9, 2022 at 06:39:18 PM PDT, Steve Capchak <scapchak@yahoo.com> wrote:

p.s.

10. Red light runner cameras on the following intersections would go a long way toward improving safety and providing the city with a significant bit of income:

- a. Oak / Laguna
- b. Fell / Laguna
- c. Octavia / Page

thankyou.

Steve
Laguna Street
Resident since 1994

On Sunday, October 9, 2022 at 11:16:50 AM PDT, Steve Capchak <scapchak@yahoo.com> wrote:

Dear All,

Until civic leaders are willing to admit fault and failed processes and realize the legacy of the "same old, same old" achieves the same damage and resident rage over and over and over again, there is little hope for change. Hating on the surly employees for having no interest in change or even a discussion about the silliness of some processes is a sign that leadership has given up. No one is monitoring or striving to improve processes for fear of losing their jobs or worse, apathy and sloth.

I compel each and every person on this list to look deep and ask "how many times have I wanted to change the process and procedures but felt I couldn't (for all the legacy and red tape nonsense passed on for generations)?" to step up and be courageous...feel good about a job where you've said "one person can't make a difference"....

I thank those that saw fit to remove the no parking signs and the construction material from West Page St. Pray that no one falls into the The Great Open trench and sues the city.

Some degree of sanity has been restored for the residents. I sincerely hope it's for the long term

I pray that you'll be the change leaders and will continue to press for significant change - I'm willing to offer my decades of process improvement successes to the city if all are willing to support breaking the cycles we've all just gotten use to.

That said, my plead continues:

1. Stop the bulb out construction plan and re-purpose your favored construction cos to services and repairs truly needed (101 access from Market Street)

2. In 25 years I've witnessed (1) car being sited for expired neighborhood parking - that was me - despite paying as I always have for 30 years...going to SFMTA office confirmed I'd already paid but because I didn't notice the delay in getting my sticker, I had to pay an additional \$26 for a replacement - punish those that are loyal and regular payers - **nice.**

a. several years ago, my car was towed from the intersection of Haight and Laguna - \$500+ dollars later, the hidden behind untrimmed branches 'no parking sign' was first revealed and then removed....I asked for my money back - but was declined 'because I waited too long' - really?

3. I've NEVER seen a car parked in the neighborhood ALL DAY without a sticker ever get a ticket - there's a professional nanny that parks every day with no recourse - wouldn't it be better to 'stimulate' people to purchase a sticker versus adding pay for parking stations? Yet when my sticker is claimed to be invalid, I get a ticket? Wow.

4. Since before the pandemic, the meter people come to ticket for street cleaning on a conservative average of **1x every 5 weeks** - how can this be ignored? Surely someone is worried about revenue trickling down? There's your reason. **There is no penalty it seems for not having a neighborhood parking sticker - adding parking meters is not the answer.**

5. Parking meters on Oak? On Laguna and Haight? **How is a meter maid going to stop and issue a ticket on a segment of Oak Street that is generally packed with cars? If they're not showing up for any monitoring of neighborhood parking stickers in the first place....** I understand fully that the city needs revenue...I do...but this isn't the way.

6. **Challenge each and every city manager to speak with their employees and document every single resident impacting process** - have them fully understand why when a 'no parking' permit is issued that there is no oversight to how many others have been issued in the same area for the same dates

7. **Require deep assessment of 311 call data...measure it, process map it, strive for improvements and challenge the status quo of "it's not my department". Engage people who are paid "just to do what you tell them" to be part of the solution** - it's not the front line workers fault for being clueless why some things are done over and over.... talk to them and find out that they can actually be beacons of change and improvement - you'll suddenly be rich with engaged employees.

8. **Squeezing ALL traffic on Oak Street to Octavia is a massive failure** - Page Street bike lanes might have been utilized 3+ years ago - but the defense of blocking an entire side of parking on Laguna East to Octavia is pointless now - the bike traffic is just not there to support the amount of pain and suffering for residents.... yet a

Church on Page gets to park in the center lane on Sundays...how is a church prioritized over residents? - most of the people that go to that Church do not live nearby - they get parking, residents suffer every day.

9. Use Market Street for entrance to 101 - get creative...figure out another way to allow bikes to flow through - go underground - go above ground - do something to share the load from oak Street - in time, you'll be hearing from residents of 5-6 blocks of Oak St west on how their property values are dropping for the traffic and noise.

All of this is possible. All of this requires a change in leaderships approach to problems - the old ways are not working, folks.

Who are the change leaders in this group willing to step out of the box? Who is willing to assess the status quo and insert accountability, monitoring and change?

The curb bulb out / Oak Street squeeze MAY have received no resistance... I'm fairly well read and reflect back on the notices sent out - had it clearly stated the impact over lofty beautification I submit it would have indeed received plenty of resistance....cryptic, written in city language - all hiding the facts of the stress on residents.

I'll bet my next paycheck that most who said it was good had parking already or had the funds to build their own garage...I'll bet everyone else couldn't break the codes on the notices - the notices never said "WE plan on deleting up to 50 parking spaces"....I'll bet that the bike riders who have a a strangle hold your necks have moved away from SF due to the cost of living - a lot has changed in 4 years but continuing with a plan that causes more harm than good is bad management and a massive waste of money.

I recently read an article where our Dear Mayor blames city bureaucracy for lack of change. If I made a statement like that at my job, I would have been removed a long time ago.

bu·reauc·ra·cy

/byoʊˈrækrəsi/

[Learn to pronounce](#)

-

-



[how to pronounce bureaucracy - Google Search](#)

-

-
noun

1. a system of government in which most of the important decisions are made by state officials rather than by elected representatives.

Similar:

civil service

administratio

-
Steve

Laguna Street

Resident since 1994

-
On Wednesday, October 5, 2022 at 10:34:26 AM PDT, Steve Capchak <scapchak@yahoo.com> wrote:

-
Thanks for taking ownership.

-
A lot of those same residents are not feeling so warm and fuzzy about it all now - especially given the approach, delays and complete disconnect from how it's all been delivered thus far. Some 30-50 emails since March 2022 and countless calls to 311 month over month...completely ignored til now.

-
I'm sure those with garages and/or access to expensive garages still support the plan; once again leaving the rest of us to fend for ourselves. It's clear to me who is being served and who is not. Not a single moment was spent on "how do we help existing residents still have access to parking?".

-
SF is and never will be Amsterdam.

-
Re-directing all Octavia/101 traffic down Oak Street has been a hot mess - I'm sure those residents along that corridor have a very different opinion today.

-
Money well spent: how about some red light runner cameras on Oak and Laguna? City coffers would fill up quickly. But no... let's make sidewalks prettier. Wow.

-
That the city and its planners couldn't see the downstream impact (or didn't care) about those that need their vehicles, who pay their annually increasing permit fees and witness repeated failures of street cleaning and the total absence of any regular parking enforcement (I've tracked 1 out of every 5 weeks where a meter officer actually shows up) and yet someone thought it was a great idea to install pay for parking devices. **No one is going to monitor, local residents will suffer but I'm sure fees will be gladly accepted.**

-
You've all bent over backwards for the bike coalition yet Page Street down to Octavia is not packed with bike riders anymore... That horrible decision caused the removal of all parking on one side of Page between Laguna and Octavia.... you/other decision makers allow Market Street to be underutilized for access to 101 and refuse

to see that sharing the load between Market St and Oak St would be beneficial to everyone.

- Regarding notification to residents about the bulbout vanity project mess: communication was cryptic at best and plenty of internal codes and acronyms - written by someone with no regard to the layman trying to make sense of it. Comes off sneaky but it's probably not...just standard op for the city operations.

- Had it said "hey, residents! plan on seeing 20-50 spaces to be deleted" - but no, that was not called out - at least I missed that part.

- It's clear this mess will continue - but thanks for taking ownership - that's rare. Our city is rife with transient residents - what do they care about bulbout curbs or the impact?

- We rarely see patrol cars yet break ins continue - why? No cop wants to get into the snarl...they avoid this area.

- Who really cares if no parking signs go up with no activity for weeks - until someone screams repeatedly...why did it take all these emails to call that out?

- The rest of us? Sorry - the train has left the station and the city simply doesn't care about us...

- **And to the board that approved this, I once again say: Shame on you** - you clearly haven't a clue and likely all have garages or parking paid via healthy salaries and assurance of pension. I'm sure you don't enjoy the horns, the screaming and the noise....I know you're not worried about finding a space when you get home at night. You've never had or lost the intent of your jobs. But yeah...keep on looking the other way. Classy.

- What a mess this city has become. Leadership is weak, ineffective and completely indifferent to residents - no one is paid to think outside of the rigid boxes established long ago.

- Pandering to residents who can just build a garage (taking more spaces of course - seen plenty of that) is gross. I've witness how even the rent board defers to the whims of landlords... discussing their golf games while defending pass-through improvements right in front of tenants...I witnessed this first hand.

- I'm sure it'll be best for all if I just go away and allow the mess to continue unchecked....but know that each person responsible for these decisions and lack of oversight will go down in the history books as vital contributors to making SF a horrible place to live. Believe me, if I could afford it, I would have left a few years ago....like so many others.

- But thanks for your message that confirms there's absolutely no intent to re-evaluate and correct the damage already done not redirect funds to where they're actually needed. Temporary corrections are appreciated but it's crystal clear there will be no

change to....anything.

- Business as usual in SF is killing this city.

- Steve

Laguna Street

Resident since 1994

-

-

-

-

-

- On Wednesday, October 5, 2022 at 09:55:53 AM PDT, Hildreth, Casey <casey.hildreth@sfmta.com> wrote:

-

- Hi Steve - I am the project manager for the Page Neighborway Phase 1 project, and can provide more context and info on the history of the decision-making process if that's what you are seeking.

-

The bulbouts were approved by our board in 2018 after years of fairly extensive outreach and engagement, with strong support from many HV residents as well as safe street advocates.

-

Let me know if you would like to chat further.

-

Regards,

-

CH

-

-

-

-

From: Steve Capchak <scapchak@yahoo.com>

Sent: Wednesday, October 5, 2022 9:37 AM

To: Murillo, Alex (DPW) <Alex.M.Murillo@sfdpw.org>

Cc: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; PrestonStaff (BOS) <prestonstaff@sfgov.org>; parking@sfsu.edu <parking@sfsu.edu>; DPW, (DPW) <dpw@sfdpw.org>; MuniFeedback <MuniFeedback@sfmta.com>; Wong, Joseph Y (DPW) <joseph.y.wong@sfdpw.org>; Bhatia, Arun (DPW) <arun.bhatia@sfdpw.org>; Hildreth, Casey <Casey.Hildreth@sfmta.com>; Peterson, Benjamin (DPW) <benjamin.peterson@sfdpw.org>; Miao, Teason (DPW) <teason.miao@sfdpw.org>; steve capchak <scapchak@yahoo.com>

Subject: [Re: your recent 311 request about parking restrictions on Laguna st and Lily st](#)

EXT

[Yes, I recall your call, Alex.](#)

[Still hard to comprehend the length of time to do testing.](#)

[Thanks for the update to potentially improve parking availability on West Page from Laguna.](#)

[Not surprisingly, the inquiry I sent to the Water District offices around the same time as your call were ignored - sad state of affairs when no response whatsoever is the 'best practice' here in SF](#)

[My neighbors and I remain in a state of waiting for responses from the people that approved the bulb-out disaster...not counting on that of course.](#)

[Steve
Laguna Street
Resident since 1994](#)

[On Wednesday, October 5, 2022 at 09:28:40 AM PDT, Murillo, Alex \(DPW\) <\[alex.m.murillo@sfdpw.org\]\(mailto:alex.m.murillo@sfdpw.org\)> wrote:](#)

[Hello Steve,](#)

[When we chatted in late August, I informed you of the underground storage tank that we encountered in front of the Zen center \(NW corner of Page & Laguna\). The tank required contracting and onboarding of a specialize contractor to remove it. Since then, we've coordinated soil testing to determine if any of the materials leaked over the decades it remained in place. We're currently in discussions with the San Francisco Bay Regional Water Quality Control Board and Public Works' Site Assessment and Remediation \(SAR\) to determine how to best proceed.](#)

[As far as the materials on Page Street go, since we have yet to determine a re-start date for construction at that corner, we've asked our contractor to begin removing some of the materials to free up street parking. This should begin later this week.](#)

[Should you have additional questions, I've provided my phone number below.](#)

-
Alex

-
Alex M. Murillo

Manager of Public Affairs and Communications for Construction

-
Office of Communications & Public Affairs | San Francisco Public Works | City and County of San Francisco

49 South Van Ness Ave., 7th Floor | San Francisco, CA 94102 | W (628) 271-2244 | sfpublicworks.org · twitter.com/sfppublicworks

-
From: Steve Capchak <scapchak@yahoo.com>

Sent: Wednesday, October 5, 2022 8:31 AM

To: Peterson, Benjamin (DPW) <benjamin.peterson@sfdpw.org>; Steve Capchak <scapchak@yahoo.com>

Cc: Miao, Teason (DPW) <teason.miao@sfdpw.org>; Murillo, Alex (DPW) <Alex.M.Murillo@sfdpw.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; PrestonStaff (BOS) <prestonstaff@sfgov.org>; parking@sfsu.edu; DPW, (DPW) <dpw@sfdpw.org>; munifeedback@sfmta.com

Subject: Re: [your recent 311 request about parking restrictions on Laguna st and Lily st](#)

-

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

-
Wednesday

October 5, 2022

-
Hello and Good Morning.

-
Please advise regarding the 6 spaces being taken up for construction material on West Page Street in front of the Zen Center (picture sent last week) - this pile of stuff has been sitting there for 2 months - no activity - just collecting dust and debris. Harassments of residents struggling to find parking doesn't reflect well on any of the aspects of the ill conceived project.

-

Surely the contractors can be redirected to important and helpful projects?

-

All this In addition to the open trench on Laguna/Page corner - surely by now someone has insisted or followed up that this open trench that now collects standing water and garbage. Surely someone realizes this is a lawsuit waiting to happen when someone falls in?

-

Surely by now someone has realized the folly and waste of the Bulb Out curb vanity project?

-

Mayor: this is all on you ultimately - leadership is failing in SF and the continued lack of accountability revealed since March 2022 is made for TV movie worthy. The days of 'not my job' and lack of accountability and courage to admit a massive mistake is SF's calling card - life in SF made so much more difficult - but few care nor have the courage to change... protecting ones paycheck, arguing that you have no power is just lazy, weak and disgraceful.

-

Change it.

-

While we all appreciate the removal of the Laguna/Lily intersection no parking signs after two weeks of letter writing on that specific failure and frustrations for residents, it's shockingly apparent that most if not all of the city operations that make these decisions are failing miserably at their jobs - that we pay for...

-

I would have been fired a long time ago if I were behind this mess.

-

Steve

Laguna Street

Resident since 1994

-

-

-

Anyone?

-

-

-

-

-

-

On Saturday, October 1, 2022 at 09:48:06 AM PDT, Steve Capchak <scapchak@yahoo.com> wrote:

-

-

Saturday

October 1, 2022

-

Hello,

-

In addition to all this, what is going to happen to Page Street (west from Laguna) where construction material has been **sitting for nearly two months?** This has grabbed up at least 4 parking spaces.

-

See attached photo.

-

-

-

On Friday, September 30, 2022 at 11:06:46 AM PDT, Steve Capchak <scapchak@yahoo.com> wrote:

-

-

sorry - some additional comments back to the original problem: **bulb out curbs**

-

Money has never been a problem here in SF nor California as a whole.

-

Is there anyone on this expanded distribution that's willing to investigate and correct the misguided efforts to radically reduce parking for residents in an area so already congested?

-

is there anyone willing admit a mistake was made with bulb out curbs and to redirect money towards helping residents who can't afford or find off street parking? Or perhaps my suggestion of sharing the traffic volume with Market Street to 101 access?

-

This city has the potential to do great things. I have to believe that spirit and willingness and leadership effectiveness can make it all happen. But it's going to take a whole lot of "not my job/that's someone else's responsibility' to be struck from the equation.

-

Thanks.

-

-

-

-

-

-

-

-

On Friday, September 30, 2022 at 10:56:28 AM PDT, Steve Capchak <scapchak@yahoo.com> wrote:

-

-

Thank you sincerely for your reply.

-

It's the first of its kind since March 2022.

-

While helpful to remove signs for work that never started, it's part of a much larger, systemic problem that started with "bulb out' street construction - I realize it's not for you to decide, but the massive waste and harassments towards residents impacted by constant events such as this has been only eclipsed by the failure of any other offices to own up to this disaster of a plan.

-

All traffic is now forced to Oak Street for 101 access. Market Street remains underutilized - surely, some clever designer could build an arch for bikes and allow cars to turn into 101 access. That would be money well spent and help reduce the massive traffic on Oak Street.

-

The open trench on Laguna and Page was ground zero for me; days and months have gone by and there's plenty of 'not our fault' type responses. I don't crucify the people passing on the message - instead I am shocked at the lack of leadership, oversight and care for residents.

-

East Page street from Laguna to Octavia had an entire side of parking removed for buses and bikes. **Buses don't go that way anymore but at least 30 spaces were deleted.** Actual bike traffic was over-estimated but everything has been left 'as is". How is this so?

-

All this said, I say please challenge stupid decisions - challenge lack of oversight... break the cycle of "that's the way it's been - nothing I can do about it".

-

You and others can. It's risky and scary (I know), but somehow, some way the cycle of crazy has to be broken and infinitely more respect and care must be meted out for the residents.

-

Thanks for your time.

-

Steve

Laguna Street

Resident since 1994

-

-

-

-

-

-

-

-

-

On Friday, September 30, 2022 at 10:32:52 AM PDT, Peterson, Benjamin (DPW) <benjamin.peterson@sfdpw.org> wrote:

-

-

Hi Steve,

-

My name is Benjamin Peterson and I am a Public Information Officer with San Francisco Public Works, working on the [Golden Gate Avenue and Laguna Street Pavement Renovation and Sewer Replacement Project](#). I am reaching out in response to your recent 311 call regarding street parking restrictions on Laguna and Lily Streets, locations where there is no active construction work taking place.

-

I have just received confirmation from one of our construction inspectors that all "no parking" postings have been taken off of the A-frame signs on Laguna and Lily, and the signs themselves have been taken down as well. All street parking that these signs were inhibiting should now be restored. Our paving contractor will be picking up and removing the A-frame signs from the site today as well.

-

We sincerely apologize for the inconvenience that this error has caused for you and your neighbors, and for the delayed response to your inquiry. We had asked our contractor to take down the signs last week, but it seems like they had only taken the postings off of the signs, but did not take the signs themselves down.

-

If any other issues come up, please feel free to reach out and I'd be happy to assist

you to the extent of my ability.

-

Thanks,

Benjamin

-



Benjamin Peterson

Policy and Communications

Director's Office | San Francisco Public Works | City and County of San Francisco | 49 South Van Ness Ave, 7th Floor
| San Francisco, CA 94103 | [he/him/his](#)

-

-

-

This message is from outside of the SFMTA email system. Please review the email carefully before
responding, clicking links, or opening attachments.

-

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#)
Subject: FW: Apartment Hunting Nightmare!
Date: Thursday, November 10, 2022 8:41:00 AM

Hello,

Please see below for communication from Ryan Ebstein regarding the difficulty of finding housing in San Francisco.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Ryan Ebstein <ryanebstein@gmail.com>
Sent: Wednesday, November 9, 2022 5:36 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Apartment Hunting Nightmare!

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

Hi Board of Supervisors,

I'm in the middle of an apartment search, and I'm finding it very difficult to sort through the listings out there. I'd like to propose some common sense legislation requiring landlords in the city to disclose simple information in their listings and **be held accountable for misinformation.**

Pricing is all over the place - some units list pricing but don't include water, garbage, parking, or HOA fees. I feel like this could easily be regulated to make things easier. It's like airbnb where they list the base cost, but the full price changes once you click "book". Lets standardize this so everyone is playing by the same rules.

On both Zillow and Craigslist, I have to email every listing to ask about parking cost, laundry cost, unit size, floorplan, etc. Adding this info costs the landlords nothing except a little more due diligence and helps renters tremendously.

Renting and finding an apartment is too difficult and it becomes increasingly difficult when

information is wrong, intentionally misleading, or purposefully withheld.

Please let me know who I should reach out to to further this initiative.

Regards,
Ryan

--

RYAN EBSTEIN

C: 513-535-3908 | ryan.ebstein@gmail.com

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: ["angela.calvillo@sfgov.org"](mailto:angela.calvillo@sfgov.org); [Mchugh, Eileen \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: 11 Letters regarding File No. 221033
Date: Tuesday, November 22, 2022 10:55:00 AM
Attachments: [11 Letters regarding File No. 221033.pdf](#)

Hello,

Please see attached for 11 letters regarding File No. 221033.

File No. 221033 – Hearing – Committee of the Whole – Draft Housing Element 2022
Update – November 15, 2022, at 3:00 p.m.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: [zrants](#)
To: [Board of Supervisors \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [DorseyStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#)
Subject: Item 23. 221033 [Hearing - Committee of the Whole - Draft Housing Element 2022 Update
Date: Sunday, November 13, 2022 2:09:03 PM

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

Date: November 13, 2022

To: Board of Supervisors:

re: item 23. 221033 [Hearing - Committee of the Whole - Draft Housing Element 2022 Update

Building on Sand without a Protective Sea Wall:

San Francisco authorities should pay attention to the effects of subsidence, caused by water currents carving out the land below the surface, we are witnessing in Florida where authorities relied on sand burns to protect their beaches and ocean side properties. They built on sandy beaches without a proper seawall. The last hurricane washed the protective sand away and the undercurrents took out the foundations from below.

Our California coast may experience the same damage if our authorities do not plan for subsidence when they approve building dense development near the ocean before a protective wall is constructed to protect those structures.

The combination of weight of the buildings, which you will get with height, and the action of undercurrents digging out the soil under the foundations of the buildings make building on the sand in a seismically active area where sand is known to be precarious, particularly dangerous. San Francisco officials should not ignore the mishaps in Florida.

We need that \$8 million dollar sea wall we heard so much to protect whatever is built near the ocean and secure the foundation of sewer plant. The current light weight single and two story buildings along the shore may be able to sustain some of the damage that is to come for a while, but, it makes no sense to approval denser and heavier developments without first building a sea wall. At some point the insurance companies will pull out and that will be followed by the investors.

Therefore we implore you to not approve any dense developments or expand the use of the land near the Pacific Ocean until a seawall or some other protective solution is established. The safest way to use the land near the ocean is to continue with its current use while the design and engineering are completed for a sea wall in the area that will be protected. The ocean will take what it wants of the rest of the coast.

We have already witnessed the effects of some land sinking in San Francisco there is no reason to believe that we will be immune from further sinkage in the future, but we can take steps to plan for it.

Thanks for your consideration on this matter.

Sincerely,

Mari Eliza, Concerned Citizen

From: [jon.winston](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Support the Housing Element
Date: Monday, November 14, 2022 4:28:16 PM

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

My name is Jon Winston and I live in District 7.

I want to thank our Supervisor, Myrna Melgar for co-sponsoring this hearing.

I want more housing where I live in Sunnyside. Let's plan for the 82,000 new homes that are needed and let's keep the planning local! As a homeowner and soon-to-be retired boomer I want housing near me so that my kids will be able to live affordably in the City.

When the Housing Element comes before the Board of Supervisors in January, I hope all of you vote for more housing for my ids and my grandchildren.

Thank you,
Jon Winston
Sunnyside

From: [Patrick Linehan](#)
To: [Board of Supervisors \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Heiken, Emma \(BOS\)](#)
Subject: Please support the Planning Department's Housing Element
Date: Monday, November 14, 2022 5:15:35 PM

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

My name is Patrick Linehan and I am a District 7 resident.

Thank you, Supervisor Melgar, for cosponsoring this hearing and for paving the way for San Francisco to pass a compliant housing element.

I support more housing in my neighborhood in Sunnyside and I support a comprehensive planning process to pave the way for this housing.

It is crucial that leaders at City Hall make the difficult decisions to plan for 82,000 new units, as required by the State.

If we do not pass the Planning Department's Housing Element, we are at risk of losing not only state funding for affordable housing, but also the ability to make decisions on the local level about the future of our City.

When the Housing Element comes before the Board of Supervisors in January, I encourage each of you to vote affirmatively for more housing for generations of San Franciscans to come.

Thank you,
Patrick Linehan

From: [Sara Barz](#)
To: [Board of Supervisors \(BOS\)](#)
Cc: [Melgar, Myrna \(BOS\)](#); [Heiken, Emma \(BOS\)](#)
Subject: Please support the Planning Department's Housing Element
Date: Monday, November 14, 2022 4:39:26 PM

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

Dear Board of Supervisors,

My name is Sara Barz, and I am a District 7 resident. Thank you, Supervisor Melgar, for cosponsoring this Housing Element hearing and for paving the way for San Francisco to pass a compliant housing element.

I support more housing in my neighborhood in Sunnyside, and I support a comprehensive planning process to pave the way for this housing. It is crucial that leaders at City Hall make the difficult decisions to plan for 82,000 new units, as required by the State.

If we do not pass the Planning Department's Housing Element, we are at risk of losing not only state funding for affordable housing, but also the ability to make decisions on the local level about the future of our City.

When the Housing Element comes before the Board of Supervisors in January, I encourage each of you to vote affirmatively for more housing for generations of San Franciscans to come.

Thank you,
Sara Barz

--

Sara K. Barz
skbarz@gmail.com
+1 (415) 935-0738
[LinkedIn](#) | [Twitter](#)

From: [lgpetty](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: 2022 Housing Element - for distribution to all Supervisors
Date: Tuesday, November 15, 2022 2:40:59 AM

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

Re: 2022 Housing Element Final Draft

November 15, 2022 Hearing

Dear Supervisor,

This is Lorraine Petty, longtime affordable housing and tenant advocate for seniors and people with disabilities.

It looks very much like the 2022 Housing Element will be approved by the Planning Commission and the Supervisors eventually, as the city has been given no other viable option.

As you know, the Housing Element is designed to comply with harsh State mandates that impose impossible building quotas led by market rate housing, and, under the banner of “streamlining,” force the removal of current paths for public participation and protection—DR’s, CUA’s, hearings, appeals, notifications, and more.

In the proposed Housing Element, these are considered obstacles holding up speedy production. Planning suggests that replacement of them by a new racial and social equity Planning Division will suffice instead--developers and communities will be brought together in harmonious agreement by “mitigations” or “community benefits.”

What’s missing here, in over 1,000 pages, is any plan for enforcement, or to provide guarantees, that neighborhoods, communities and cultural groups can be full partners, equal with the Planning Department and Developers, in all development and planning proposals. The Housing Element has many words of encouragement for community input, but **no penalties for developers who will not listen or even sit down in the same room with community members.** This must be addressed, or we will never achieve racial, social and

economic equity. I'm hoping the Board can offer recommendations for improvement in this and other crucial areas of the Plan.

The Housing Element also needs to include an unambiguous, clear commitment to put affordable housing first-- ahead of market rate housing. If not, we will end up with mostly luxury housing for transient future residents who have no interest in building community, while we exile or make homeless our working and middle classes, including all our essential workers.

In addition, the Housing Element must be instructed to include much stronger anti-displacement provisions: more effective demolition controls, better tenant compensation, plus limits on lot consolidations.

The Housing Element must also contain a firm pledge to abide by existing Community Plans and those developed by communities in the future.

Finally, the Housing Element must stand up for San Francisco and its people with a commitment to a single preferred rezoning Scenario, rather than offering three Scenarios which will open the door to the State choosing for us. My hope is that Supervisors will recommend the Transit Corridor Only Scenario as it is the one that brings the least destruction to our neighborhoods.

I believe the above are improvements to the Housing Element that are absolutely critical to achieving a strong, equitable, diverse, affordable San Francisco.

Thank you for your consideration.

Lorraine Petty

Member,

Senior & Disability Action, and SF Tenants Union

(writing on my own behalf)

From: [lgpetty](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: 2022 Housing Element - for distribution to all Supervisors
Date: Tuesday, November 15, 2022 2:23:00 AM

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

Re: 2022 Housing Element Final Draft

November 15, 2022 Hearing

Dear Supervisor,

This is Lorraine Petty, longtime affordable housing and tenant advocate for seniors and people with disabilities.

It looks very much like the 2022 Housing Element will be approved by the Planning Commission and the Supervisors eventually, as the city has been given no other viable option.

As you know, the Housing Element is designed to comply with harsh State mandates that impose impossible building quotas led by market rate housing, and, under the banner of “streamlining,” force the removal of current paths for public participation and protection—DR’s, CUA’s, hearings, appeals, notifications, and more.

In the proposed Housing Element, these are considered obstacles holding up speedy production. Planning suggests that replacement of them by a new racial and social equity Planning Division will suffice instead--developers and communities will be brought together in harmonious agreement by “mitigations” or “community benefits.”

What’s missing here, in over 1,000 pages, is any plan for enforcement, or to provide guarantees, that neighborhoods, communities and cultural groups can be full partners, equal with the Planning Department and Developers, in all development and planning proposals. The Housing Element has many words of encouragement for community input, but **no penalties for developers who will not listen or even sit down in the same room with community members.** This must be addressed, or we will never achieve racial, social and

economic equity. I'm hoping the Board can offer recommendations for improvement in this and other crucial areas of the Plan.

The Housing Element also needs to include an unambiguous, clear commitment to put affordable housing first-- ahead of market rate housing. If not, we will end up with mostly luxury housing for transient future residents who have no interest in building community, while we exile or make homeless our working and middle classes, including all our essential workers.

In addition, the Housing Element must be instructed to include much stronger anti-displacement provisions: more effective demolition controls, better tenant compensation, plus limits on lot consolidations.

The Housing Element must also contain a firm pledge to abide by existing Community Plans and those developed by communities in the future.

Finally, the Housing Element must stand up for San Francisco and its people with a commitment to a single preferred rezoning Scenario, rather than offering three Scenarios which will open the door to the State choosing for us. My hope is that Supervisors will recommend the Transit Corridor Only Scenario as it is the one that brings the least destruction to our neighborhoods.

I believe the above are improvements to the Housing Element that are absolutely critical to achieving a strong, equitable, diverse, affordable San Francisco.

Thank you for your consideration.

Lorraine Petty

Member,

Senior & Disability Action, and SF Tenants Union

(writing on my own behalf)

From: [Mike Fleming](#)
To: [Board of Supervisors \(BOS\)](#)
Cc: [Melgar, Myrna \(BOS\)](#); [Heiken, Emma \(BOS\)](#)
Subject: Writing in support of the Planning Department's Housing Element
Date: Tuesday, November 15, 2022 6:58:47 AM

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

Dear Board of Supervisors,

My name is Mike Fleming. I'm a D7 resident and I've lived in San Francisco for a bit over twenty years.

I'm writing in support of more housing in my neighborhood (Sunnyside) and in support of a comprehensive housing plan. We're so fortunate that our city and our region has generated so many jobs and so much prosperity, but along with that we must build homes for those who have come for those jobs and prosperity. The state legislature has wisely given our city a housing goal. Please pass a comprehensive plan to meet that goal.

Please support the Planning Department's Housing Element.

Sincerely,
Mike Fleming
+1 415 425 5486

From: [Amy O'Hair](#)
To: [Board of Supervisors \(BOS\)](#)
Cc: [Melgar, Myrna \(BOS\)](#); [Heiken, Emma \(BOS\)](#)
Subject: In favor of the Housing Element
Date: Tuesday, November 15, 2022 9:24:26 AM

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

Dear Supervisors:

My name is Amy O'Hair. I'm a D7 resident and homeowner, and a past board member of the Sunnyside Neighborhood Association and past member of the Balboa Reservoir Community Advisory Committee.

I support my supervisor, Myrna Melgar, as she works to get more housing built in San Francisco. I welcome new residents in my own neighborhood of Sunnyside, as well as everywhere in District 7.

I recently traveled across the country by rail, and everywhere I visited, from small cities in Colorado to the big city of Chicago to upstate New York university towns, I saw new housing being built. I am ashamed of the way my own city has for years failed to meet the housing needs of our residents, preventing people of all income levels from participating in the city's prosperity.

Please take the actions that are needed to bring about real changes in housing availability in the city by passing the Planning Dept's Housing Element when it comes before you in January.

Thank you,

Amy O'Hair

From: [Dennis Hong](#)
To: [White, Elizabeth \(CPC\)](#); [CPC-Commissions Secretary](#); [Board of Supervisors \(BOS\)](#); [Hillis, Rich \(CPC\)](#)
Cc: [Dennis James](#); [CPC.HousingElementUpdateEIR](#); [Breed, Mayor London \(MYR\)](#); [Corey Smith](#); [Laura Foote](#); [Gibson, Lisa \(CPC\)](#)
Subject: Housing Element for 11.17.2022 SFPC meeting etc
Date: Wednesday, November 16, 2022 4:57:23 PM

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

Hello Honorable members of the SF Planning Commission and everyone, Its Dennis here. I'm sorry I can not be with you for the Nov 17, 2022 meeting, I will try for the remote session. I do hope this gets to everyone in time for item #13 and 14: Cut and paste here:

13. 2019-016230ENV (A. CALLAGY: (628) 652-7540) HOUSING ELEMENT 2022 UPDATE – Certification of the Final Environmental Impact Report (EIR). The proposed project is the Housing Element 2022 Update for the San Francisco General Plan.

Don't understand #14.

--- on you agenda, only because the BoS meeting had some interesting feed back and for me trying to reconcile the RTS online.

Not to belabor this DEIR - RTC any more. I think last nights SF BoS sort of summed it up. Finishing re-reading both Vol I and II, plus the RTC. Not bad. I just had a few comments below to the RTC. But other than my Comments of about October 28, 2022; as usual I sort of struggled with both the hard copy of the RTC and the online version and did not do well.

But here are a few comments:

A. I believe there was a comment ref no housing on the West side. In one of my comments I did ask did the Park Merced count as housing/units - Wow that is a massive project. Now we have a great opportunity for the up and coming Stonestown Mall development and several in District 6 (?), Teacher housing and one on Sloat (??) count as housing?

B. I did not see much ref how can this Housing Element EIR/guide be impacted and its fix for these all too many Ca bills and possibly Federal requirements impacts, etc; including the costs and fines and bonus money etc.

C. The BoS late meeting of 11/15/2022 was an eye opener. Had some good points that had me thinking again.

D. I will have more as this moves along.

E. I like the new thought with Apartments vs Housing, these too should be part of the Housing count. Not everyone can afford a house.

Elizabeth and all, thanks for what you do with this issue. Can you confirm this email was received and will be part of the Project file? All too often my emails get lost.

All the best.

Dennis

From: [Robin Pam](#)
To: [Board of Supervisors \(BOS\)](#)
Cc: [Myrna Melgar](#); [Heiken, Emma \(BOS\)](#)
Subject: Please pass a compliant Housing Element
Date: Tuesday, November 15, 2022 3:18:48 PM

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

Hello Board of Supervisors,

My name is Robin Pam, and I'm a resident of D7. I want to say thank you to Supervisor Melgar for cosponsoring today's hearing and paving the way for us to pass a compliant housing element.

As you know, it's essential that we plan for the city to build 82,069 homes by 2031. I support more housing in my neighborhood, Sunnyside/Miraloma, as well as a comprehensive rezoning plan for the city to make way for this new development. I would also like to see the board remove barriers to building all kinds of new housing across the city, and make the difficult decisions necessary to plan for all of the new units required by the state, especially in the wake of Prop D's failure.

If we do not pass the Planning Department's Housing Element, we are at risk of losing not only state funding for affordable housing, but also the ability to make decisions on the local level about the future of our City.

I encourage you all to hold the Planning Department accountable to providing a realistic plan for the 82,069 new homes we must build, and working with them to remove barriers to construction. And when the Housing Element comes before the Board of Supervisors in January, I encourage each of you to vote affirmatively for more housing for generations of San Franciscans to come.

Thank you,

Robin Pam
D7 resident
650-400-6893

From: [Luke Swartz](#)
To: [Ronen, Hillary](#)
Cc: [Board of Supervisors \(BOS\)](#); [RonenStaff \(BOS\)](#)
Subject: Please fix the Housing Element!
Date: Tuesday, November 15, 2022 9:41:47 AM

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

Supervisor Ronen and other members of the Board of Supervisors-

You are probably aware that San Francisco's ability to keep affordable housing grants and control its land use are at risk due to our failure to come up with a reasonable plan that the state will accept for producing the housing our City and region so desperately needs.

Specifically, the Planning Department refuses to analyze what the state calls "governmental constraints", and refuses to come up with a backup plan if existing processes will produce <7500 homes per year (which is likely, since that's double the existing rate).

Please take action to hold Planning accountable:

- Direct Planning to update our Housing Element as the state has requested, including an analysis of "governmental constraints" and a backup plan
- Make permitting shorter, clearer, and more efficient—SF is the slowest place to get entitlements and permits, and much of this is due to policies that the Board can change.
- Find funding sources for affordable housing, including City funds (so we aren't completely reliant on developers)

Thank you for your time,

Luke Swartz
D9 resident/voter

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [BOS-Operations](#); [BOS Legislation, \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#)
Subject: FW: SF's housing plan hearing is TOMORROW—send an email now - File No. 221033
Date: Monday, November 14, 2022 2:34:00 PM

Dear Supervisors,

Please see the following constituent communication regarding:

File No. 221033 - Hearing of the Board of Supervisors sitting as a Committee of the Whole on November 15, 2022, at 3:00 p.m., during the regular Board of Supervisors meeting, to hold a public hearing on the draft Housing Element 2022 Update, including its goals, objectives, policies, and actions; and requesting the Planning Department to report; scheduled pursuant to Motion No. M22-162 (File No. 221032), approved on October 18, 2022.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184 | (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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

From: Dennis Hong <dennisjames888@yahoo.com>
Sent: Monday, November 14, 2022 2:07 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; SF YIMBY <sfyimby@yimbyaction.org>

Cc: Laura Foote <laura@yimbyaction.org>; Corey Smith <corey@sfhac.org>; CPC-Commissions Secretary <commissions.secretary@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Asbagh, Claudine (CPC) <claudine.asbagh@sfgov.org>; Hillis, Rich (CPC) <rich.hillis@sfgov.org>; White, Elizabeth (CPC) <elizabeth.white@sfgov.org>; CPC.HousingElementUpdateEIR <CPC.HousingElementUpdateEIR@sfgov.org>

Subject: Fw: SF's housing plan hearing is TOMORROW—send an email now

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

Hello everyone, its Dennis I hope you are all doing well. Its Nov 14.

Good afternoon Honorable Members of the SF Board of Supervisors and everyone. I would be remiss if I did not do a follow up to this SFPD DEIR ref to the SF Housing Element's DEIR. Its has been a completed process. But I hope my previous emails to every one especially - of July 11-12, 2022 will help with your Nov 15, 2022 meeting as well.

I believe one of my previous emails/letters here was under #15 below. I hope it will help with your decision/s to help with the up coming Housing issues, including all of the *CA State Bills and AB Bills.

I'm not sure when more of these Housing issues will be on your agenda again, but please use my comments as submitted. Rambling right along:

This is a cut and paste from the July 19, 2022 BoS Agenda – item #220806 below:

[{220806 [Petitions and Communications] Petitions and Communications received from July 7, 2022, through July 14, 2022, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on July 19, 2022. Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information will not be redacted. *From the Office of the Mayor, making an appointment to the following Body.

From concerned citizens, regarding housing. 2 Letters. Copy: Each Supervisor. (15).]

NOTES:

✓ A. Because I just received this request, I hope my comments here can submitted as my remote call in or my earlier email of 7/12 and then some.

✓ B. *We need to act fast or else there is a possibility of losing out on more either

State and or Fed funds, fines, example recently losing out on some recently CA Homeless funds.

✓C. We still need support with the 469 Stevenson Housing Project. As promised I'm still following up on my comments, have not gotten far with it.

As always, if anyone has any questions to my rambling email here please feel free to get back to me here.

Can someone get back to me confirming my email has been received?

All the best and thanks to all for what you all do with our City issues.

Dennis

----- Forwarded Message -----

From: Robert at SF YIMBY <sfyimby@yimbyaction.org>

To: "dennisjames888@yahoo.com" <dennisjames888@yahoo.com>

Sent: Monday, November 14, 2022 at 09:30:47 AM PST

Subject: SF's housing plan hearing is TOMORROW—send an email now

Send one email to fix San Francisco's housing plan

Tomorrow, the Board of Supervisors is going to hold a hearing on San Francisco's housing plan for 2023–2031, and [this is your chance to make your voice heard](#). The plan, called the *housing element*, will decide whether we will be able to fix our housing crisis in the upcoming years.

There is a lot at stake tomorrow. The Board of Supervisors can tell the Planning Department what changes to make in the plan, and they need your input. The last draft of the housing plan was reviewed by the State of California, and the state found major issues. We have a chance to show our leaders that we are paying attention, and that we want them to fix the plan's issues. **This may be our last chance before the housing element is finalized.** Send an email today to make sure our city's leaders hear you.

[Send An Email Now](#)

Give public comment tomorrow after 3 PM

Can you call in on Tuesday afternoon? [Sign up for notifications](#) and a volunteer will text you when the lines are open for public comment and give you resources to make your voice heard.

[Sign Up For Public Comment Notifications](#)

[SF YIMBY](#) is a chapter of [YIMBY Action](#), a network of pro-housing activists fighting for more

inclusive housing policies and a future of abundant housing.

Sent via ActionNetwork.org. To update your email address, change your name or address, or to stop receiving emails from SF YIMBY, please [click here](#).

|

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS-Operations](#); [BOS Legislation \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Housing Element
Date: Monday, November 14, 2022 9:31:00 AM
Attachments: [Citywide People's Plan 2022.pdf](#)

John Bullock
Office of the Clerk of the Board
San Francisco Board of Supervisor
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184
BOS@sfgov.org | www.sfbos.org

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

From: Joseph Smooke <joseph@peoplepowermedia.org>
Sent: Sunday, November 13, 2022 7:53 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Tanner, Rachael (CPC) <rachael.tanner@sfgov.org>; Koppel, Joel (CPC) <joel.koppel@sfgov.org>; Ionin, Jonas (CPC) <jonas.ionin@sfgov.org>; Moore, Kathrin (CPC) <kathrin.moore@sfgov.org>; Chion, Miriam (CPC) <miriam.chion@sfgov.org>; Hillis, Rich (CPC) <rich.hillis@sfgov.org>; Diamond, Susan (CPC) <sue.diamond@sfgov.org>; Imperial, Theresa (CPC) <theresa.imperial@sfgov.org>; Charlie Sciammas <charlie@sfic-409.org>; John Avalos <john@sfic-409.org>; Ruiz, Gabriella (CPC) <gabriella.ruiz@sfgov.org>; Braun, Derek (CPC) <derek.braun@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Cc: Race & Equity in all Planning Coalition (REP) <repsf@googlegroups.com>
Subject: Housing Element

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

Dear Board of Supervisors and Planning Commission

The Race & Equity in all Planning Coalition (REP-SF) is submitting the attached Citywide People's Plan for Equity in Land Use in reference to the following hearings regarding the Housing Element 2022

Update:

Board of Supervisors Agenda for Tuesday, November 15, 2022, Item #23, File #221033

and

Planning Commission Agenda for Thursday, November 17, 2022, Item #13 (2019-016230ENV); and
Item #14 (2019-016230GPA)

Respectfully,

--Joseph Smooke on behalf of the Race & Equity in all Planning Coalition

co-founder of [People Power Media](#)

[Creators of PRICED OUT](#)

[See the animation that will change the way you think about housing!](#)



CITYWIDE PEOPLE'S PLAN 2022

For Equity in Land Use

*A New Foundation for San Francisco's
Housing Element 2023 - 2031*

Table of Contents

1. Table of Contents	2
2. REP-SF Member Organizations	3
3. Summary	4
4. Land Acknowledgement	6
5. How To Center Racial and Social Equity in City Planning	7
6. Background and Assessment	11
7. SF's Housing Element is a Repeat of Redevelopment	15
8. A Comprehensive Plan for Affordable Housing	20
9. Compilation of Community-Based Plans	24
10. Action Plan	26
1. Land Use	26
2. Funding	41
3. Capacity	45
11. Community Plans and Figures	47

REP-SF Member Organizations



West Side
Tenants
Association



SAN FRANCISCO SAFEHOUSE



COMMUNITIES
UNITED FOR
HEALTH AND
JUSTICE



SF POWER



Neighborhood
Council
since 1960



Summary

- REP- SF organizations have written community development plans for decades that are focused on racial, social and economic equity.
 - » This is the first time these community plans have been compiled into a **Citywide People's Plan for Equity in Land Use**.
 - These community plans must serve as the foundation for all San Francisco land use plans and housing policies, especially the Housing Element which [aspires to center racial and social equity](#).
 - The State of California and Association of Bay Area Governments have assigned a mandate that San Francisco must ratify a set of housing policies in its 2023-2031 Housing Element that will result in 82,069 new housing units with 46,598 (57%) of those being affordable to households that have low to moderate incomes.
- The current Housing Element's reliance on market rate housing will result in the City falling short of its overall production mandates, and even more deficient in its affordable housing production. SF is already suffering from lack of new affordable housing for at least the past eight years. Focusing resources and strategies on affordable housing is the only way to overcome this deficit.
 - This Citywide People's Plan says to prioritize building the affordable housing first:
 - » Expand the types of sites that are eligible for 100% affordable housing development and building acquisitions throughout the entire City;
 - » Fund affordable housing development differently, leveraging all levels of government as outlined in the Action Plan;



- » Expand development capacity at San Francisco's community-based affordable housing development organizations and at the City;
 - Aggressively purchase sites to be land banked in all areas of the city (purchased by San Francisco, community-based affordable housing developers and held for future affordable housing development as development funds become available).
 - » Low-income, American Indian, Black and other Communities of Color must be the ones who lead the prioritization of sites to be purchased for affordable housing development.
 - » Low-income, American Indian, Black and other Communities of Color residents must be the ones who define what "affordable" means for meeting the equity needs of each community.
 - Efforts to "streamline" market rate housing approvals must retain community input:
- » The participation and expertise of our Cultural Districts and American Indian, Black, and other Communities of Color and low-income communities in development and land use decisions is crucial.
 - » We can retain community input and significantly reduce the entitlement process so projects move expeditiously and predictably from application to a final decision.
 - Demolitions must be closely regulated to protect tenants, otherwise developers will continue to abuse and displace tenants at rates that exceed the harms done during Redevelopment.
 - Achieving these affordable housing goals, and securing the resources needed to achieve these goals must be the priority of San Francisco's housing policies in order to build a city that is truly based on racial, social and economic equity.

Illustrations by Fred Noland

Photographs by Joseph Smooke



Land Acknowledgement

This Citywide People's Plan for Equity in Land Use is an offering from generations of people who have struggled in the city called San Francisco. As we bring this compilation of community plans together, to advise city planners and policymakers how to approach the next eight years of housing policies to truly centering racial, social and economic equity, we give thanks to and acknowledge that we are on the unceded ancestral homeland of the Ramaytush Ohlone who are the original inhabitants of the San Francisco Peninsula.

As the original inhabitants of this land and in accordance with their traditions, the Ramaytush Ohlone have never ceded, lost nor forgotten their responsibilities as the caretakers of this place, as well as for all peoples who reside in their traditional territory. As Guests, we recognize that we benefit from living and working on their traditional homeland. We wish to pay our respects by acknowledging the Ancestors and Relatives of the Ramaytush community and by affirming their sovereign rights as First People.

We also acknowledge the contradiction that western systems of land ownership impose on these unceded lands. This western, colonialist system grants land owners monopolistic control over the use of land. There are volumes of City laws that embellish those rights, and the State of California's laws further enrich the rights of owners, title holders, to profit from the land. Increasingly, these State and local laws diminish the rights of citizens to intervene for their own livelihoods, and move our settler constitutional democracy farther and farther away from any meaningful consideration for the Ramaytush Ohlone who have never ceded this land.



How To Center Racial and Social Equity in City Planning

All organizations in the [Race & Equity in all Planning Coalition \(REP-SF\)](#) are committed to ensuring a future for San Francisco with diverse communities, stable, affordable housing and equitable access to resources and opportunities. This "Citywide People's Plan for Equity in Land Use" is REP-SF's collective vision for a racially, socially and economically equitable San Francisco.

Through community-based initiatives, often in partnership with City agencies, several of REP-SF's member organizations have created a rich collage of land use and housing plans that cover a significant part of the City. These plans are rooted in community, in people, in identity and culture, in principles of inclusive and

holistic planning, and in racial, social and economic equity.

REP-SF has assembled these housing and land use plans into this comprehensive document – the "Citywide People's Plan for Equity in Land Use" which has undergone extensive review and collaborative creation.

REP-SF believes that the analyses and recommendations presented in this People's Plan must be the starting point for any land use plan for San Francisco that is truly grounded in racial and social equity.

As San Francisco's Department of City Planning stated in its "[Draft Racial and Social Equity Impact Analysis](#)": "This is the



first San Francisco Housing Element that will center racial and social equity." The Housing Element is the collection of San Francisco's housing policies, [as mandated by the State of California](#). These housing policies become a component of the [City's General Plan](#). References to the "current" Housing Element are to the 2014 - 22 cycle. References to the "new" Housing Element are to the 2023 - 2031 cycle which is nearing the end of its approval process as we publish this "Citywide People's Plan" in November, 2022.

REP-SF believes that the analyses and recommendations presented in this People's Plan must be the starting point for any land use plan for San Francisco that is truly grounded in racial and social equity.

REP-SF is publishing this "Citywide People's Plan" as a reflection of the expertise and experience of our communities that provides a genuine path for the City to meet its racial and social equity goals for its housing policies. Both Planning's approach in drafting the Housing Element and the policies put

forward in the draft did not center racial and social equity. Drafts of the Housing Element were instead grounded in a profit-driven, market-based strategy for building condos across San Francisco. Then Planning invited communities to provide comments on their market-based plan through questions and working groups that Planning directed. Planning's approach was unfortunately antithetical to equitable outcomes because it started with a profit-driven, market-based premise, entirely framed by the ideologies of Planning staff rather than starting from community plans and letting low-income and Communities of Color lead this process and frame the discussions.

As stated in the Mission District's Plan, "MAP2020," which is one of the community plans that was drawn on to form the basis of this "Citywide People's Plan":

"In the traditional Planning model used by many cities, including San Francisco, the city is the expert, convener, agenda setter and arbitrator. The city retains control and the community's role is to advocate. This model may work in some situations, but does not work well where there is a significant power imbalance or history of distrust between city and community. The groups that tend to participate in the decision-making process have the most power and resources, and are the most comfortable working with authority."

The Reclaiming Our Space (ROSe) book from the South of Market Community Action Network (SOMCAN) is another of the community plans that combine to form this "Citywide People's Plan. The ROSe book states a similar caution about Planning's standard approach:

"The process of planning in San Francisco and the United States, however, is from the top down and not the bottom up, oftentimes having negative effects on low income and working class neighborhoods and communities of color. For SOMCAN, community planning or people-centered planning is a process wherein a system of knowledge of the neighborhood or community is gathered and created from the bottom up, from the actual people who live and work in these communities, especially the most vulnerable people."

The ROSe book further describes what an Equity in Land Use approach would look like,

"The experts of community and people-centered planning are the people who live or have lived in the neighborhood - the children that go to the schools in these districts, the parents who have multiple jobs, the people with disabilities, the seniors fighting to maintain their residence, and the new immigrants and low-income families struggling to make ends meet. This lens is very different

from the gaze of city planners who view land as different zones for profit by billion dollar companies and developers."

REP-SF acknowledges and appreciates the lengthy process that San Francisco's Department of City Planning led to gather community input into its Housing Element, but this lengthy process was not approached in a way that was centered and focused on racial and social equity. For a planning process to be truly centered on racial and social equity, it must start with the voices, needs, and aspirations of those whose voices are typically not prioritized in planning or land use processes or decisions, with the intention of providing for their needs first.

It is in this spirit, therefore, that REP-SF presents this "Citywide People's Plan for Equity in Land Use" to be used as the new reference point for San Francisco's housing and land use policies and strategies for the next eight years and beyond.

Community planning or people-centered planning is a process wherein a system of knowledge of the neighborhood or community is gathered and created from the bottom up, from the actual people who live and work in these communities, especially the most vulnerable people.



Background and Assessment

At the direction of the State of California, the City and County of San Francisco periodically updates the Housing Element of its General Plan. [The Housing Element](#) establishes San Francisco's housing policies based on estimates of regional job growth. The job growth is calculated and administered by the State's Department of Housing and Community Development (HCD) and the Association of Bay Area Governments (ABAG). The distribution of these regional housing needs among the various jurisdictions of the Bay Area is called the Regional Housing Needs Allocation (RHNA). The Housing Element currently nearing final approval would guide the housing policies from 2023 to 2031.

Market-rate developers, regardless of the scale or size of their developments, are only interested in those with high-incomes, not middle or low-income.

The State of California and ABAG have assigned a mandate that San Francisco must ratify a set of housing policies in this Housing Element that will result in 82,069 new housing units from 2023-

2031. Of those, 46,598 of those are to be affordable to households that have low to moderate incomes. A majority, 57%, of all units should, therefore, be affordable for households with low to moderate incomes.

For the new Housing Element cycle, San Francisco's Planning Department started by producing a document called the "[Housing Affordability Strategies](#) (HAS)." The HAS shows how upzoning various parts of the City could allow development of roughly 150,000 new units to meet the goals of [Plan Bay Area 2050](#), and meet the Housing Element/RHNA mandates along the way. Despite its name, Planning's Housing Affordability Strategies is largely a market-based housing production plan that assumes three insufficient strategies for affordable housing. 1) Building more market-based housing supply will lower housing prices. 2) Market-based housing developers will provide roughly 20% of "below market rate" units in their developments. 3) Affordable housing developers will continue building and purchasing 100% affordable housing at relatively the same rate as they have in recent years.

Planning primarily used profit and market-based premises as their starting point. But market-rate housing is funded by profit-motivated capital which

is only interested in investing in markets with increasing rather than decreasing prices. Increasing housing inventory will never result in a drop in prices– new market-rate units will not be built in a declining market.

Together, these strategies incorporated into the Housing Element, add up to provide roughly 70% market rate and 30% affordable housing--which would not meet the RHNA mandate that requires a split of 43% market rate and 57% affordable.

[People of color](#) are more likely than those who identify as White to be living below poverty level in San Francisco. And as the [Housing Element reports in Table 13 of its "Needs Assessment"](#), the household

incomes of those identifying as "White/ Non-Latino" are far higher than the incomes of households that identify as American Indian, Black, Latino, and Asian. Despite a clear trend that market rate housing continues to increase in cost which results in decreasing opportunities for Communities of Color, this new Housing Element continues to hope that profit-driven developers will deliver racial and social equity for American Indian, Black, and other Communities of Color.

The principle underlying this entire Housing Element is that building more profit-driven, market rate housing supply is an essential strategy for meeting the Housing Element's racial and social equity goals. Not only are market-rate housing developers' business plans



developed around profitability instead of racial and social equity and economic inclusion, but there is increasingly an international market that has developed to distract the housing "market" from providing housing for people, but rather, as housing and gentrification experts recently laid out, [tends toward greater commodification and financialization](#).

With each upzoning, and with each "density bonus" conferred to a developer, the value of San Francisco real estate increases. These are the factors that drive the price of real estate and the price of housing for the market. As we've seen through the major recession of 2008 - 2013 and the COVID downturn, even with declining demand, prices of SF real estate have continued to climb because they reflect the value of the City's underlying infrastructure. With the increasing global financialization and commodification of housing, translating this value into prices is an exercise that reveals an increasing dissociation of housing prices from what everyday people who are seeking housing can actually afford.

Under these faulty premises, Planning continued with its work on the Housing Element, and convened Working Groups to gather community input into their market-based plan. Planning's framing for these Working Group meetings was to use a divisive and trickle-down housing approach. During these Working Group meetings, they asked questions such as, "If we were to focus anti-displacement

on certain high-risk communities, which ones, how would we define the target? (Geography, BIPOC, Black and American-Indian, Low-Income)." This type of question pitted communities against each other.

Planning primarily used profit and market-based premises as their starting point.

Planning staff introduced another Working Group session as focusing on "Potential strategies to support the private sector to produce small multifamily for middle-income households." As noted above, the private, profit-driven sector is not motivated to develop housing that's affordable for middle-income households. Market-rate developers, regardless of the scale or size of their developments, are only interested in those with high-incomes, not middle or low-income. Along these same ideological lines, one of the "key ideas" that Planning promoted during these workshops was to "Advance the social and economic diversity of San Francisco by increasing **housing production** including permanently affordable housing" (emphasis in the original).

Rather than starting with affordable housing, Planning started with the idea that we need to increase market-rate housing production, with some



much smaller amount (roughly 30%) of "permanently affordable housing" mixed in. Relying on market-rate housing production to advance diversity or affordability is trickle-down economics, hoping that taking care of the needs of the richest people will eventually lead to circulation of this largess, so resources trickle-down to meet the needs of everyone else. Of course it never works this way, so those most in need leave San Francisco if they can, and if they can't, more and more San Francisco residents end up on the streets without a home.

REP-SF strongly believes that because the City's approach to the Housing Element started with asking questions that were centered on the market instead of

equity, Planning has, therefore, come to conclusions and recommendations that will cause significant and irreparable harm to San Francisco's low-income, American Indian, Black and other Communities of Color.

Relying on market-rate housing production to advance diversity or affordability is trickle-down economics.

SF's Housing Element is a Repeat of Redevelopment

San Francisco Planning Department's Goals, Objectives, Policies and Actions as currently described in the Housing Element are an aggregation of government actions that support speculative, profit-driven development and displacement. While there are a significant number of equity strategies and tools outlined in the document, we are gravely concerned they will be largely ineffective against the vastly more comprehensive central strategies of the plan based in stimulating market-rate housing.

REP-SF is greatly concerned that the net effect of the Housing Element's policies will have significant similarities to the

harms inflicted on [several Communities of Color](#) such as the Fillmore/ Western Addition, South of Market/ Yerba Buena Center, and Bayview/ Hunters Point during the days of "Urban Renewal" which was also called "Redevelopment."

Looking back at the documents from the San Francisco Redevelopment Agency, there is a quotation from "The Feasibility of Redevelopment In The South Of Market Area" published by the SF Redevelopment Agency on June 1, 1952:

"The South of Market area is best suited for light industry but it cannot completely fulfill this use until the dead hand of blight is removed. This,



redevelopment can do, by removing the old, decayed slum dwellings and inferior structures; by assembling the small inadequate and inefficient lots into parcels of usable size; by improving internal circulation in the large blocks which typify the area; and by stimulating redevelopment by private means within the area."

The reference to "small inadequate and inefficient lots" seems eerily similar to how SF's current Planning Department describes the less densely developed neighborhoods of San Francisco in the Housing Element proposed for 2023 - 2031. Planning wants private, market-rate developers to combine lots through this Housing Element like how in Redevelopment they strove to create "parcels of usable size."

REP-SF is greatly concerned that the net effect of the Housing Element will be harms on several Communities of Color similar to those during Urban Renewal.

This 1952 Redevelopment report further defines what were considered "small inadequate and inefficient lots" as being 25 feet wide by 75 to 90 feet deep. Today's lots in the western and

northern parts of the city that are being targeted for upzoning in this Housing Element, such as the Richmond and the Sunset, are pretty much the same size as the "small and inadequate lots" described by Redevelopment in 1952. The neighborhoods that Planning's new Housing Element is now targeting for upzoning and larger scale development are primarily developed with lots that are 25 feet wide by 75 to 100 feet deep. Although the SOMA Redevelopment Plan was describing that these small lots were "small" and "inefficient" for redevelopment as industrial uses, Planning today is confronting the same physical constraints as it attempts to force densely developed residential parts of the City into a much larger and more intense scale of residential development. [Figure 1](#) shows the areas of the City where Planning proposes to increase zoning capacity for greater density of housing. This is excerpted from the Draft Environmental Impact Report published by the San Francisco Planning Department for the 2023-2031 Housing Element.

In order to accomplish what Planning is recommending in its Housing Element, developers will need to purchase a few, or several, adjacent lots, then demolish the existing housing and foundational community supporting businesses, leaving an irreparably broken community fabric. These strategies are gravely concerning because of the similarities between Planning's approach in this Housing Element, that enables and

incentivizes a for-profit developer to buy up existing housing and bulldoze it in order to build a large, new, expensive condo building, and the actions taken by the City's Redevelopment Agency several decades ago.

One major difference is that it's not the government entity (the Redevelopment Agency) buying the properties and bulldozing the residences. Instead, the government entity (SF Planning Department) is proposing to enable and incentivize market rate developers to do what the Redevelopment Agency did which is to purchase existing residences, then bulldoze them to clear the way for larger, denser market rate housing.

As we dug further into the previously referenced Redevelopment Agency report about SOMA, we found the following

assessment of the conditions at that time:

"The character of the area makes the assembly of property difficult, as owners of residential property, enjoying an income despite blighted conditions, are not prone to dispose of their holdings without the payment of a high premium by the industrial buyer."

These quotes from the 1950's seem eerily similar to how Planning views the western and northern parts of San Francisco in this new Housing Element. Planning sees existing structures such as two to four story buildings in the Richmond District, for example, as "inadequate and inefficient lots" that should eventually be assembled "into parcels of usable size." What they do not see is that these buildings are more densely populated



than it would seem.

[Figure 2](#) shows all the multifamily housing that has been placed in service during the current Housing Element, based on data provide by the San Francisco Planning Department. This map shows that with the current zoning, developers for the past eight years have found it feasible to develop new multi-unit housing in every part of the City. All of this new development has been adding significant density to the western neighborhoods.

As in the Redevelopment's A-1 phase where residents of the Western Addition were displaced into adjacent low-income neighborhoods, the rezoning of the eastern neighborhoods in the 2000's saw thousands of working-class and lower-income residents of color displaced into overcrowding conditions and to other

low-income neighborhoods, in this case into the western and northern parts of the city such as the Richmond District. Multiple households often live in a single unit, and structures that look from the outside like single family homes are often renovated with additional Accessory Dwelling Units. They are full of families and people with low incomes, displaced from other neighborhoods. Instead of using the infamous bulldozers that were the emblematic tool of "Redevelopment," Planning describes throughout the Housing Element how it recommends various government actions that will add up to have the same effect as the bulldozers by "stimulating redevelopment by private means within the area."

The Redevelopment A-2 phase saw the displaced residents of the A-1 phase who managed to stay in the City by moving



into overcrowding conditions, ultimately completely uprooted and forced these residents from San Francisco. With the current pressures on Black, Filipino, and Latinx communities that are precariously [down to 5.7%, 4.07% and 15.6% respectively](#), it is anticipated that if Planning continues to view upzoning as a next phase solution in already dense urban neighborhoods, and we will see these populations erased from San Francisco during the period of the next Housing Element. Please see [Figures 3 through 5](#) that show where the Black, Filipino and Latinx populations changed from 2010 to 2020 based on data from the US Census.

In Section 1C of the Action Plan, outlined in this "Citywide People's Plan" below, there is a detailed process for addressing demolitions in order to prevent massive displacement of low-income and Communities of Color like what happened during Redevelopment. If the City fails

to adopt such a process for demolitions, the impacts of this new Housing Element could be even more devastating and widespread than during Redevelopment.

SF Planning is proposing to enable and incentivize market rate developers to do what the Redevelopment Agency did which is to purchase existing residences, then bulldoze them to clear the way for larger, denser market rate housing.



A Comprehensive Plan for Affordable Housing

For several decades, Planning's approach has been to devise ways of incentivizing and enabling for-profit, market-based development, while leaving affordable housing strategies to the Mayor's Office of Housing and Community Development (MOHCD). This approach has left the affordable housing community without any kind of land use or significant long term resource plan, and communities are left without a holistic approach to planning resilient, diverse communities.

This has left San Francisco's affordable housing developers to work on a transactional basis, identifying and negotiating for development prospects one at a time without a comprehensive land use and community engagement strategy that is coordinated between Planning and MOHCD. Since Planning is the lead city agency tasked with writing the city's housing policies in response to the State's requirement for a periodic Housing Element, the result is the same market-based approach that Planning always defaults to.

In order for the Housing Element to be approached in a way that truly centers racial and social equity, REP-SF believes that the fundamental question that the Housing Element should have started with was, how can we meet the State's mandated development goals in a way

that puts community expertise and racial, social and economic equity first? And how can we work together as a city, coordinating between city departments, to create a land use and resource plan that puts affordable housing and the needs of low-income and Communities of Color first?

The City's approach has left the affordable housing community without any kind of land use or significant long term resource plan.

Starting with a different question would have led to a much different set of actions and strategies which would have truly centered racial and social equity in land use. REP-SF member organizations have already engaged communities around questions that lead to planning for racial and social equity.

As stated in SOMCAN's ROSe report:

"As SOMA has the highest rate of development than any other neighborhood in San Francisco, it's important to ask who are these developments for? High-

The Housing Element should start by asking, how can we meet the State goals in a way that puts community expertise, and racial, social and economic equity first? And how can we work together as a city, coordinating between city departments, to create a land use and resource plan that puts affordable housing and the needs of low-income and Communities of Color first?

priced market-rate residential and commercial development gentrify and displace working class and immigrant communities in SOMA and across the city. Communities in SOMA must reclaim space and land for working people." These considerations are essential for communities throughout San Francisco.

We also know that there are structural issues with the way affordable housing is funded. In 2020, the California State Auditor released a detailed report about the funding and administrative barriers to affordable housing development across the State. This [CA State Auditor's assessment](#) concludes "The State Must Overhaul Its Approach to Affordable Housing Development to Help Relieve Millions of Californians' Burdensome Housing Costs." This report is vital because it details how "the State does not currently have a sound, well-coordinated strategy or plan for how to most effectively use its financial resources to support affordable housing." Without

a plan for how to mobilize its financial resources effectively, the State squanders opportunities to partner effectively with local governments, like the City of San Francisco. This, in turn, leads Planners in San Francisco to rely on misguided, market-based strategies for addressing affordable housing needs. The State Auditor's report says:

"The State plays a critical role in supporting affordable housing development and the Legislature has declared that private investment alone cannot achieve the needed amount of housing construction at costs that are affordable to people of all income levels- including households earning 80 percent or less of their area's median income (lower-income households)."

Although these structural impediments hinder affordable housing development, the organizations in REP-SF continue to advocate for greater and more effective resources for affordable housing, and some REP-SF organizations (Chinatown

Community Development CCDC, Tenderloin Neighborhood Development TND, Mission Economic Development Agency MEDA) successfully develop significant amounts of new affordable housing through new construction and by purchasing and rehabilitating existing rental housing.

REP-SF organizations successfully develop significant amounts of new affordable housing through new construction and by purchasing and rehabilitating existing rental housing.

For decades, community plans have emphasized the need for affordable housing. This is from the Chinatown Plan of 1985:

"Study after study has documented the need for new housing to meet the needs of Chinatown's low-income residents. Development of new market rate housing does not meet their needs and hastens displacement. It is low-income housing that Chinatown needs."

With this emphasis on low-income residents, the Chinatown Plan didn't seek to stop housing development. In

fact, it's apparent that at that time, for-profit developers were so focused on building commercial and offices that the Chinatown Plan has detailed requirements for these commercial developers to build new housing to meet the needs of Chinatown's residents.

Likewise, the Mission Area Plan (MAP2020) says very clearly,

"The objective of this Plan is neither to freeze the neighborhood in time nor to prevent newcomers from moving in but rather to ensure that as change happens those currently living there and their children have the voice, to stay and not be forcibly displaced. It's about preserving the ability for the neighborhood to house all incomes and not lose the affordable rental stock, business and the richness and diversity of the neighborhood along with it."

The most important feature of all the Plans that are attached is the emphasis on people - on the needs and experiences of people, and the assertion that people live in communities, in neighborhoods, and that we need to plan for both people and neighborhoods, especially around the economic and social needs of those with low-incomes and those who are without shelter.

Compilation of Community-Based Plans

All of the community plans that REP-SF organizations have already put in place can be found in the folder that's linked from here. These community plans speak to the aspirations and self-determination, and broad engagement and expertise, of various communities across San Francisco in housing, development, land use, and holistic urban planning.

Many of these community plans have been supported by the City through funding and/or support from City staff. These are significant contributions of resources, yet, when the City initiates major land use policies such as the Housing Element, it doesn't start with these community plans, or make reference to them at all. Bringing all of

The most important feature of all the Community Plans is the emphasis on people. We need to plan for both people and neighborhoods, especially around the economic and social needs of those with low incomes and those who are without shelter.



these community plans together for the first time shows clearly the breadth of community participation and community expertise in land use and housing issues. This "Citywide People's Plan" also demonstrates the long term commitment of resources by organizations throughout San Francisco to educate and engage communities, to cultivate and support community expertise, in land use, and strategies for empowering historically vulnerable and marginalized communities to build collective power and self-determination through engagement in land use and housing decisions and policies.

There are other community plans that are either in process (e.g. CHHESS reports from other Cultural Districts; updates to the SOMA Youth and Family Special Use District) by REP-SF organizations, or are noteworthy for their focus on equitable strategies and outcomes although not led

by community organizations (e.g. Sunset Forward). Plans will be added to the folder as they are completed. This "Citywide People's Plan" will also be updated from time to time as conditions and strategies change.

These community plans speak to the aspirations and self-determination, and broad engagement and expertise, of various communities across San Francisco in housing, development, land use, and holistic urban planning.



Action Plan

This Action Plan represents the collective expertise and experience of REP-SF's citywide membership, and the breadth of constituencies and communities united in putting forth bold and innovative solutions that center racial and social equity. Creating this Action Plan engaged the entire REP-SF Coalition through a rigorous, inclusive, and intentional process; including multiple working sessions, revisions by dozens of REP-SF members, and REP-SF's leadership development program, "Planning to the People: Land Use and Equity Training 2022," in which 20 new community members - ranging geographically, ethnically, and generationally - became engaged REP-SF leaders and directly shaped this "Citywide People's Plan".

This Action Plan, and the entirety of the Citywide People's Plan, is a testament to the expertise and commitment of REP-SF's membership in advancing a proactive, ambitious agenda to create new systems that will ensure an equitable San Francisco, for our communities now and for generations to come.

1. Land Use

This section outlines strategies for identifying affordable housing sites, rezoning for density that facilitates and prioritizes development of affordable

housing, and purchasing sites for preservation and new construction of affordable housing. Currently, the Housing Element uses the framework of "high resource areas" as a rationale for focusing greater intensity and density of development in the Western and Northern neighborhoods of the City, and along certain prioritized transit corridors, but the Housing Element does not prioritize affordability, nor does it present a plan for meeting the RHNA goals for affordable housing. The set of strategies detailed below seeks to refocus the City's land use policies and strategies toward meeting the affordable housing mandates.

Creating this Action Plan engaged the entire REP-SF Coalition through a rigorous, inclusive, and intentional process putting forth bold and innovative solutions that center racial and social equity.

Although "[high resource areas](#)", per California's Department of Housing and Community Development (HCD) and

Tax Credit Allocation Committee (TCAC), are intended as areas where 100% affordable housing dollars should be focused, the Housing Element intends to build between 70% and 80% market rate housing in these areas. Despite the RHNA mandates being weighted heavily toward below market rate housing with 57% of the housing targeted to low to moderate income households, the Housing Element as drafted will only yield between 20% and 30% of the housing being affordable to low to moderate income households. Therefore, the intensity and density of development that Planning has proposed for the Western and Northern areas of the City must be reimagined as areas for intensive affordable housing development. There are three significant barriers to this re-visioning towards affordable housing that must be overcome.

First, the City needs to work in coordination at the Local, Regional and State levels to make new capital funding sources available for building affordable housing that are efficient and allow for reasonable per-unit development costs on sites where affordable housing developers can build as few as 10 units. This is not currently feasible because of constraints that come along with typical affordable housing funding sources. Not only are current funding sources for affordable housing not flexible enough to support smaller scale developments that fit practically within San Francisco's urban fabric, but the scale of funding sources is not available. REP-SF and the Council of Community Housing Organizations (CCHO) estimate that San Francisco will need approximately \$4 Billion per year for the eight year duration of the Housing Element in order to meet the affordable housing mandates. A plan for funding



affordable housing is in Section 2 of this action plan.

The City needs to work in coordination at the Local, Regional and State levels to make new capital funding sources available for building affordable housing.

The second barrier that must be overcome is securing sufficient land. A crucial strategy for securing land is to land bank as many sites as possible that are eligible for affordable housing under this new financing vision. This is the only way that this Housing Element will succeed in meeting its production mandates and its equity goals- by ensuring that we have the resources and land use strategies that prioritize development of affordable housing throughout the entirety of San Francisco. A plan for acquiring land for affordable housing is in Section 1 of this action plan.

A key strategy that is not emphasized enough throughout Planning's Housing Element, but is a core strategy in community plans is the acquisition and rehabilitation of existing apartment buildings and Single Room Occupancy (SRO) buildings. San Francisco's Community Opportunity to Purchase Act

(COPA) provides "qualified nonprofits" with negotiating priority to purchase these buildings, but the biggest impediment to bringing this program to scale has been a lack of funding. There are strategies to expand this strategy in the Action Plan below.

We appreciate the understanding that Priority Equity Geographies should be excluded from some of the increased market-rate housing upzoning and streamlining prescribed, and allow community-led processes for mitigating market-rate projects. This equity lens should be expanded to include additional areas where harms can be expected from these provisions, such as the high displacement risk areas identified in the Urban Displacement Project's [California Estimated Displacement Risk Model](#) and Cultural District areas. Similarly, these Cultural Districts are appropriately identified as needing special resourcing including funding to grow community businesses and the opportunity to give input on all housing projects. These areas should be clearly given relief from the upzoning and streamlining elements in the plan, rather than the partial mitigation policies that seem to be prescribed such as consultation in zoning changes and market-rate housing streamlining in exchange for unspecified stabilization benefits.

These are some of the major, new concepts that REP-SF recommends. The following list of Land Use related Action

Items provides further detail addressing a comprehensive set of strategies for Equity in Land Use.

1A. A Real Plan for Meeting Affordable Housing Mandates

The City must develop and acquire/rehabilitate a total of 56,000 affordable housing units, approximately 46,000 from this current cycle plus approximately 10,000 deficit from last cycle. To break this down, this would mean nearly **5,100 new affordable units** in every one of San Francisco's eleven Supervisorial Districts by the year 2031.

MAP2020 (attached) already has established an affordable housing production goal of 1,700-2,400 affordable

units specifically for the Mission. This goal needs to be updated regularly to reflect additional needs since MAP2020 was published, the number of units actually completed, and units lost through demolition and conversion.

The Housing Element as drafted will only yield between 20% and 30% of the housing being affordable to low to moderate income households.

In order to meet these goals, communities working with the City must identify affordable housing development



sites in all 11 districts including publicly owned lands, and make sure that the total number of affordable units these sites will yield matches or exceeds the RHNA mandates. REP-SF encourages a community-based process to identify priority areas and priority sites.

- I. Work with low-income, American Indian, Black and other Communities of Color to identify and prioritize opportunity sites for affordable housing.
- II. Communities and nonprofit developers to work collaboratively with the City to design and implement an aggressive site acquisition and land banking strategy in order to secure and hold as many of the development sites as possible.
- III. Include sites throughout the Western and Northern areas of the City, where sites are typically small, and often less expensive than in more intensely zoned and developed parts of the city, through new funding models described in Section 2.
- IV. While targeting affordable housing for development in the Western and Northern areas, the City must not exclude ongoing significant investment in new affordable housing opportunities in the Eastern and Southern areas of the City (Priority Equity Geographies). There should be an overall increase in the amount of resources available for affordable housing, and an equitable distribution

of those resources throughout the City.

- V. Include sites owned by religious institutions which have streamlined rezoning for affordable housing per prior ballot initiative.

A crucial strategy for securing land is to land bank as many sites as possible that are eligible for affordable housing.

- VI. Restrict development on publicly owned lands for 100% affordable housing, locally owned small businesses, and nonprofit organizations, especially community-based organizations. Adopting a framework of 100% affordable development on publicly owned land would create a major pool of land resources to maximize and lower the cost of affordable development.
- VII. The term "affordable" must be defined by low-income, American Indian, Black and other Communities of Color in terms that meaningfully promote community stability and uphold a right to housing. Potential standards may include, but are not limited to:
 - patterns of displacement: reparations for historical harms, affordability based on displaced house-

holds' ability to return to their communities in SF;

- housing our essential workforce to sustainably live in the city they serve;
- ensuring that affordability is accessible to the youth coming up in the city, to people with disabilities, and to the elders that struggle to affordably age in place on limited fixed incomes, and based on the needs of current residents struggling to remain in their communities.
- going beyond the limiting standards set by federal, state, and local programs that nominally subsidize rents without achieving true affordability.
- reviewing the standard of affordability that households should pay 30% of their income toward their housing expenses. There is a proposal that payment standards be

set with a "[residual income](#)" [measure](#). While this would generally result in reinforcement of the 30% standard, those with extremely low-incomes, and those in permanent supportive housing, would likely have their payment standard lowered to more appropriately reflect their ability to pay relative to other living expenses.

VIII. Increase the percentage of units in 100% affordable buildings that are dedicated to households with extremely low and zero incomes, and ensure that appropriate levels of resources and funding are committed for additional intensive staffing required to ensure success.

A. Households with extremely low and zero incomes include: families in shelters, families crowded into SRO's, people currently living on the street, and others living in



overcrowded and unpermitted situations.

There needs to be 5,100 new affordable units in every one of San Francisco's eleven Supervisorial Districts by the year 2031.

1B. Public Input & City Processes

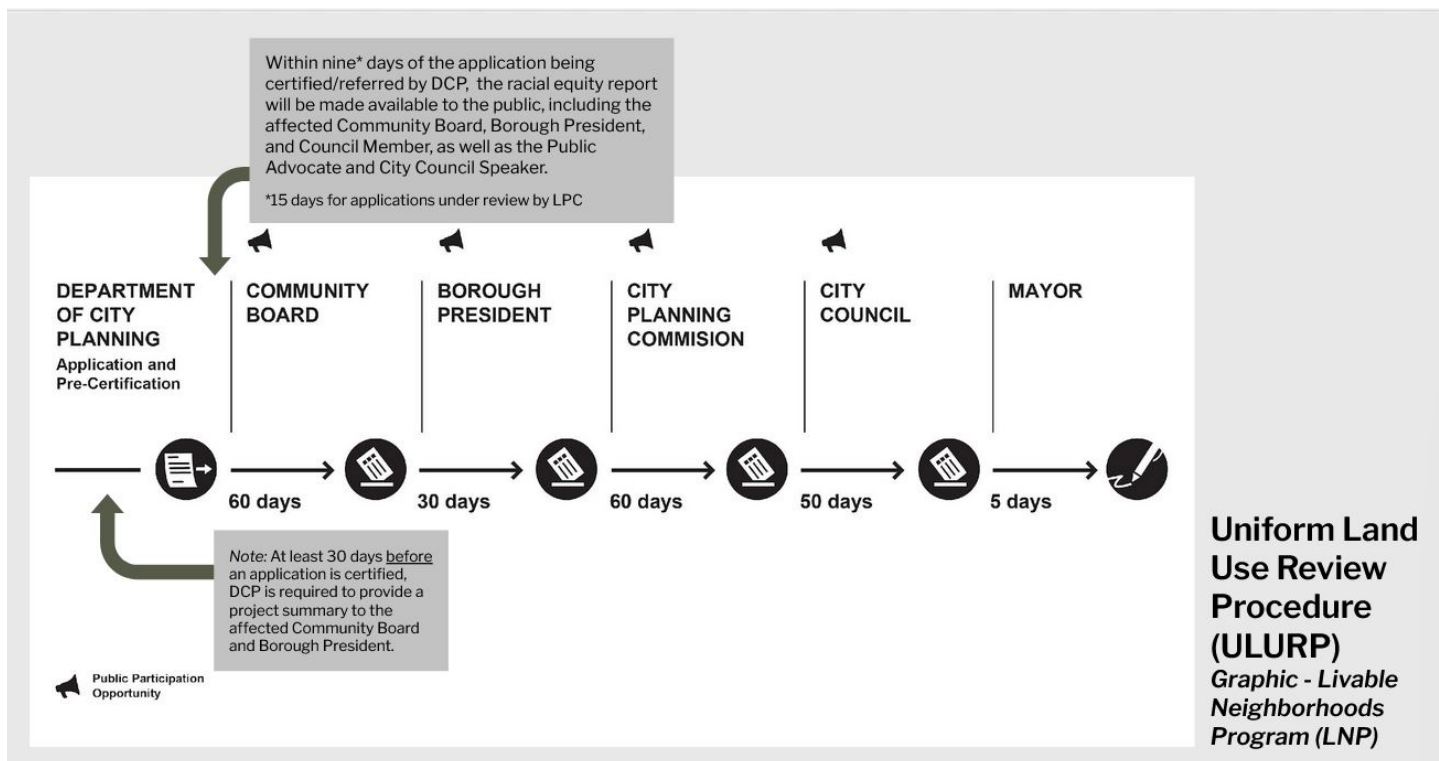
The City must establish a new project approval and entitlement process for market rate housing developments that retains public input and process, but has clear time frames for each part of the

process, so project reviews and approvals can take far less time than they do today while retaining democratic, public participation in the process.

I. Our Cultural Districts and American Indian, Black, and other Communities of Color and low-income communities must retain the right to participate in development and land use decisions.

II. Develop an entitlement review process that retains public input and participation while significantly shortening project approvals. This can be achieved by committing to statutory time frames for each step of the entitlement process so projects move expeditiously from application to a final decision. One example to work from is the Uniform Land Use Review Procedure in New York





City where the first step of the process takes only 60 days, but engages the public in a public meeting before the neighborhood-based Community Board along with the developer. Meetings are in the community, in the evening to ensure broad participation. The project cannot move forward until the Community Board finalizes recommendations based on the community input. These recommendations are submitted from the Community Board to Planning staff. This entire process must be completed within 60 days.

Although New York's process is citywide and comprehensive in its management of the entire entitlement process, we have a similar process here in San Francisco for how the "Community Board" part of the review process could be managed. San Francisco's Bernal Heights neighborhood has had a similar process in place for

decades through the [Northwest Bernal Heights Design Review Board](#).

This is a [resource](#) describing the history of Community Boards in New York City, how they function, what their budget is, etc. This is another [resource that recommends updates and changes](#) to NYC's Community Boards.

The City must identify affordable housing development sites in all 11 districts including publicly owned lands.

III. Similar to the analyses required in New York, incorporate an equity analysis into the new approval process.

A. At a minimum, require developers to provide a demographics

report about the neighborhood surrounding their proposed development, along with detailed information about what the developer is proposing to build. REP-SF recommends looking to [New York City's Equitable Development Data Explorer](#) as a model.

The term "affordable" must be defined by low-income, American Indian, Black and other Communities of Color in terms that meaningfully promote community stability and uphold a right to housing.

- B. REP-SF recommends reviving the [Healthy Development Measurement Tool](#) that Planning developed jointly with the Department of Public Health during the Eastern Neighborhoods rezoning in the 2000's. This HDMT provided critically important data about communities, and enabled evaluation of proposed developments and whether they furthered the building of healthy, holistic communities.

[plain language](#), translated into all of the City's official languages with a 3-dimensional drawing and clear description of what project is being proposed for the site. Currently, Planning notices that are posted at development sites are a jumble of code references, without any clear, plain language description of what the developer is proposing to demolish and/ or build.

1C. Demolitions

Planning's new Housing Element recommends demolition of existing housing in a number of its strategies. Even without these new policies that encourage demolition, our communities have suffered massive displacement from demolitions as evidenced by the [Housing Balance reports](#). Without the following recommendations, the Housing Element will continue to be tantamount to an Urban Renewal or Redevelopment strategy as described above. REP-SF strongly recommends the following new policy be included in the Housing Element and pursued on a priority basis:

- I. A Conditional Use Permit will be required for every residential demolition and "tantamount to demolition." The Planning Department has recommended that there only be a public hearing if the residences are tenant-occupied, but current experience in our communities tells us that tenant advocates often need to

IV. Planning notices should be in [clear,](#)

force public hearings in order to reveal that tenants have either been forced to leave, or are still living at a property that a developer represents to Planning as being "vacant."

- II. If there are any rent controlled units existing at the property, every one of those rent controlled units must be replaced in the new development one for one.
 - For clarity, "rent controlled units" include the following pre-1979 structures: multiple but separate residential structures on a single property; single family homes with ADUs; single family homes with multiple, separate leases.
- II. These "replacement rent controlled units" are additional to any BMR units that the developer is required to provide.
- III. If the units proposed to be demolished or are proposed for extensive rehab that is "tantamount to demolition" are occupied, the developer must pay for temporary relocation for all occupants to other rental housing within San Francisco for the duration of the development. The developer will be responsible for finding this temporary housing, and will also be responsible for paying the difference between the tenant's current rent and the rent in the temporary rental unit for the

entire duration of the temporary relocation.

- IV. The developer will pay all expenses for the tenant to relocate to the temporary housing, then will also pay all expenses for the tenant to relocate back to the newly constructed project.
- V. The developer will have these same obligations to all occupants at the property, including tenants and subtenants, and anyone living at the premises whether on a lease or not.
- VI. Once the development is completed, and the tenants return into their newly constructed, rent-controlled units, their initial rent will be the same as the rent had been prior to their temporary relocation, with the appropriate annual Rent Board increases applied.
- VII. If there has been a buy-out, or no-fault eviction at the property, including by Ellis Act or Owner-Move-In, the request for demolition will be denied.

1D. Affordable Housing: Acquisition, Preservation, and Enforcement

Achieving these historically ambitious levels of affordable housing production will require investment in capacities and

strategies that have never been made before. Nonprofit, community-based affordable housing developers need to increase their staffing. The Mayor's Office of Housing will be managing projects and funding sources on a huge, new scale which will require additional staffing. Even the Planning Department will have to create a new permit review and expediting team that focuses on affordable housing developments. In addition, we need to be creative about how we approach existing buildings and other creative ways to create new affordable housing that go beyond just thinking about starting new construction from scratch.

- I. Invest in additional project management capacity throughout the network of San Francisco, community-

based affordable housing developers, and at the Mayor's Office of Housing and Community Development.

- II. Invest in a permit review team at the Planning Department that has expertise in affordable housing developments.
- III. Tenants at Plaza East demand that Plaza East remain 100% affordable.

Without the following recommendations, the Housing Element will continue to be tantamount to Urban Renewal.



- A. The 270 market rate housing units that the City has included in the sites inventory for new market rate units must be removed.
- IV. REP-SF strongly urges adaptive re-use of unused commercial office buildings as affordable housing, beginning with an analysis of the unrealized potential in vacant commercial office buildings to yield affordable housing.
 - A. This strategy should include a plan for statewide advocacy for funding since this is not an opportunity that is entirely unique to San Francisco, and will require resources beyond what our City can provide.
- V. Need to support low-income homeowners to develop deed-restricted, affordable units added to their homes, and to create a program for nonprofit developers to provide project management and technical assistance to these low-income homeowners.
- VI. Update the [Small Sites/Housing Preservation Program](#) based on recommendations from CCHO and the SF Anti-Displacement Coalition, and significantly increase investment in this program as an anti-displacement strategy.
 - A. Deployment of the Small Sites Program should take full advantage of the Community Opportunity to Purchase Act (COPA) that provides Qualified Nonprofits with

negotiating priority, and must be equitably distributed to address needs throughout the City.

- VII. Invest in staffing to strictly enforce the [Short Term Rental](#) and [Intermediate Length Occupancy](#) programs and provide a public registry of these units in order to limit, as much as possible, any conversions of housing to these corporate and commercial uses.

Achieving these historically ambitious levels of affordable housing production will require investment in capacities and strategies that have never been made before.

- VIII. Enforce the vacant homes tax, and encourage owners to make these homes available, or explore purchasing them with eminent domain if necessary.
- IX. Move forward with innovative recommendations of affordable and social housing models from the Housing Stability Fund Oversight Board (HSFOB).
 - A. This includes investment in new models of "social housing" which

voters approved, and which the HSFOB has been working to define.

- X. Use eminent domain to purchase unused single story commercial buildings to be re-built for 100% affordable housing and community serving businesses.
 - A. Especially for supportive housing for those who are currently homeless.
- XI. Purchase tourist hotels to be renovated and converted to studio housing units.
- XII. Purchase residential buildings with high vacancy for affordable housing stock. Use eminent domain if necessary in cases where vacancy is the result of units being held off the market.
- XIII. Reclaim former SRO buildings that were converted to 'tech dorms' or high end 'student housing' and are empty or no longer viable.
- XIV. Support Community Equity and Ownership in Housing Development
 - A. Commit to a meaningful expansion of community ownership through preservation housing acquisition which opens up opportunities for community control of land and housing, meaningful tenant protections and strong tenant participation.
 - B. Support nonprofit affordable housing developers including

community land trusts, tenant associations, housing cooperatives, community development corporations, etc.

- C. Support collective and limited equity types including homeownership, housing cooperatives, co-housing, etc.
- D. Expand support for the Community Opportunity to Purchase Act (COPA) to purchase existing apartment buildings through the Small Sites Program and to purchase new sites for 100% affordable housing development.

Project reviews and approvals can take far less time than they do today while retaining democratic, public participation in the process.

1E. State-Level Advocacy

Two California State bills, SB828 and SB35 both passed in 2017, but their impacts are just now being understood broadly throughout California. SB828 is the bill that was supposed to fix the system for establishing the Regional Housing Needs Allocations (RHNA) across the State that was widely seen as being problematic. The result of SB828's new methodology for calculating RHNA was an explosion



of housing production goals across California. The companion measure, SB35 effectively allows developers who propose to build a project targeted at income levels for which a jurisdiction is under-producing, to bypass any public hearings or public input process. Since the housing production goals caused by SB828 are so extraordinarily high for every jurisdiction and at every income level, within the next couple of years, now that new RHNA goals are set, SB35 will kick in and every development proposal will be able to bypass public hearings and public review.

As if this situation wasn't bad enough, SB828 turns the RHNA housing production goals into mandates, and instead of providing resources from the State to local jurisdictions to help support the affordable housing mandates,

SB828 instead threatens to withhold transportation and affordable housing subsidies.

Withholding state funding for transportation and affordable housing as a bludgeon to force jurisdictions to reckon with obscenely inflated housing production "mandates" is not just bizarre public policy, but is disempowering to communities, especially those that have been advocating for racial, social and economic equity and housing justice while suffering from the impacts of market-rate housing for decades. Mandates for building housing should respond primarily to the needs of communities that are most vulnerable to displacement and suffering most from the high cost of housing.

Along with these mandates should

come significant new resources for affordable housing, and efficiencies at the State level like those recommended by the [State Auditor in their 2020 report](#), not the withholding of funding that could actually be used to provide the affordable housing that our communities desperately need. Both SB828 and SB35 must be significantly reformed either through amending legislation or through Statewide initiative.

The result of SB828's new methodology for calculating RHNA was an explosion of housing production goals across California. Now that these new RHNA goals are set, SB35 will kick in and every development proposal will be able to bypass public hearings and public review.

Recent passage of AB2011 in 2022 has caused significant concern, because it will incentivize and "streamline" market rate housing in areas of the City that have already been severely impacted by decades of escalating market rate housing development. Many of these areas have seen significant displacement

of low-income, American Indian, Black and other Communities of Color as a result of the concentration of market rate development. AB2011, unless amended, and unless local controls are put in place, will cause significant, further displacement of these vulnerable communities, and drive up land costs in these neighborhoods contributing to the cycle of gentrification. Further, AB2011 overrides existing neighborhood controls such as project conditions for approval intended to keep these communities stable, pushing market rate housing in many cases right back into the most vulnerable communities and away from upscale areas where building will be less profitable. Amendments to AB2011 are needed to protect small businesses from displacement by identifying buildings that have active small businesses currently or within the past 5 years as not being eligible for streamlining.

- I. Work with SF's two Assemblymembers to pass follow up legislation that amends AB2011 to mitigate the displacement and further harm it is poised to inflict on low-income communities and Communities of Color throughout San Francisco.
 - A. Advocate for new legislation that amends AB2011 to prevent the displacement of community serving businesses and working class jobs, ensure equity outcomes and neighborhood protection, and keep streamlined market-rate housing out of communities where it is

certain to have harmful impacts.

- II. Advocate for Ellis Act Eviction reform legislation at the State level to end the practice of LLCs purchasing buildings and using the Ellis Act or threat of the Ellis Act to clear the building to create speculative units.
- III. Advocate to repeal State Costa Hawkins legislation to avoid rent being increased when a unit is vacated.

Many areas targeted by AB2011 have seen significant displacement of low-income, American Indian, Black and other Communities of Color as a result of the concentration of market rate development.

- IV. Reform State Senate Bills SB35 (The Housing Accountability and Affordability Act) and SB828 (Fixing RHNA - Making Housing Assignments More Equitable)
 - A. Need to retain community input into development. As it stands, these two State Senate bills will combine to streamline all housing due to the fact that SF will not be

able to meet its RHNA mandates in any of the four income categories.

1F. Holistic Communities

We don't just live in housing, we live in communities. Any set of policies for housing must include strategies for building whole, healthy communities. This has always been true, but the scale of the State RHNA mandates have the potential to change our built, urban environment faster than San Francisco has changed in any of our lifetimes. It is imperative that we meet this challenge by planning for communities that holistically support racial, social and economic equity.

- I. Any housing plan has to provide for other critical elements that make up a holistic, healthy, vibrant, diverse community.
 - A. Parks and open spaces that are accessible and allow for a range of community uses. So much of San Francisco's housing is small units, in buildings with little to no open space, so available, accessible open space is critical.
 - B. Locally owned businesses (including "production, distribution and repair" businesses) that provide affordable, culturally and linguistically responsive goods and services are also critical. These spaces, currently being rapidly replaced by market-rate housing, provide jobs and economic opportunities for residents, make residents feel welcome- like they are part of a

whole community, and provide the goods and services that residents need at prices they can afford.

- C. Public transit improvements that are focused on linking neighborhoods to each other rather than being so focused on downtown. Increasing transit to hospitals, SF State University, and the various City College campuses. Increasing late night transit service between neighborhoods.
- 1. These transit improvements must be prioritized based on the increased benefits they provide to underserved Communities of Color.

2. Funding

Strategies for sufficiently funding affordable housing should take into consideration that existing funding mechanisms severely constrain San Francisco's ability to creatively develop affordable housing utilizing a number of

diverse affordable housing strategies. Simplifying the funding structures for affordable housing ([refer to the State Auditor's report from 2020](#)) will result in much faster implementation, and much lower per unit costs. This partial list below demonstrates the need for active and consistent advocacy, leadership, and coordination across public agencies and legislative bodies.

We don't just live in housing, we live in communities.

For this Housing Element cycle, in order to achieve the affordable housing mandates, to support existing tenants to remain in stable, affordable, dignified housing, San Francisco will need at least \$4 Billion in annual capital subsidies from Local, Regional and State sources, especially sources of funding that do not currently exist.



San Francisco will need at least \$4 Billion in annual capital subsidies from Local, Regional and State sources, especially sources of funding that do not currently exist.

While this seems like an enormous sum, it's important to contextualize such a large amount. San Francisco's municipal budget is larger than \$12B, and California's \$235B budget maintains the 5th largest economy in the world. In addition to a re-prioritization of resources from these two large government entities, there is tremendous wealth in major San Francisco and Bay Area-based corporations that must be taxed. As of the end of September 2022, Alphabet had more than \$116B; Meta had more than \$40B; Apple had more than \$48B; Cisco had nearly \$20B in "cash on hand." This is just the cash on deposit and short term assets that can be liquidated immediately. And these are just a few of the corporations hoarding hundreds of billions of dollars that could be mobilized to guarantee stable, affordable, dignified housing for all, throughout the State of California.

It might be strategic to approach this significant funding expansion in phases.

For instance, if in the first year, there was \$1B to \$2B available, this could go a long way toward land banking development sites, and purchasing existing apartment buildings and SRO's. There could be increases in funding in future years to move the pipeline of new construction and rehabilitation forward, now that these critical properties are secured, while continuing to purchase additional sites to be land banked for the ongoing pipeline of development. In order to ramp up to bringing 46,000 new affordable units on line in eight years, it will take a massive increase in capacity to manage these projects, and a thorough plan for securing sites and moving each of those developments through the pipeline.

2A. Local

- I. Expedite implementation of the SF Municipal Bank to make construction term and permanent funding available for 100% affordable housing development and Acquisition/ Rehabilitation projects. Municipal financing could be provided at far lower costs to projects, and therefore, provide a much greater efficiency of resources than the commercial sources of funding the City currently relies on.
- II. Require greater transparency through the City's budget and reporting process so there is full annual disclosure of every dollar that is restricted for affordable housing,



and its particular use restrictions; and every dollar that is unrestricted, and therefore, eligible to be spent on affordable housing. In terms of reporting, there should be an annual report of how much money was spent on affordable housing in the prior year and what that money was spent on.

III. Conduct an updated Residential Affordable Housing Nexus Analysis and, if there is a demonstrated increased need for affordable housing, increase the Inclusionary Affordable Housing Fee.

IV. Augment and allocate general obligation bonds, certificates of participation, housing trust fund,

general fund support, and allocate portion of city reserves, for critical affordability needs:

- A. Extremely Low-Income: Expand the Local Operating Subsidy Program, Senior Operating Subsidy, and create a Disability Operating Subsidy to cover more affordable housing and supportive housing options
 - 1. Including the Small Sites/Housing Preservation Program tenants for LOSP, SOS and DOS support.
 - 2. Create and expand options for tenants to have portable LOSP, SOS and DOS rental assistance.
 - 3. These rental subsidies must be accompanied by significant funding for building repairs,

especially for Small Sites Program buildings for the long term, so major capital repairs and replacements are not a financial burden borne by tenants.

- B. Explore progressive tax revenue measures, such as gross receipts tax, transfer tax, jobs-housing linkage fees, etc. and move these forward as each becomes viable.

2B. Regional

- I. Regional Bond for affordable housing through Bay Area Housing Finance Agency that must be coordinated effectively with both the State and City of San Francisco funding sources for affordable housing.

2C. State

- I. Partner with the State for new dedication of State resources
 - A. Refer to the [CA Auditor's report](#) that calls for real coordination of resources between State funding agencies, and between the State and Local jurisdictions, and more efficient use of capital subsidies.
 - B. Support further and ongoing investment in the [Community Anti-displacement and Preservation Program](#) and use of this program in San Francisco.
 - C. Foreclosure Intervention Housing Preservation Program (FIHPP)
 - D. State bonds and state general fund support

- E. Annual statewide allocations into the local Housing Accelerator Fund in order to finance land banking and 100% affordable housing development
- F. Need to identify a constant, reliable, major source of capital funding to be added to the equity raised through the Low Income Housing Tax Credit program. If developing affordable housing costs roughly \$900,000 per unit, and roughly 20% of those costs are financed and 80% are subsidized, this translates to \$720,000 per unit times 56,000 units which equals \$40,320,000,000 (\$40.32B). If we commit just to meeting the 46,000 units, this equals \$33.12B in subsidies over 8 years (\$4.14B per year).
 - 1. This will require a partnership between the State and the City to prioritize subsidies for affordable housing at the scale necessary to achieve these goals- and to simplify the way funding sources are layered for each individual project.
 - 2. By identifying new, major, sustained sources of capital funding, it will expand the range of eligible sites that can be developed as affordable housing because nonprofit affordable housing developers won't have the massive fixed costs associated with LIHTCs that need to be spread out over 90+ units.
 - 3. Simplifying the funding layering

and coordinating affordable housing objectives and priorities between the State and City would speed up the development process, and bring more affordable housing units online faster.

2D. Federal

- I. Federal
 - A. Advocate for expansion of public/social housing funding
 - B. Advocate for expansion of section 8 rental and homeownership subsidies

3. Capacity

Funding affordable housing and purchasing sites is not enough to meet the affordable housing goals. The City must increase communities' capacities to build and manage the new projects.

- I. Support expansion of nonprofit project management capacity, especially focused on areas of the city that haven't seen much affordable housing development.
 - A. Build capacity of American Indian, Black and other Communities of Color to lead on affordable housing development, especially in the



Western and Northern areas of the City where the Housing Element proposes that most of the new development occur, and where there currently is no community-based affordable housing developer.

- II. Support augmentation of the project management team at the Mayor's Office of Housing and Community Development to manage all the new funding for affordable housing, and to keep the high volume of new projects moving along expeditiously.
- III. Invest in a new permit review team at the Planning Department that focuses on reviewing and entitling 100% affordable housing.
- IV. Support new systems of property management and asset management for efficiencies and low cost/ per unit for expanded portfolios that include mid and smaller size buildings.

- V. Commit to a broad education and outreach program that is culturally and linguistically accessible, about affordable housing especially to parts of the city that haven't seen much affordable housing development.
 - A. Allow developers to do community outreach when they are responding to a Notice of Funding Availability (NOFA).
- VI. Support the creation and expansion of culturally and linguistically competent neighborhood based organizations to acquire and manage residential properties
- VII. Support neighborhood efforts to create and implement community plans and strategies that address affordable housing needs.



A background image showing a crowd of people at a protest, overlaid with a semi-transparent orange rectangle. Some protest signs are visible, including one that says "WEST SIDE WANTS AFFORDABLE HOUSING".

Community Plans

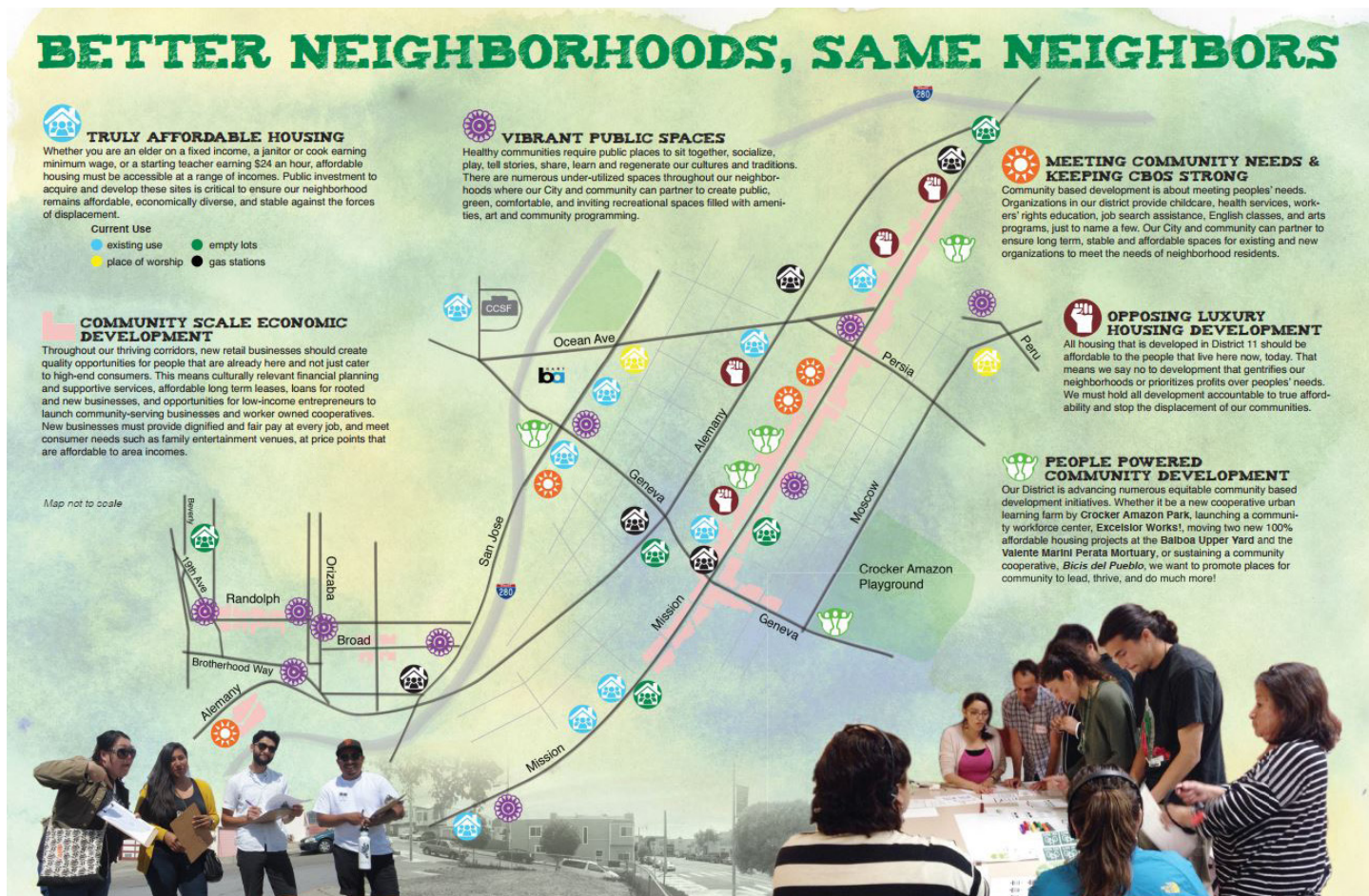
Finalized and Adopted Community Plans

- Chinatown Community Plan, 1985
- SOMA, SOMCAN, Reclaiming Our Space (ROSe), 2022
- SOMA, SOMA Pilipinas, CHHESS Report, 2022
- Tenderloin, Tenderloin People's Congress, Tenderloin Vision 2020
- Mission, Mission Area Plan, MAP2020
- Excelsior, PODER, Better Neighborhoods Same Neighbors, 2015

Plans Still Pending Completion and/or Approval

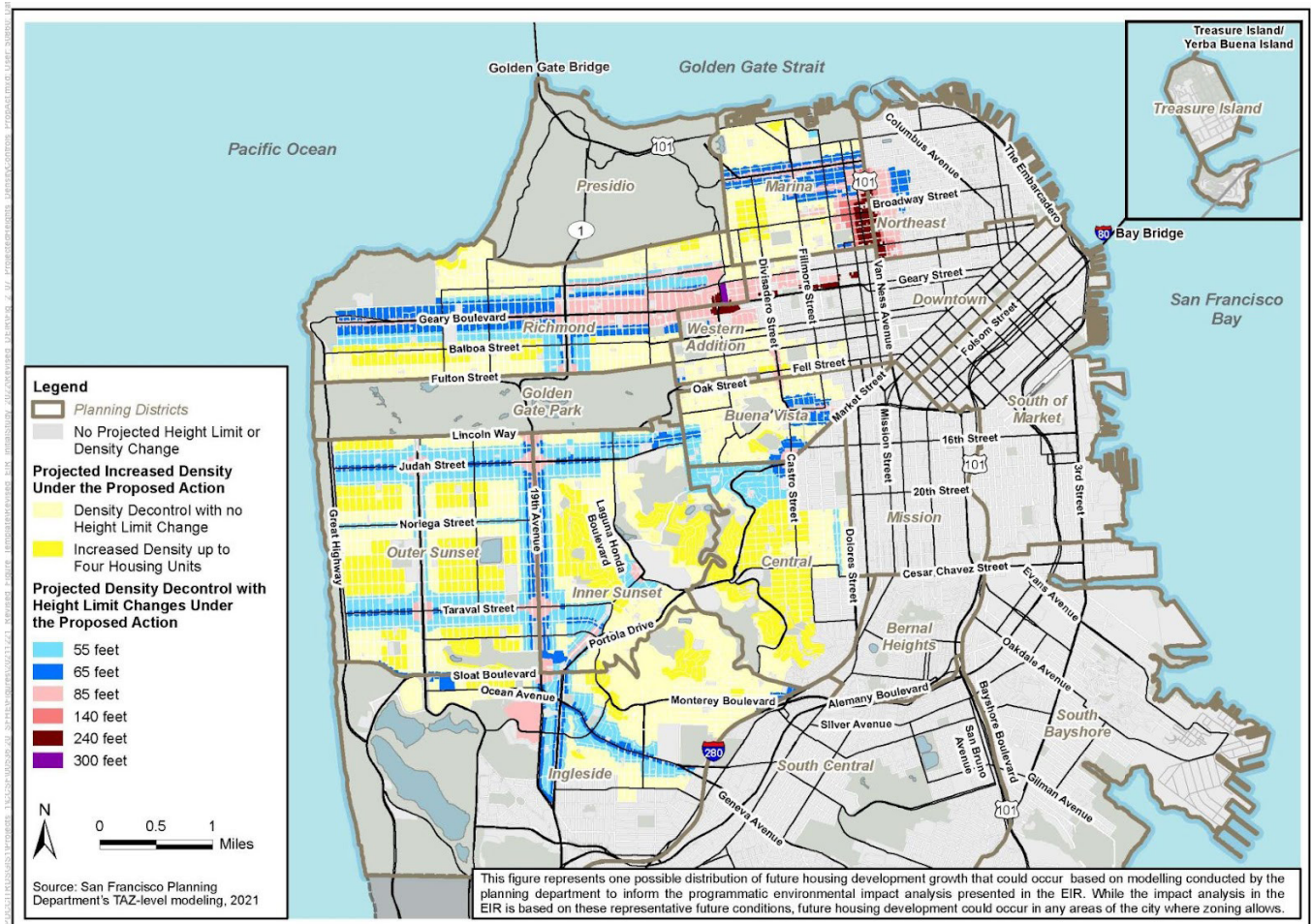
- Sunset, Sunset Forward, 2022
- SOMA, SOMA Youth and Family Special Use District, 2022 update
- Mission, Calle24, CHHESS Report
- Mission, American Indian Cultural District, CHHESS Report
- Bayview, SF African American Arts & Cultural District, CHHESS Report

Better Neighborhoods, Same Neighbors (CUHJ)



Community Plan for the Excelsior: Communities United for Health and Justice (CUHJ)

Figure 1



San Francisco Housing Element 2022 Update
Case No. 2019-016230ENV

Figure 2-7
Projected Heights and Density Controls Under the Proposed Action

Figure 1: Proposed Heights and Density Controls Under Housing Element 2022

Figure 2

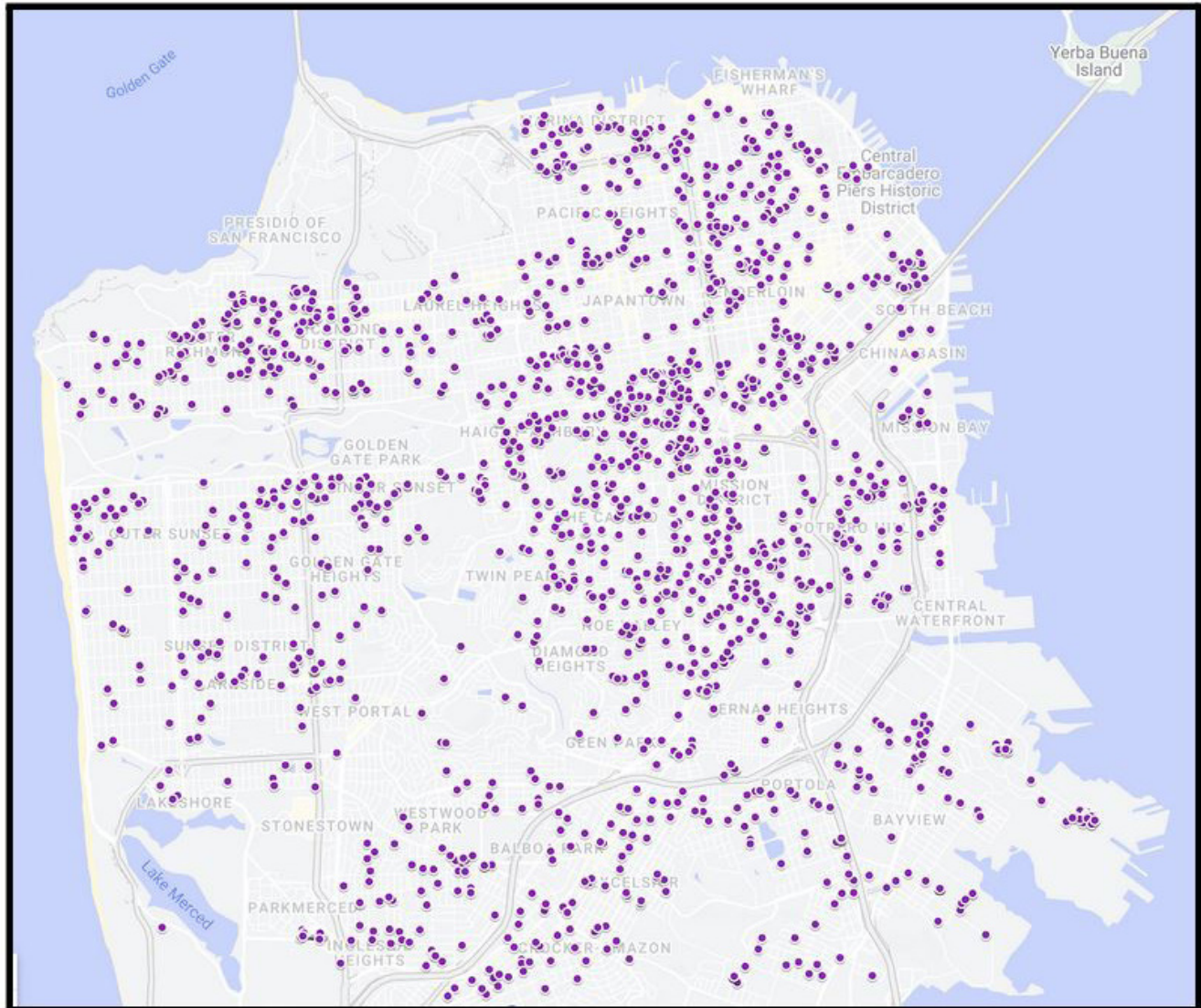


Figure 2: Map of Multi-Family Buildings Placed in Service during the 2014 - 2022 Housing Element cycle. Data source: SF Planning Department

Figure 3

Percent Change in Black/African American Residents By Neighborhood (2010-2020)

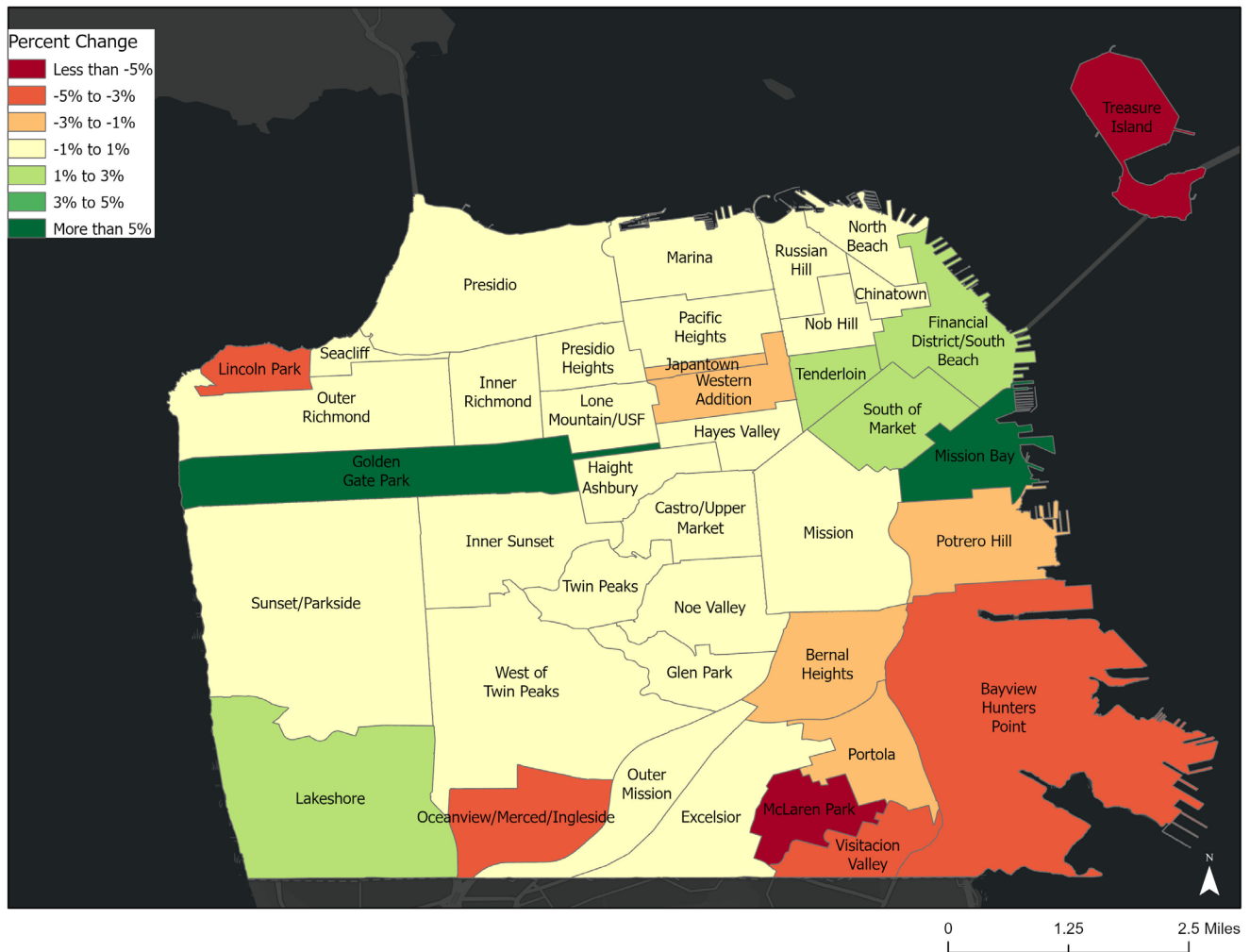


Figure 3: Percent Change in Black/African-American Residents By Neighborhood (2010 - 2020). Data source: US Census

Figure 4

Estimated Change in Number of Filipino Residents By Neighborhood (2015-2020)

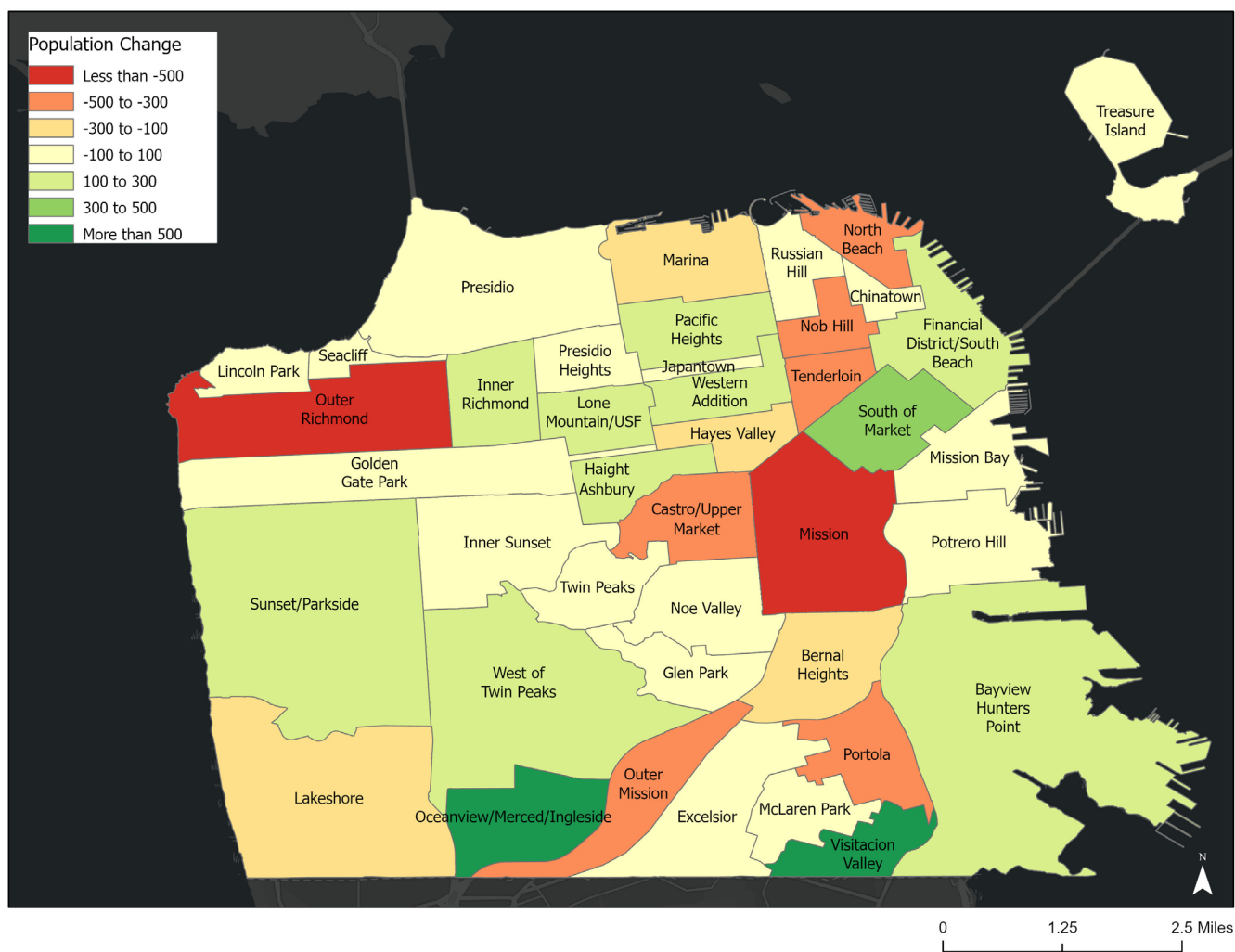


Figure 4: Estimated Change in Number of Filipino Residents By Neighborhood (2015 - 2020). Data Source: US Census

Figure 5

Change In Percent of Hispanic/Latino Residents As Share of Total Neighborhood Population (2010-2020)

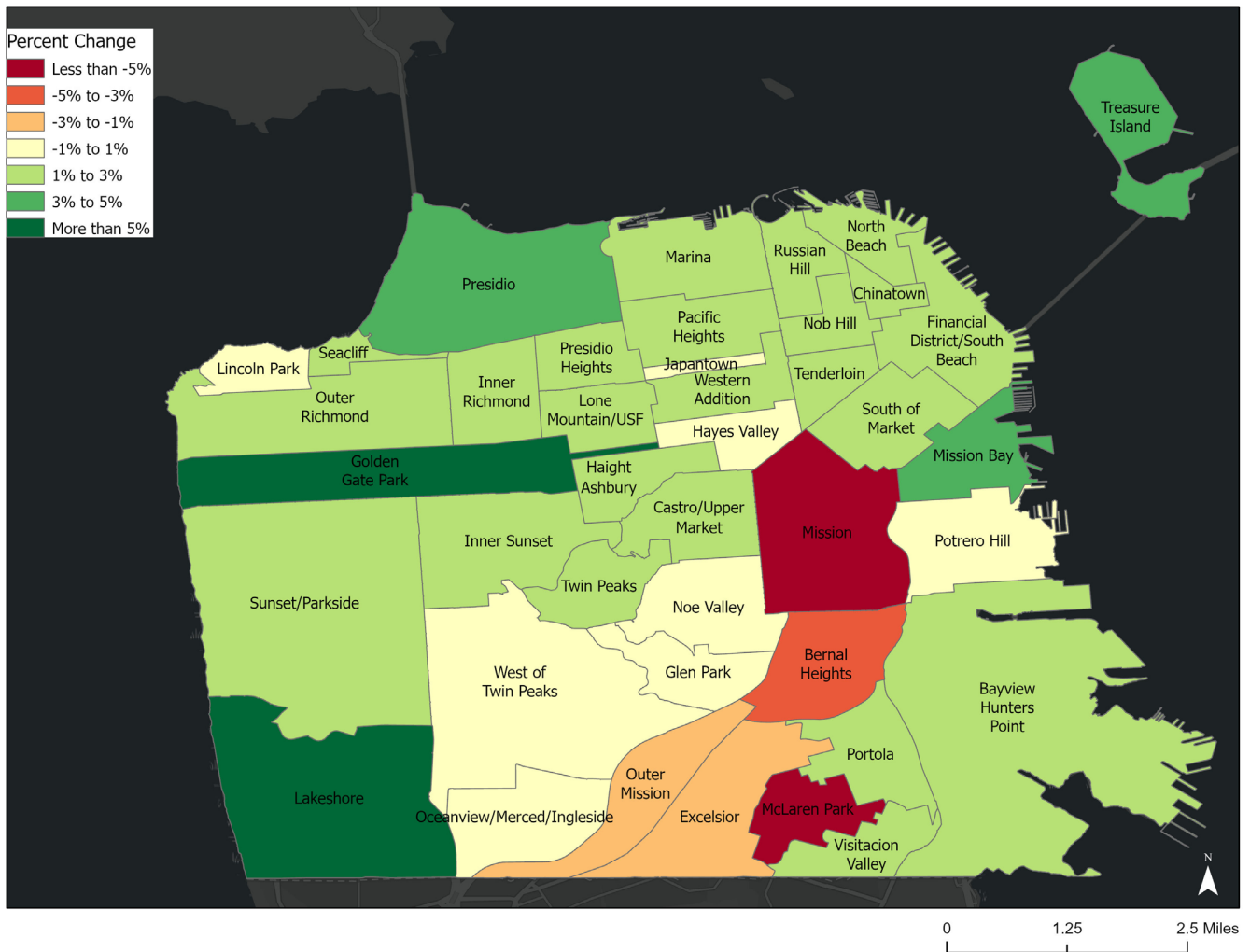


Figure 5: Change in Percent of Hispanic/Latino Residents As Share of Total Neighborhood Population (2010 - 2020). Data Source: US Census

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: FW: Public comment re: Housing Element, 11/15/22
Date: Tuesday, November 15, 2022 5:32:00 PM

From: Denise Wong <denise@hrcsf.org>
Sent: Tuesday, November 15, 2022 5:25 PM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Subject: Public comment re: Housing Element, 11/15/22

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

Hello,

I am writing to submit public comment regarding the housing element for the 11/15/22 Board of Supervisors meeting. My comment is below:

Good afternoon Supervisors,

My name is Denise Sicat Wong and I am the Staff development Director at Housing Rights Committee of San Francisco. I'm here to urge you to adopt the **Citywide People's Plan for Equity in Land Use** as the foundation of your housing policy priorities for the next eight years.

I am particularly concerned about the city's current plans to construct 272 units of market rate housing in the Plaza East community, a complex in the heart of the Fillmore District.

The Fillmore was once a thriving hub for the city's now dwindling Black community, and it is shameful that the city is considering a proposal that will indubitably accelerate displacement and exacerbate racial inequity. I'm here to echo the community's demands that this provision be unequivocally removed.

If it were effective to concentrate on increasing the supply of market-rate housing and ignoring the needs of our diverse San Francisco community, it would have worked by now.

Eight years and thousands of vacant luxury units later, it's pretty obvious that it hasn't. Please consider **REAL** solutions to the housing crisis by investing in housing for our working class communities, dropping the privatization of Plaza East, and adopting the People's Plan. Thank you.

Thank you,

Denise Sicat Wong

Sent from my iPhone

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#)
Subject: FW: Board of Supervisors Nov. 15 Agenda Item 221033 - Public comment on Draft Housing Element 2022 Update
Date: Tuesday, November 15, 2022 7:01:00 PM

From: Lori Yamauchi <llyamauchisf@gmail.com>
Sent: Tuesday, November 15, 2022 5:26 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: Glynis Nakahara <gnakahara@yahoo.com>; Emily Murase <emurase@japantowntaskforce.org>; PrestonStaff (BOS) <prestonstaff@sfgov.org>; Hillis, Rich (CPC) <rich.hillis@sfgov.org>; Caltagirone, Shelley (CPC) <shelley.caltagirone@sfgov.org>; Small, Maia (CPC) <maia.small@sfgov.org>; Banales, Julian (CPC) <julian.banales@sfgov.org>; Leon-Farrera, Malena (CPC) <malena.leon-farrera@sfgov.org>; De Alva, María (CPC) <maria.dealva@sfgov.org>; Ionin, Jonas (CPC) <jonas.ionin@sfgov.org>; Alice Kawahatsu <alihakawa@gmail.com>; Jeremy Chan <jeremy.lee.chan@gmail.com>; Mark Moriguchi <moriguchicpa@sbcglobal.net>; Susie Kagami <skagami@japantowntaskforce.org>
Subject: Board of Supervisors Nov. 15 Agenda Item 221033 - Public comment on Draft Housing Element 2022 Update

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

President Walton and members of the Board,

I am Lori Yamauchi, a 41 year resident of San Francisco. I serve on the board of the Japantown Task Force, whose mission is to preserve and develop San Francisco's Japantown.

As one of three remaining Japantowns in the country, San Francisco's Japantown is a community that has been eviscerated by government policy, through the WW II incarceration and the City's Redevelopment program.

Japantown Task Force has been engaged in discussions with the Planning Department about the Housing Element over the past two years. Japantown has long enjoyed a collaborative relationship with the Planning staff, since it became San Francisco's first cultural district in 2013. The Task Force greatly appreciates that the 2022 Housing Element is focused on racial and social equity, with attention to communities of color harmed by governmental actions.

The Task Force affirms the need for more housing, particularly affordable housing, in Japantown. We appreciate that Japantown has been designated in the Housing Element as an Area of Vulnerability and therefore a Priority Equity Geography. At the same time, Japantown is located along Geary Boulevard, a transit corridor, where the Housing Element is promoting

more housing and is located in a Well Resourced Neighborhood.

Given its past collaboration with Planning staff, Japantown Task Force was surprised when it discovered in the April Draft EIR for the Housing Element that the Planning staff was evaluating potential rezoning to increase the height limit from 50' to 240', a nearly fivefold increase, and removal of housing density limits on the superblocs between Laguna and Fillmore, where the Peace Plaza, malls and theater are located. We were assured that the height limit increases are a hypothetical and not a legislative proposal, and any changes in zoning in a Priority Equity Geography like Japantown will not occur unless requested through community-led processes. However, we were concerned about the signals to property owners that the Housing Element maps send about potential height increases and the inflationary pressures on property value.

Since registering our concerns with the Planning Commission and staff over the past few months, we were notified today by Planning staff (and heard Director Hillis state to Supervisor Preston) that **no rezoning of Japantown will occur unless requested by community led processes, and Japantown has been REMOVED from the increased height limit and density maps.**

The Task Force looks forward to engaging our community in working with the City on creating an area plan, building on previous planning processes, to inform the development of community benefits that would mitigate effects of new development with affordable housing.

Thank you for receiving my testimony.

Sincerely,

Lori Yamauchi

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#)
Subject: FW: Re housing element public comment
Date: Tuesday, November 15, 2022 7:24:00 PM

From: Maria Zamudio <maria@hrcsf.org>
Sent: Tuesday, November 15, 2022 7:06 PM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Subject: Re housing element public comment

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

My name is Laura Gomez, and I have been resident at Plaza East Apartments in the Fillmore since 2011. The redevelopment proposed by our corporate landlord, McCormack Baron Salazar, will tear down 193 affordable units and turn them into a high-rise apartment complex with 270 market rate units, which will not only take away affordable units from those who need them, but also price out the remaining low-income residents of the Fillmore over time. We need to guarantee they restore the 273 affordable units originally at Plaza East, increase the number of below-market-rate units instead of adding market-rate ones, and address our unacceptable safety and habitability issues.

Housing policy that centers developers' power to build what they want, without ensuring they preserve and adequately maintain what they build for low-income tenants, is a recipe for displacement. That's why the People's Plan was created by tenants and housing experts to address racial and social inequality and the decades of displacement faced by people like me. Thank you.

Good evening Supervisors. My name is Maria Zamudio and I am with the Housing Rights Committee of SF and a member of the REP Coalition,

The REP Coalition appreciates the hard work of Planning staff to incorporate many of REP's recommendations into the Housing Element. However, we need your support because some extremely significant issues remain.

One such issue is the inclusion of 272 units of market rate housing at Plaza East into the housing elements unit count. The redevelopment of this community is still in the early stages, tenant input is still being gathered and there is widespread opposition to the inclusion of these market rate units by the residents. To include them in this count is an affront to the cities own planning process and the tenants right to have a say in something that would impact their daily lives for decades. Remove these 272 units from the count,NOW!

The only way to create a Housing Element that truly centers equity is to put deeply affordable housing first. SF has failed to meet its affordable housing goals for the past eight years. We have another chance to make this right so let's do it right and build and prioritize deeply affordable housing. There are 68,000 vacant units in SF, there are 276,400 millionaires and 62 Billionaires in SF, to the question of where the money is coming from, there is more than enough here. That's not the question but rather, how does the city reclaim that wealth and redistribute it for the other 67% of the populations that made that obscene concentration of individual wealth possible and also deserves to live with dignity in this city.

support the Citywide People's Plan to meet the State's affordable housing mandates and protect our communities from displacement.

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [BOS Legislation, \(BOS\)](#)
Subject: FW: Board of Supervisors November 15th agenda item - File No. 221150
Date: Tuesday, November 15, 2022 9:18:00 AM

Dear Supervisors,

Please the following communication regarding:

File No. 221150 - Resolution extending by six months the prescribed time within which the Historic Preservation Commission may respond to the landmark designation initiation from the Board of Supervisors (File No. 220550), initiating an amendment to the landmark designation of 429-431 Castro Street (aka Castro Theatre), Assessor's Parcel Block No. 3582, Lot No. 085, under Article 10 of the Planning Code.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184 | (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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

From: Jen Reck <jreck@castrolgbtq.org>
Sent: Monday, November 14, 2022 10:19 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Thornhill, Jackie (BOS) <jackie.thornhill@sfgov.org>; Cheu, Brian (MYR) <brian.cheu@sfgov.org>; CPC-Commissions Secretary <commissions.secretary@sfgov.org>
Subject: Board of Supervisors November 15th agenda item

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

Dear President Walton and Members of the San Francisco Board of Supervisors,

We write to you as co-chairs of the Castro LGBTQ Cultural District's Land Use Committee who serve as representatives of the Castro Theatre Community Stakeholders (aka Friends of Castro Theatre). We urge you to vote "No" on the November 15th consent calendar item for extension of the landmark designation update process for the Castro Theatre.

According to the current status of this item, the Historic Preservation Commission must render its decision on the amendment to the landmark designation by December 13th, or the status will be automatically approved. During the previous 90-day extension granted to the HPC to review the proposed landmark designation, Planning Department staff conducted the necessary research and provided the Commission with their report (Article 10 Landmark Designation Fact Sheet, 10/05/22). The Commission's agenda includes this item for December 7, thus the December 13th deadline is completely feasible and the extension is not necessary to support the City's process.

Additionally, the delay to the theater's renovations and the ongoing loss of programming under Another Planet's management have already caused irreparable negative cultural impacts on the community and financial losses for legacy businesses. An additional extension will only worsen these negative impacts on the Castro neighborhood and community.

The public has already expressed clear support of extending landmark designation to include the theater's interior. At an August community meeting at the theater, attended by an estimated 800 people who filled the orchestra level and overflowed onto the balcony, audience participation and public questions both demonstrated much more opposition than support for the seat removal plan.

Moreover, Another Planet has already shown they are unwilling to take community opinions and needs seriously. Despite offers of collaboration, support, and compromise from the Friends of the Castro Theatre Coalition — which includes the three queer Cultural Districts, the Castro Merchants, the LGBT Historical Society, SF Heritage, and other organizations — Another Planet has refused to budge on their business plan. Their plan demonstrates they are not prepared to do business in the world's foremost LGBTQ neighborhood operating a cultural institution as valued worldwide as the Castro Theatre. Typically, their venues operate 10-15 nights per month and are otherwise shuttered; in 2019, the Castro Theatre operated 360 out of 365 days. Their leadership does not appear to center LGBTQ representation. Even more concerning, they have declined repeated suggestions that they seek professional Diversity, Equity, and Inclusion training. A September meeting facilitated

by their lobbyist Alex Tourk showed Another Planet owner Gregg Perloff in his true form: as a bully. When community representatives and local political figures gently, but firmly requested a meaningful compromise, he grew upset and displayed aggressive and dismissive behavior towards community leaders. Mr. Tourk ended the meeting with a promise to get back in touch with community representatives with a compromise proposal; alas, this proposal never came.

Our stakeholders seek to connect theatre sustainability with historic preservation and community interest; Another Planet continues to see these as mutually exclusive. Prioritization of business interests has no due place in the City's review of a historic landmark. The raked floor, aisles, and seating at the Castro Theatre are character-defining features directly tied to community cultural intangibles as outlined in the HPC report. While Another Planet's business model relies on changing this movie palace and temple of LGBTQ culture into a live concert or high end event rental venue, it is historic preservation policies that must guide this decision.

We and other members of the Friends of the Castro Theatre are available to meet with you and answer any questions you may have about the nuances of the landmark designation update. The Castro Theatre is San Francisco Landmark #100, and we recognize its significance not just to the Castro, LGBTQ, and film communities, but to the city as a whole. Our sibling cultural districts and allied vulnerable communities are watching this process closely because of what it will mean for other cultural institutions at risk in other neighborhoods.

Again, we urge you to vote "no" on the November 15th consent calendar item regarding the theater.

Respectfully,

Jen Reck
Co-Chair, Land Use Committee
Castro LGBTQ Cultural District Advisory Board

Jesse Oliver Sanford
Co-Chair, Land Use Committee
Castro LGBTQ Cultural District Advisory Board

Cc:
The Honorable Mayor London Breed

Cc:
Rafael Mandelman, District 8 Supervisor
Jackie Thornhill, District 8 Legislative Aide

Cc:

San Francisco Board of Supervisors

Cc:

Brian Cheu, Director of Community Development
Mayor's Office of Housing and Community Development

Cc:

Commissioners and Staff, Historic Preservation Commission

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Carroll, John \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Agenda Item 25, File 220727: New Beer & Wine License at 775 Filbert Street
Date: Tuesday, November 15, 2022 2:49:00 PM
Attachments: [SFPD Recommendation 110322.pdf](#)
[PCN Request 090222.pdf](#)

Dear Supervisors,

Please see below and attached for a communication regarding:

File No. 220727 - Resolution determining that the issuance of a Type-42 on-sale beer and wine public premises liquor license to Chez Brando LLC, doing business Chez Brando, located at 775 Filbert Street (District 3), will serve the public convenience or necessity of the City and County of San Francisco, in accordance with California Business and Professions Code, Section 23958.4; and requesting that the California Department of Alcoholic Beverage Control impose conditions on the issuance of the license.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184 | (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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

From: Marc Bruno <marcabruno@yahoo.com>
Sent: Tuesday, November 15, 2022 1:57 PM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Cc: BOS Legislation, (BOS) <bos.legislation@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>

Subject: Fw: Agenda Item 25, File 220727: New Beer & Wine License at 775 Filbert Street

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

*Re: Agenda **Item 25**, File **220727**: New Beer & Wine License at 775 Filbert Street, a location that has never before served as a bar or a restaurant and has numerous residents living directly above.*

November 15, 2022

Dear Clerk of the Board Angela Calvillo:

I oppose the applicant's request for an exception to the overly saturated number of bars in this technically determined "high crime" neighborhood.

The SFPD report, attached, reads, on P. 3 of 4:

"Applicant premise is located in a **"High Crime"** area.

Applicant premise is located in a **"High Concentration"** area."

["High Crime" and "High Concentration" boldface in original report.]

Consequent to the high concentration of bars and the high crime, SFPD approves the application **with these two conditions:**

(1) No loitering,

and

(2) "No noise shall be audible at any nearby residence."

In direct contradiction to Condition (2), alcohol permit applicant writes that his business hours shall be "Daily 7 a.m. to 12 a.m.," and, further, his plan "is to make the shared space outside 775 Filbert a place where tourists and locals can come and 'lock their love' as the parkette will feature the words 'I love you' in every language."

["Request for Determination of Public Convenience or Necessity at 775

Filbert" Pp 1, 2, attached.]

While I admire the idea of painting "Love" in many languages on a shared space, what "love" does applicant show his neighbors when not a single one has written a letter favoring a business plan that includes a noisy outdoor space open until midnight?

* * *

In this respect, it is important to note that many neighbors never received notice of the application, and, further, that the lowest edge of the requisite notice on the building is seven feet above the sidewalk, making it almost impossible to read.

* * *

The Board of Supervisors should not approve this application nor the report of the Board's "Public Safety" Subcommittee because the conditions upon which the SFPD approved this, namely, "No noise shall be audible at any nearby resident" is contradicted by the applicant's own business plan.

Applicant's request is an egregious contradiction of the conditions that, "No noise shall be audible at any nearby residence."

The Proposed Bar is Too Small to Run without a Shared Space

775 Filbert is 290 square feet. Most recently, it was used as a vegan grocery store, a neighborhood serving business. Applicant's stated plan to add square footage with a shared patio (a shared space) makes business sense, but it is not sensible for this location. Furthermore, it contradicts the conditions upon which it was approved.

Sincerely,

Marc Bruno

15 Nobles Alley

San Francisco CA 94133

(and)

St. Vincent de Paul Society, St. Peter and Paul Church

666 Filbert Street / San Francisco, CA 94133

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

September 1, 2022

Subject: Request for Determination of Public Convenience or Necessity

Applicant:

Brando Jessie
4153233773 or 6289467863
brando@chezbrando.com

Business:

Chez Brando LLC
775 Filbert Street, San Francisco, CA 94133

Mailing Address:

Brando Jessie
1854 Mason Street, San Francisco, CA 94133

License Type: 42 New Issuance

Proposed business hours: Daily 7am to 12am

Department of Alcohol Beverage Control Application filed August 18, 2022 at the San Francisco Office. License type & Number: 42-640553 (See Attached)

Public Notice of Application to Sell Alcoholic Beverages posted at 775 Filbert Street on August 19, 2011 and Notice of Intent to Sell Alcohol Mailing to all residents within 500ft mailed by US Post on August 31, 2022 (See attached)

Explanation of how the license will serve the public convenience or necessity:

First, to my knowledge I am the longest continuously operating African-American business owner in the North Beach neighborhood of San Francisco and opening Chez Brando is critical to my survival! Under my dba EBJ Enterprises, since 1999 I have been serving my community and like many other small business owners the pandemic has pushed me to the brink of closing my doors! I can't do that! I must continue, for myself and for the African-American community at large! The importance of this really hit home just a few days ago. On August 29, 2022 while standing outside of 775 Filbert (Chez Brando) I was approached by a young African-American male! He told me his name, Christian, he then said, "I had been told by my girlfriend that I had to meet you. She said that you are opening this wine bar and I really wanted to meet you." I then invited him inside and we talked for about 30 minutes. I will never forget what he told me. Christian said, "It is so important to me that you open this wine bar. As a young

SEP-2 AM 11:25
AK

do it." Christian's dream is to open his own business in the food and beverage industry and seeing someone who looks like him, doing something he wants to do, really helps! **Second**, A unique opportunity! As I understand it, Chez Brando may be the 1st African-American owned and operated wine bar in all of San Francisco! Also, the Small Business Association asked that I include in this request the following, *"San Francisco's Black population is only 5.4% with Black business owners less than 3%. Economic equity may be described as when the resources and available assets associated with the economy of a particular area or a specific region are considered to be balanced and allow citizens to participate in that economy without experiencing any bias based on race, creed, color, religion, or gender, etc. It is the fairness of a wide distribution of access to economic wealth. It means honest inclusion in a local economy in which all can take part, prosper, and reach their full capacity."* **Third**, in addition to myself Chez Brando will provide jobs for at least 2 full-time employees and 1 or more part-time employees! **Fourth**, as my wine bar is French (featuring French wines, cheeses, and charcuterie) it provides variety, without presenting competition to the Italian, organic and other types of wine bars currently in North Beach! **Fifth**, the location is off the main thoroughfares and offers my neighbors a place to take a glass of wine or beer closer to home and we will feature a happy hour, something no wine bar in the area offers. I believe locals should be able to come home after a hard day's work and get a nice glass of wine or beer without fear of breaking the bank! **Sixth**, situated on the corner of Filbert street and Mason street, where the cable car passes and Alcatraz can be seen on clear days, Chez Brando offers tourists a classic "San Francisco environment and view." Additionally, my plan is to make the parkette outside of Chez Brando a place where tourists and locals can come and "lock their love" as the parkette will feature the words, "I love you." in every language! **Seventh**, a sense of quaintness. My neighbors and I have already had several "PotLuck" events at the parkette and the sense of community is incredible! **Eighth**, my wine bar also focuses on wine education and we will be helping people to overcome their "fear of wine knowledge". With a background in chemistry, having done projects at Exxon, Coca-Cola, and the National Science Foundation and collecting French wines for many years I will offer San Francisco a unique experience! Whether it's drawing the actual chemical structures and formulas of wine components to help people better understand what happens when we drink a wine or discussing 2000 years of wine history, Chez Brando will be a place of community learning and sharing as much as a wine bar! Additionally, we will be inviting winemakers, sommeliers, and wine educators to give presentations. **Ninth**, to help other local businesses! I have already begun working with other businesses in the neighborhood and Bay Area to feature "local products" on the Chez Brando menu!

Sincerely,



Brando Jessie

Owner Chez Brando LLC

Posting should be accomplished within 5 days from the date of application.

Investigation cannot progress until this completed form, Affidavit of Posting, has been received by this office.

Date of Filing Application: **August 18, 2022**

Name of Applicant(s): **CHEZ BRANDO LLC**
Address of Premises: **775 FILBERT ST
SAN FRANCISCO, CA 94133-2703**
License(s) Applied for: **42 - On-Sale Beer And Wine - Public Premises**

I hereby certify under penalty of perjury that pursuant to the provisions of Section 23985 of the Alcoholic Beverage Control Act and Rule 109, Title 4, Chapter 1, California Code of Regulations, after filing an application to engage in the sale of alcoholic beverages at the above-designated premises, I did date the posting notice and on said date did post the notice in a conspicuous place on the premises and said notice shall remain posted for a period of at least 30 consecutive days.

NOTICE DATED AND POSTING: August 19, 2022

SIGNATURE OF APPLICANT:  DATE 8/19/2022

Please return within five (5) days to:

**Department of Alcoholic Beverage Control
33 NEW MONTGOMERY STREET
STE 1230
SAN FRANCISCO, CA 94105
(415) 356-6500**

Section 23985 and Rule 109.

Section 23985. POSTING NOTICE. After filing an application to engage in the sale of any alcoholic beverage at any premises, notice of intention to so commence shall be posted in a conspicuous place at the entrance to the premises. The applicant shall notify the department of the date when such notice is first posted. No License shall be issued for the premises until the notice has been so posted for at least 30 consecutive days. The notice shall be in such form as the department shall prescribe.

Notice of the application for a license pursuant to Section 24044 shall be posted at the proposed premises after the application is filed and shall remain so posted for at least 30 consecutive days. The applicant shall notify the department of the date when such notice is first posted.

Rule 109. POSTING NOTICE. After filing an application to sell alcoholic beverages at any premises, the applicant shall post on the proposed premises notice of intention to sell alcoholic beverages. The notice shall be at least two feet in length and fourteen inches in width. This notice shall be posted in a conspicuous place which can be readily observed by ordinary passersby at or near the entrance to the premises. In the case of a vacant lot, posting shall be on a post or stake of permanent material, at the midpoint of the largest boundary fronting on a public thoroughfare at a point not more than ten (10) feet from the sidewalk, or roadway in the absence of any sidewalk. This notice must be mounted upon heavy cardboard or wood backing affixed to the post or stake so as to be readily visible from the sidewalk or roadway.

The notice shall remain posted for at least 30 consecutive days.

Department of Alcoholic Beverage Control

DECLARATION OF SERVICE BY MAIL

ABC 207F

Complete this form, attach the original Form ABC-207E and return to ABC office listed below.
Refer to Instructions, Form ABC-528, for more information.

ABC District Office:

Department of Alcoholic Beverage Control
33 NEW MONTGOMERY STREET
STE 1230
SAN FRANCISCO, CA 94105
(415) 356-6500

Applicant(s) Name(s):

CHEZ BRANDO LLC

Premises Address:

775 FILBERT ST
SAN FRANCISCO, CA 94133-2703

I, Brando Jessie, do hereby declare that on 8/31/2022 served by mail upon each ☐ Resident of real property ☐ owner of real property within a 500-foot radius of the above-designated premises, by depositing in the United States Mail, with postage fully prepaid, a sealed envelope containing a true copy of the Notice of Intention to Engage in the Sale of Alcoholic Beverages (ABC-207E), a copy of which is attached hereto, giving the name(s) of the applicant(s), the type(s) of license(s) applied for, the address of the premises where the business is to be conducted, addressed to the resident/occupant for each of the following addresses (If more space is needed, use reverse or attach a separate sheet):

ADDRESSCITYZIP CODE☒ Continued on reverse or on attachment

I declare under the penalty of perjury that the foregoing is true and correct.

Executed at San Francisco, California, this 31st day of August, 2022

Brando Jessie
Signature

NOTICE OF INTENTION TO ENGAGE IN THE SALE OF ALCOHOLIC BEVERAGES

ABC-207-E (9/05)

To the Resident or Owner of Real Property Within a 500' Radius:

The applicant(s) for an alcoholic beverage license must mail this notice to every resident of real property within a 500 foot radius of the premises (Section 23985.5 of the Business and Professions Code). The applicant must mail this notice within 15 days of posting the premises. Any protest against the issuance of the license(s) must be received at any office of the Department of Alcoholic Beverage Control (ABC) or Departmental Headquarters within 30 days of the date the premises are posted, or within 30 days of the mailing of this notification, whichever is later. To obtain a copy of the protest form, ABC-510-A, please contact your local ABC office or go online to www.abc.ca.gov.

Date of Mailing: 8/31/22 Date Premises Posted: 8/19/2022

The below-named applicant(s) has applied for a license to sell alcoholic beverages at:

775 Filbert StSan Francisco, CA 94133-2703

Type of license(s) applied for:

42-On-Sale Beer and Wine-Public Premises

The name(s) of the applicant(s) is/are:

CHEZ BRANDO LLC

The dba (doing business as) is (if known):

Chez Brando

Further information regarding this application or filing a protest may be obtained at:

Department of Alcoholic Beverage Control

33 New Montgomery St

Ste 1230

San Francisco, CA 94105

415.356.6500

INFORMATION AND INSTRUCTIONS -

SECTION 23958.4 B&P

- Instructions
- This form is to be used for all applications for original issuance or premises to premises transfer of licenses.
 - Part 1 is to be completed by an ABC employee, given to applicant with pre-application package, with copy retained in holding file or applicant's district file.
 - Part 2 is to be completed by the applicant, and returned to ABC.
 - Part 3 is to be completed by the local governing body or its designated subordinate officer or body, and returned to ABC.

PART 1 - TO BE COMPLETED BY ABC

1. APPLICANT'S NAME

CHEZ BRANDO LLC

2. PREMISES ADDRESS (Street number and name, city, zip code)

775 FILBERT ST SAN FRANCISCO, CA 94133-2703

3. LICENSE TYPE

42

4. TYPE OF BUSINESS

- | | | | |
|---|--|--|--|
| <input type="checkbox"/> Full Service Restaurant | <input type="checkbox"/> Hofbrau/Cafeteria | <input type="checkbox"/> Cocktail Lounge | <input type="checkbox"/> Private Club |
| <input type="checkbox"/> Deli or Specialty Restaurant | <input type="checkbox"/> Comedy Club | <input type="checkbox"/> Night Club | <input type="checkbox"/> Veterans Club |
| <input type="checkbox"/> Cafe/Coffee Shop | <input type="checkbox"/> Brew Pub | <input type="checkbox"/> Tavern: Beer | <input type="checkbox"/> Fraternal Club |
| <input type="checkbox"/> Bed & Breakfast: | <input type="checkbox"/> Theater | <input type="checkbox"/> Tavern: Beer & Wine | <input type="checkbox"/> Wine Tasting Room |
| <input type="checkbox"/> Wine only <input type="checkbox"/> All | | | |

- | | | | |
|---|--|--|--|
| <input type="checkbox"/> Supermarket | <input type="checkbox"/> Membership Store | <input type="checkbox"/> Service Station | <input type="checkbox"/> Swap Meet/Flea Market |
| <input type="checkbox"/> Liquor Store | <input type="checkbox"/> Department Store | <input type="checkbox"/> Convenience Market | <input type="checkbox"/> Drive-in Dairy |
| <input type="checkbox"/> Drug/Variety Store | <input type="checkbox"/> Florist/Gift Shop | <input type="checkbox"/> Convenience Market w/Gasoline | |
| <input checked="" type="checkbox"/> Other - describe: Beer and Wine Public Premises | | | |

5. COUNTY POPULATION

1,626/875,010

6. TOTAL NUMBER OF LICENSES IN COUNTY

☐ On-Sale ☐ Off-Sale

7. RATIO OF LICENSES TO POPULATION IN COUNTY

293 ☒ On-Sale ☐ Off-Sale

8. CENSUS TRACT NUMBER

107.02

9. NO. OF LICENSES ALLOWED IN CENSUS TRACT

5 ☒ On-Sale ☐ Off-Sale

10. NO. OF LICENSES EXISTING IN CENSUS TRACT

27 ☒ On-Sale ☐ Off-Sale

11. IS THE ABOVE CENSUS TRACT OVERCONCENTRATED WITH LICENSES? (i.e., does the ratio of licenses to population in the census tract exceed the ratio of licenses to population for the entire county?)

- ☒ Yes, the number of existing licenses exceeds the number allowed
- ☐ No, the number of existing licenses is lower than the number allowed

12. DOES LAW ENFORCEMENT AGENCY MAINTAIN CRIME STATISTICS?

- ☒ Yes (Go to Item #13) ☐ No (Go to Item #20)

13. CRIME REPORTING DISTRICT NUMBER

120

14. TOTAL NUMBER OF REPORTING DISTRICTS

654

15. TOTAL NUMBER OF OFFENSES IN ALL REPORTING DISTRICTS

54,049

16. AVERAGE NO. OF OFFENSES PER DISTRICT

82.64

17. 120% OF AVER

99.16

18. TOTAL NUMBER OF OFFENSES IN REPORTING DISTRICT

98

19. IS THE PREMISES LOCATED IN A HIGH CRIME REPORTING DISTRICT? (i.e., has a 20% greater number of reported crimes than the average number of reported crimes as determined from all crime reporting districts within the jurisdiction of the local law enforcement agency)

- ☐ Yes, the total number of offenses in the reporting district equals or exceeds the total number in item #17
- ☒ No, the total number of offenses in the reporting district is lower than the total number in item #17

20. CHECK THE BOX THAT APPLIES (check only one box)

- ☐ a. If "No" is checked in both item #11 and item #19, Section 23958.4 B&P does not apply to this application, and no additional information will be needed on this issue. Advise the applicant to bring this completed form to ABC when filing the application.
- ☐ b. If "Yes" is checked in either item #11 or item #19, and the applicant is applying for a non-retail license, a retail bona fide public eating place license, a retail license issued for a hotel, motel or other lodging establishment as defined in Section 25503.16(b) B&P, or a retail license issued in conjunction with a beer manufacturer's license, or winegrower's license, advise the applicant to complete Section 2 and bring the completed form to ABC when filing the application or as soon as possible thereafter.
- ☒ c. If "Yes" is checked in either item #11 or item #19, and the applicant is applying for an off-sale beer and wine license, an off-sale general license, an on-sale beer license, an on-sale beer and wine (public premises) license, or an on-sale general (public premises) license, advise the applicant to take this form to the local governing body, or its designated subordinate officer or body to have them complete Section 3. The completed form will need to be provided to ABC in order to process the application.

Governing Body/Designated Subordinate Name: Board of Supervisors

FOR DEPARTMENT USE ONLY

PREPARED BY (Name of Department Employee)

jm

ABC-245 (rev. 01-11)

PART 2 - TO BE COMPLETED BY THE APPLICANT (If box #20b is checked)

21. Based on the information on the reverse, the Department may approve your application if you can show that public convenience or necessity would be served by the issuance of the license. Please describe below the reasons why issuance of another license is justified in this area. You may attach a separate sheet or additional documentation, if desired. Do *not* proceed to Part 3.

22. APPLICANT SIGNATURE

23. DATE SIGNED

PART 3 - TO BE COMPLETED BY LOCAL OFFICIALS (If box #20c is checked)

The applicant named on the reverse is applying for a license to sell alcoholic beverages at a premises where undue concentration exists (i.e., an over-concentration of licenses and/or a higher than average crime rate as defined in Section 23958.4 of the Business and Professions Code). Sections 23958 and 23958.4 of the Business and Professions Code requires the Department to deny the application unless the local governing body of the area in which the applicant premises are located, or its designated subordinate officer or body, determines within 90 days of notification of a completed application that public convenience or necessity would be served by the issuance. Please complete items #24 to #30 below and certify or affix an official seal, or attach a copy of the Council or Board resolution or a signed letter on official letterhead stating whether or not the issuance of the applied for license would serve as a public convenience or necessity.

24. WILL PUBLIC CONVENIENCE OR NECESSITY BE SERVED BY ISSUANCE OF THIS ALCOHOLIC BEVERAGE LICENSE?

☐ Yes

☐ No

☐ See Attached (i.e., letter, resolution, etc.)

25. ADDITIONAL COMMENTS, IF DESIRED (may include reasons for approval or denial of public convenience or necessity):

26. CITY/COUNTY OFFICIAL NAME

27. CITY/COUNTY OFFICIAL TITLE

28. CITY/COUNTY OFFICIAL PHONE NUMBER

29. CITY/COUNTY OFFICIAL SIGNATURE

30. DATE SIGNED



San Francisco Police Department
ABC Liaison Unit



Alcoholic Beverage License -
*Public Convenience or
Necessity Recommendation*

To: The San Francisco Board of Supervisors' Committee on Public Safety
and Neighborhood Services

Supervisor Gordon Mar
Supervisor Catherine Stefani
Supervisor Myrna Melgar

From: Lt. Steve Jonas #79
Officer in Charge
ALU/Permits Unit 415-553-9550

Date: November 3, 2022

Subject: P.C.N. Investigation Regarding: Chez Brando, LLC
DBA: Chez Brando
775 Filbert St.
San Francisco, CA. 94133

Chez Brando LLC, has filed an application with the California Department of Alcoholic Beverage Control seeking a Type 42 (On-Sale Beer and Wine Public Premise) license to be located at 775 Filbert St. (located between Powell St. and Mason St.)

Hours of Operation:

7:00 am to 12:00 am, each day of the week.

Digest:

Chez Brando would like to operate a wine bar to be located at 775 Filbert St. If approved, this license will allow them to sell Beer and Wine.

Letters of Protest

1

Letters of Support

3

Police Calls for Service:

From August 2021 to August 2022

1 call for service

Police Reports:

From August 2021 to August 2022

0 police reports

San Francisco Plot Information:

This premise is located in Plot: **120**

A High Crime area is defined as **96** or more police reports in a plot for the year of **2021**.

This plot had 98 police reports for **2021**, which is 2 **higher** than the **Citywide “High Crime”** average

State Census Tract Information:

This premise is located in Census Tract: **107.02**

Population for this tract is: **1,626**

On-sale license authorized by census tract: **5**

Active on-sale licenses: 46 with 0 pending

Off-sale licenses authorized by census tract: **1**

Active off-sale licenses: 6 with 0 pending

Departmental Recommendation:

Points of consideration: **5**

No opposition from **Central Station**.

Applicant premise **is** located in a “**High Crime**” area.

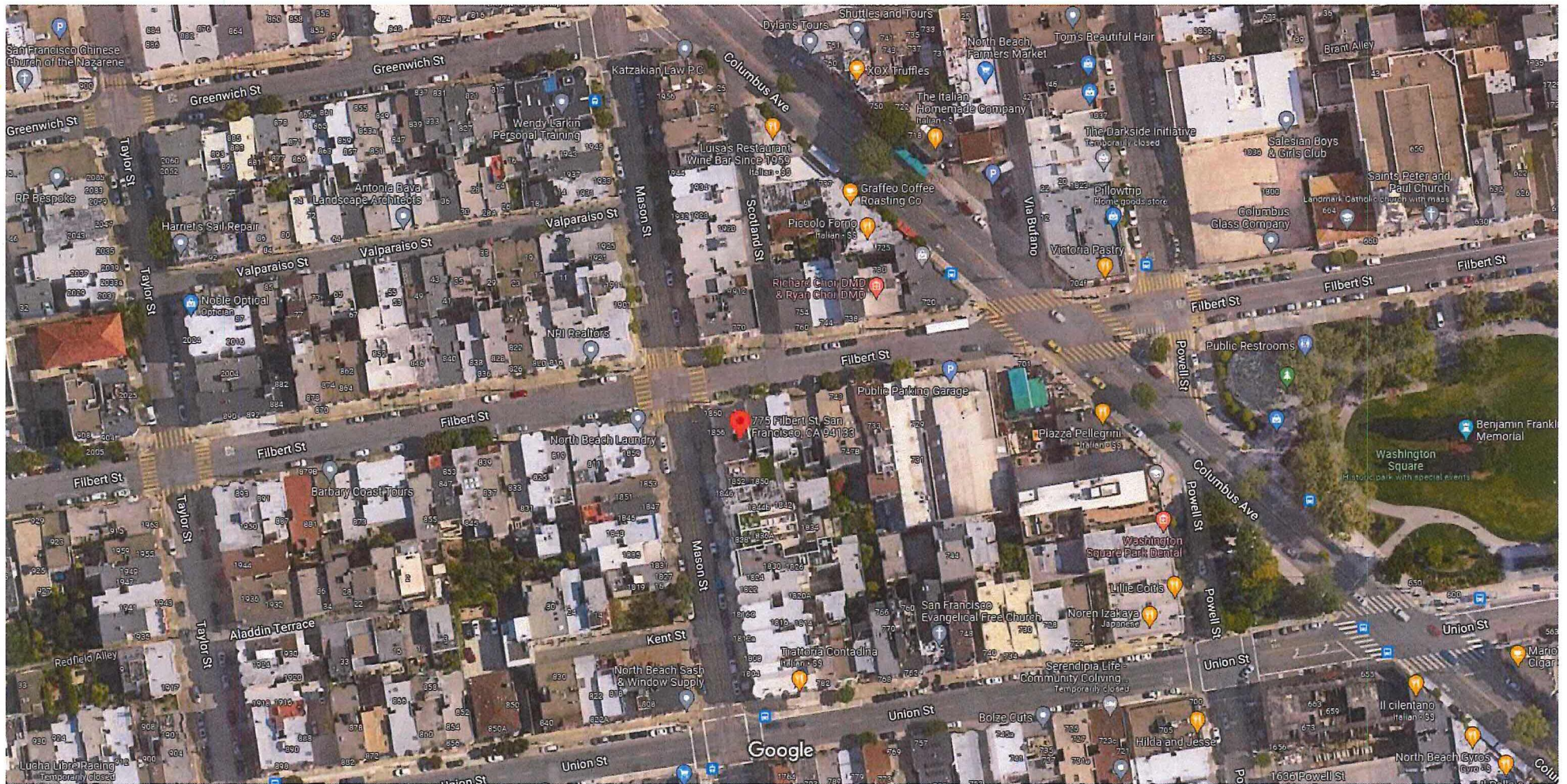
Applicant premise **is** located in a “**High Concentration**” area.

1 - Protest.

3 - Support

ALU Recommendation: **Approval with the following conditions:**

1. Petitioner(s) shall actively monitor the area under their control in an effort to prevent the loitering of persons on any property adjacent to the licensed premises as depicted on the ABC-253.
2. No noise shall be audible at any nearby residence.



From: [Lisa Garcia Sanchez](#)
To: [Board of Supervisors \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Ronen, Hillary](#); [Safai, Ahsha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Blatant racism funded by the city?????
Date: Wednesday, November 16, 2022 2:42:37 PM
Attachments: [IMG_5310.3gp](#)

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

Hello my name is Lisa Sanchez,

I am in complete shock! This is the second Wednesday in a row that La Raza Resource center has had 2 different lines at their food distribution. There is an Asian food seeker line and a Latino food seeker line. I noticed that the Latino food seekers are served first and the Asian food seekers line is served a lot slower. I did observe they receive the same food. I do not see any reason why there are 2 lines except for racist stereotyping. There is no Chinese speaker to justify the separation. This separation only feeds the racism amongst each other. I am calling your attention to this matter because the city funds this agency and racism should not be allowed.

Lisa

From: Lisa Garcia Sanchez <LisaGarciaSanchez@hotmail.com>
Sent: Wednesday, November 16, 2022 1:49 PM
To: Lisa Garcia Sanchez <LisaGarciaSanchez@hotmail.com>
Subject: Fw: Fw:

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: ["angela.calvillo@sfgov.org"](mailto:angela.calvillo@sfgov.org); [Mchugh, Eileen \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Jalipa, Brent \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: FW: Support for suspending the gross receipts tax increase on cannabis retailers
Date: Monday, November 21, 2022 3:27:00 PM

Hello,

Please see below for communication from The Green Cross regarding File No. 221070.

File No. 221070 - Business and Tax Regulations Code - Temporary Suspension of Cannabis Business Tax

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Kevin Reed <kevinreed@thegreencross.org>
Sent: Monday, November 14, 2022 11:03 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Support for suspending the gross receipts tax increase on cannabis retailers

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

Dear Board of Supervisors:

As Founder and President of The Green Cross, I am writing today on behalf of our organization to implore San Francisco to take immediate action to support the cannabis industry and its operators by approving Supervisor Mandelman's ordinance amending the Business and Tax Regulations Code to suspend the imposition of the Cannabis Business Tax through December 31, 2025.

By suspending the gross receipts tax increase on cannabis retail entities through 2025, this will allow cannabis retailers to stay afloat during these challenging times. As things stand right now, cannabis retailers in San Francisco pay their fair share of gross receipt taxes at a rate of 0.1%, which is the same rate as non-cannabis retailers. If this legislation is not passed, in 2023 the gross receipts tax rate for cannabis retailers will increase to 5.0%. No other retailers or types of business in San Francisco pay this high of a tax rate on gross receipts, especially during a time of economic turmoil when many businesses are still recovering from the pandemic, supply chain issues, inflation,

decreases in local tourism, fluctuations in BART ridership, costly COVID-19 safety measures, and vast declines in overall sales. We are also unable to take advantage of tax relief offered to other businesses as a federally illegal business. We are struggling right now and need your support more than ever.

The estimated revenue from this tax increase is \$10 million per year. Given that the San Francisco Controller has estimated that only 33% of cannabis retailers are a part of the legal regulated market, it is highly unlikely that cannabis retailers will generate the kind of revenue needed for this tax increase. This revenue is new and will not create a deficit for the City's Treasury if the tax increase is suspended.

As a nonprofit public benefit corporation in operation since 2004, The Green Cross is an integral part of the San Francisco community. We are one of the first licensed dispensaries in San Francisco and have worked hard to build strong relationships and gain trust with local public officials, constituents, residents, and our members.

Our top priority is to provide members with high-quality cannabis at affordable prices, which has become increasingly challenging with ongoing inflation and supply chain issues. It's also important to The Green Cross to offer our members a comfortable and accessible place to purchase cannabis and cannabis-infused products from professional and courteous staff.

The Green Cross has become known as an exemplar in community and outreach services by offering member consulting and compassionate care services that go above and beyond traditional dispensary services, showing the importance of cannabis not only to our members, but to the community and the local government as well. We strive to continue to offer these vital services moving forward.

A primary goal of The Green Cross is to promote social equity, including improving the social and economic conditions of our neighborhood, while providing living wages to residents of the surrounding area. At our storefront in the Excelsior District, we take pride in providing employment opportunities to talented individuals from diverse backgrounds, including many neighborhood residents. The Green Cross participates in the SF Cannabis Equity Program, which seeks to support people harmed by the War on Drugs, including business owners, job candidates and other nonprofit organizations.

The Green Cross strives to be a valuable asset to the surrounding neighborhood and maintain a welcoming and safe environment for neighbors, local businesses, and members alike. It was a lengthy process to open our current storefront, and we take great pride in serving San Francisco for the past 18 years and hope to continue doing so for many years to come.

Many cannabis businesses in California are floundering right now. With heavy taxes and onerous regulations and licensing fees, it is becoming impossible for cannabis businesses to be profitable in the current economy. The increased cost of doing business and higher pricing is forcing more and more cannabis producers and consumers to seek the illicit market.

Over the past year, The Green Cross has taken drastic measures to stabilize our financial circumstances. We have greatly cut down on company spending, reduced our workforce significantly, decreased our hours of operation due to lower sales, raised prices on all products, and made many other necessary changes to minimize our financial burden. The Green Cross, along with other businesses, is at risk of closing for good. We are now in the position where we must ask for help and implore the Board of Supervisors to take necessary action to support our business and industry by approving this amendment.

Thank you for your time and consideration. If you have any questions, concerns, or require further information, please don't hesitate to contact me directly at KevinReed@TheGreenCross.org or (415) 846-7671.

Sincerely,

--

Kevin Reed

Founder & President
The Green Cross
4218 Mission Street
San Francisco, CA 94112

Mobile: 415.846.7671

Office: 415.648.4420

Fax: 415.431.2420

Email: KevinReed@TheGreenCross.org

Web: TheGreenCross.org



From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: ["angela.calvillo@sfgov.org"](#); [Mchugh, Eileen \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#)
Subject: FW: Photographers in San Francisco Need Protection
Date: Monday, November 21, 2022 3:30:00 PM

Hello,

Please see below for communication from Raymond Grzan regarding public safety.

Sincerely,

Joe Adkins

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Phone: (415) 554-5184 | Fax: (415) 554-5163

board.of.supervisors@sfgov.org | www.sfbos.org

From: fam.grzan@charter.net <fam.grzan@charter.net>
Sent: Monday, November 14, 2022 12:33 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Photographers in San Francisco Need Protection

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

Dear Honorable Members of the SF Board of Supervisors

As a Professor Photography at Gavilan Community College and member of the Morgan Hill Photography Club I am concerned about the safety of my students and fellow photographers in San Francisco. Recent incidents including the attack of a wedding photographer at gunpoint at the Palace of Fine Arts on 11/12/22 and others including associates of my own photography club are reconsidering trips to San Francisco unless San Francisco takes steps to provide additional police officers to known places photographers visit. I have put together a list of places that must be bolstered for added safety.

Listing is not a priority list

1. Palace of Fine Arts
2. Base of the Golden Gate Bridge, Fort Point
3. Coit Tower
4. Embarcadero
5. Treasure Island
6. Baker and Marshall Beach and parking lots
7. Dolores Park and
8. Painted Ladies
9. Crissy Field
10. Broadway Street in North Beach
11. Golden Gate Park
12. Aquatic Park
13. Sutro Baths

14. Lovers Lane/Goldsworthy line
15. Twin Peaks
16. Embarcadero
17. Lincoln Street Mosaic Steps

Without assurances of actions to protect photographers I and others may look elsewhere to visit and spend our resources.

Thank you for your consideration

Raymond Grzan
680 Alamo Drive
Morgan Hill, CA 95037
408.840.1550
rgrzan@gavilan.edu



Yes. She is not alone in coming to this conclusion.

Please stop making excuses, and do something before more innocent people are harmed, or worse.

Evan, 44

54

On Sunday, November 4, 2018, 07:23:06 PM PST, Benjamin Hall <benjamin.hall@uk.ac.uk> wrote

We had our worst, most personal and scary encounter with the craziness on the streets this afternoon. An incredibly unwell person (desperately in need of help) approached our car, with my wife in the front and two school aged daughters in the back, and started banging on our window. This happened at Castro and Market about 4:30 this afternoon. Absolutely horrifying, and our six year old cried for close to an hour, and is still calming down. I don't blame her.

It's clear the City has no plan or political will to deal with this problem. Just excuse after excuse, and cheap political talk. How maddening, and sickening. I will be arming myself and my family with pepper spray, and am suprised we haven't had one or more Bernard Goetz like responses to the endless threats that are happening every hour of every day on our streets.

Please do something

Green, 1993]

54

[illegible]

Goodness, it's getting even WORSE out there. Spent an entire muni ride home having the entire car subject to racist homophobic harassment by an ill person desperately in need of help. This is horrific, dangerous, and dehumanizing to all involved. ALL NEED HELP resolving this abysmal situation. That is all of your jobs. What are any of you doing about it?

Dan. Hill

25

[Get this on my iPhone](#)

On May 18, 2018, at 2:24 PM, Benjamin Holl <benjamin.holl@stbglobal.net> wrote

Our life-grade daughter recently took a field trip to City Hall and the Civic Center Library. The intent was to expose her to government and institutions. Her lasting impression – a man shouting drugs into his face directly outside of City Hall, and the library being more akin to a mental ward than a place of learning and enjoyment. These were just more numbing experiences, and instead of sparking interest and curiosity, it just added to the growing list of places she has no interest in returning to. Another is the UOP Dental clinic, which provides good, affordable treatment. But walking the 2-3 blocks from the post Powell Station to the dental clinic is traumatic.

I'm sure you are aware, but please see for some good visuals of what is becoming a norm <https://www.bustled.com/indiscreet/public-drug-use-san-francisco-teen-act-with-36-a-2019-09>

What's the plan to address this dysfunction? Who has the political backbone to do something about the hostility to families and productive citizens simply seeking safety and civility on our streets? Let's stop making excuses for failing to do anything to improve the worsening conditions on our streets.

[illegible]

More updates on the insane, scary and unacceptable conditions on our streets

I was accosted yesterday following a business meeting in the civic center. An unwell person approached me from behind and screamed directly in my ear, before running off. This morning, I was poked near my eye with a large bamboo shoot another unwell person was swinging on Montgomery and Bush.

Both of these experiences were not only scary, but the first left my ear ringing, and the second could have damaged my eye. The irony was not lost on me that both of these experiences were assaults on my senses.

I still haven't heard a single concrete proposal about how to improve the conditions on our streets. Besides paying more taxes, do any of you have ideas on what citizens can do to help in this respect?

Describe for some solutions to these conditions:

1

From Benjamin Holt - [benjamin.holt@stg.com](#).
To: Shelly Jeff (908) - [jeff.shelly@stg.com](#); London Rosenblum - [london.rosenblum@stg.com](#); Linda Cohen Blau - [linda.cohenblau@stg.com](#); Catherine Stachelblau - [catherine.stachelblau@stg.com](#); Sandra Frenkel - [sandra.frenkel@stg.com](#); Lisa Kim Blau - [lisa.kimblau@stg.com](#); Susan Zuckerman - [susan.zuckerman@stg.com](#); Hilary Rosenblum - [hilary.rosenblum@stg.com](#); Hilary Rosenblum - [hilary.rosenblum@stg.com](#); Maria Saldaña - [maria.saldaña@stg.com](#)

I appreciate you are all busy, so I won't burden you with the almost daily degradations me and my family experience at the hands of drug addicts, derelicts and the mentally ill, but I will provide continued updates of more egregious examples. I trust that is helpful in finding solutions to the increasingly apocalyptic conditions on our streets.

I was enjoying a coffee while my daughters shared a pastry at our local coffee shop this morning. What should have been a nice, relaxing, weekend morning bonding experience quickly turned into anything but that when a deranged man entered the shop and menaced every person (many of whom were kids) in a threatening manner before laughing and walking out after about 5 minutes. Although this type of scary behavior has become normalized and not different from our common experiences, both of my daughters feared for their safety, and wanted to leave.

It is easy to point to cost of living as the reason San Francisco has the lowest percentage of kids of any city in the country, but subjecting one's kids to the uncivilized behavior that we accept on our streets is an important reason families are abandoning the City in droves. My wife and I are nearing that point.

I also appreciate that many or all of you inherited this mess, but it is worsening on your watch. I haven't heard from a single one of you about a single plan to address the hellish conditions on our streets.

What are the plans to get this situation under control? Does the City really want to continue to lose productive families due to an inability and lack of political will to provide safe and civilized streets?

2

9

[illegible]

Dear Supervisor Sheehy, Board of Supervisors, and Mayor Farrell

My family and I are nearing a breaking point over the uncivilized street behavior that is so common and accepted and it has become the new norm. What is the status of getting standards in place to curb this behavior, or at least enforcing those that currently exist?

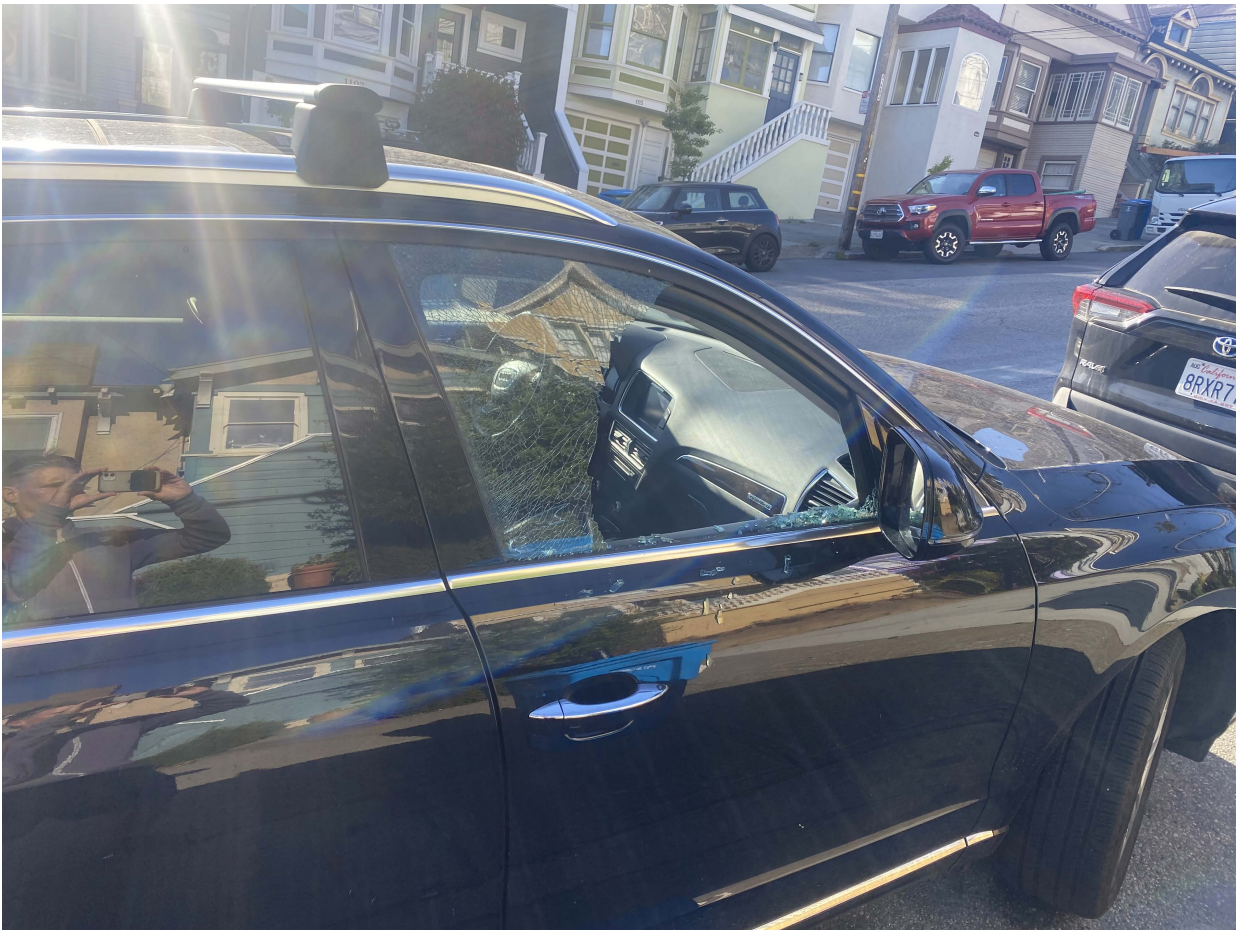
On my bike ride to work this morning, I was accosted by an unstable woman on Market and 7th who demanded I give her my bike so she could "attend to an emergency." She literally tried to push me off my bike and take it. We struggled over my bike for about a minute, before I was able to free myself and ride off. I did not call the police, but instead continued to work, because I know nothing of significance would happen to this woman, and I would simply end up wasting more of my time. Another of countless, almost daily examples of not quite as startling, but still upsetting events occurred when I was recently leaving the AMC Van Ness with my family following a showing of the animated youth film "Coco." When a block of the theatre was literally walked past 3 people with needles in their arms. Why do we accept this?

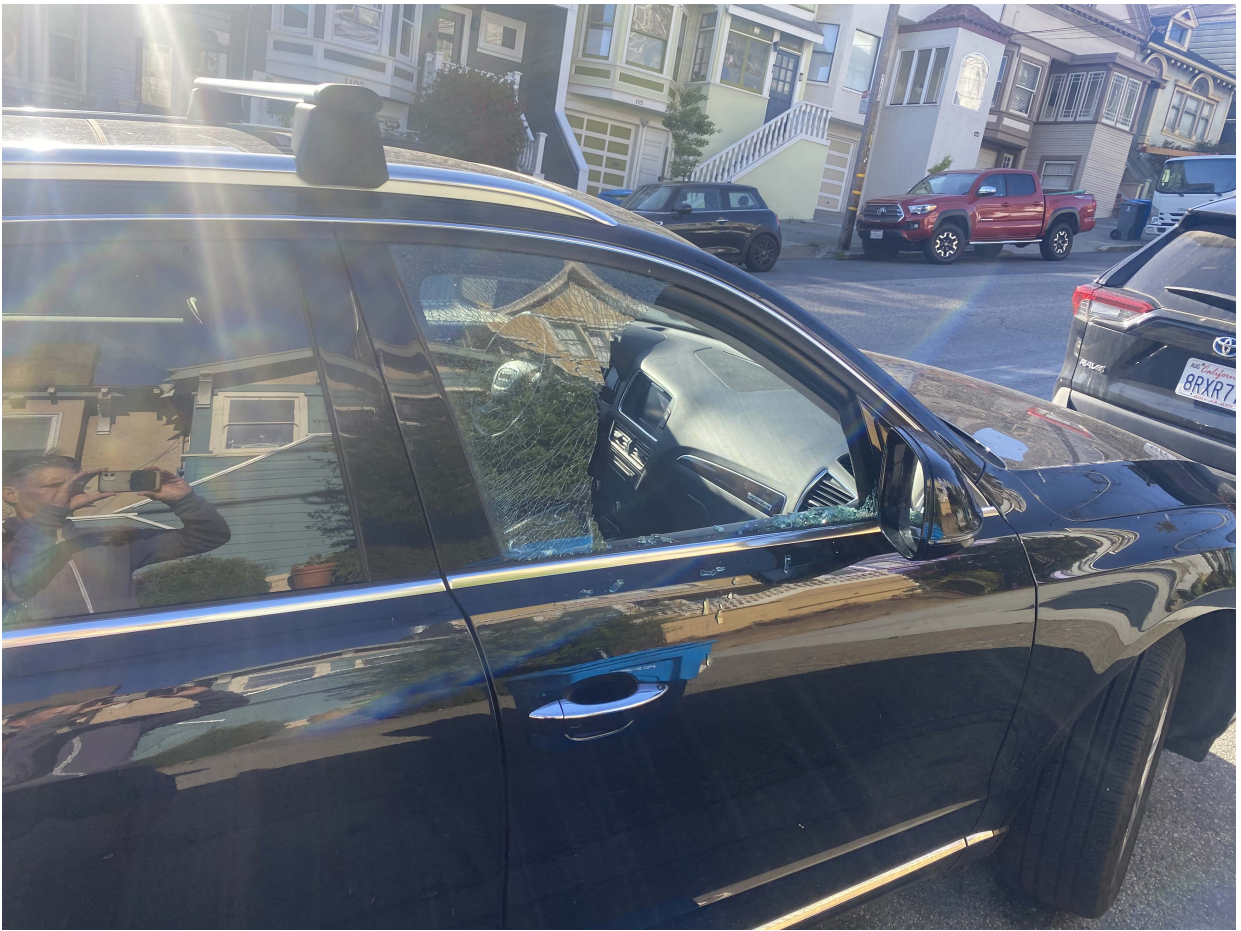
I was born in San Francisco, and it has been home for a large part of my life. But these are not complaints rooted in nostalgia, and instead a plea for simple decency and safety. My wife and I had the good fortune of buying a home before that became an option solely for the uber-wealthy. We are not millionaires. For now, we are raising our two school-age daughters here, and are in the public school system. I chose to start a business here in 2015, and we have been trying hard to continue to make things better work. We also vote in every election.

But we are rethinking all of these choices (other than choosing to vote), in large part because of the uncivilized behavior on our streets. It is unrelenting, and often threatening. It is not okay – both the behavior and allowing it to become an accepted norm. For those who oppose establishing or enforcing standards, I would ask where the humanity and compassion is in that. It is sad but telling that our streets have degenerated to this point.

Please let me what real plans are in place to make real change to curb the bad behaviour on our streets

2









From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: ["angela.calvillo@sfgov.org"](mailto:angela.calvillo@sfgov.org); [Mchugh, Eileen \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#)
Subject: FW: Help our community to have smoke-free policy
Date: Tuesday, November 22, 2022 10:37:00 AM

Hello,

Please see below for communication from Jang Hada regarding second-hand smoke.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Jang Hada <jgreatmj@hotmail.com>
Sent: Monday, November 21, 2022 9:34 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Help our community to have smoke-free policy

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

Hello,

This is Hada who lives in Treasure Island, San Francisco.(zip code: 94130)

The houses in Treasure Island are very old navy houses which were built during the World War 2. So, we are easily suffering from the second smokes migration due to the very old poor ventilation system, thin walls and worn-out windows. I heard many complaints about second-hand smoke issues from my neighbors as well. We are the poorest people in San Francisco, and most residents share their houses with roommates. If they have to have a smoker as a housemate, there's no way to avoid second smokes and the victims are usually women. I reported this issue to the housing office, The Villages At Treasure Island, several times but they didn't resolve the nuisance issue because San Francisco allows indoor smoke, and we don't have smoke-free policy at our housing. I contacted Department of Health in San Francisco to inform our residents' difficulties, However, they weren't helpful to have smoke-free policy at our houses. Therefore, I want the California Tobacco Branch to help us to have a smoke-free policy on the lease at our villages.

For example, we have our own special policy of banning gardening at our back yards on the

lease as our island's soil can be contaminated by the radioactive materials during the war. Like this, our residents want to have smoke-free policy by considering that our houses are very old building, which are not remodeled due to the development plans and our community needs special protection for minors such as women and children.

Please help our community to have a smoke-free policy.

Regards,

Jang

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: ["angela.calvillo@sfgov.org"](mailto:angela.calvillo@sfgov.org); [Mchugh, Eileen \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#)
Subject: 7 letters regarding algal bloom in the San Francisco Bay
Date: Tuesday, November 22, 2022 11:01:00 AM
Attachments: [7 letters regarding algal bloom in the San Francisco Bay.pdf](#)

Hello,

Please see attached 7 letters regarding algal bloom in the San Francisco Bay.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: info@baykeeper.org on behalf of [Robert via San Francisco Baykeeper](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please Invest in Solutions to Prevent Harmful Algae Blooms & Fish Kills
Date: Sunday, November 20, 2022 10:52:39 AM

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

To: Mayor London Breed
CC: SFPUC General Manager Dennis Herrera, SFPUC Commission, and the San Francisco Board of Supervisors

Dear Mayor Breed,

I urge you to direct San Francisco's Public Utilities Commission (SFPUC) to aggressively increase the city's investment in water recycling today.

This summer, a large harmful algal bloom has spread across the Bay, leaving unimaginable numbers of dead fish in its wake. We're still learning about this particular bloom, but what we do know is that San Francisco's sewage effluent contributes to excessive levels of nutrients in San Francisco Bay that make the Bay fertile territory for the spread of harmful algae blooms.

Water recycling and other wastewater management technologies can help by reducing the volume of polluted discharges into the Bay. In addition, by producing potable supplies, water recycling will reduce San Francisco's reliance on water diverted from the Tuolumne River, increasing the city's resilience to climate change effects on water supply.

Other cities have learned the lessons of California's unpredictable climate and are quickly adopting water recycling to reduce their burden on the ecosystem, while increasing the reliability of their supply. Orange County gets more than 75 percent of its water through its water reuse program. Las Vegas recycles nearly all of its water used indoors. And Los Angeles is on the path to reusing 100 percent of its wastewater by 2035.

But, as San Francisco's draft Urban Water Management Plan recently revealed, the city currently has no plans to make recycled water widely available in the next 25 years. Instead, the city is pursuing multiple expensive and misguided lawsuits so that it can continue to rely, almost exclusively, on the Tuolumne River—one of the state's most overtapped rivers—for the next several decades. San Francisco and large agribusiness water districts divert four out of every five gallons of water that flow in the Tuolumne River during a typical year.

This overuse has caused the river's once mighty Chinook Salmon populations to crash. Meanwhile, low freshwater flows contribute to deteriorating water quality—including harmful algae blooms—in the Delta and San Francisco Bay.

I agree with Supervisor Aaron Peskin that "it is time for San Francisco and our sister cities in the nine Bay Area counties to start looking at what kinds of infrastructure investments will need to be made as this becomes,

sadly, the new normal.” It’s unacceptable for the city with the nation’s greenest reputation to shirk its responsibilities to conserve California’s precious and unpredictable water supply.

I support increasing river flows to protect San Francisco Bay’s fisheries, water quality, and recreation. The city should do its part to protect the Bay and its rivers—water recycling is a common-sense way to limit the city’s water use, increase the reliability of its supply, and protect the Bay from harmful wastewater treatment plant effluent.

Thank you,

Robert Crabill
San Anselmo, CA

From: info@baykeeper.org on behalf of [Robert via San Francisco Baykeeper](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please Invest in Solutions to Prevent Harmful Algae Blooms & Fish Kills
Date: Sunday, November 20, 2022 10:52:36 AM

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

To: Mayor London Breed
CC: SFPUC General Manager Dennis Herrera, SFPUC Commission, and the San Francisco Board of Supervisors

Dear Mayor Breed,

I urge you to direct San Francisco's Public Utilities Commission (SFPUC) to aggressively increase the city's investment in water recycling today.

This summer, a large harmful algal bloom has spread across the Bay, leaving unimaginable numbers of dead fish in its wake. We're still learning about this particular bloom, but what we do know is that San Francisco's sewage effluent contributes to excessive levels of nutrients in San Francisco Bay that make the Bay fertile territory for the spread of harmful algae blooms.

Water recycling and other wastewater management technologies can help by reducing the volume of polluted discharges into the Bay. In addition, by producing potable supplies, water recycling will reduce San Francisco's reliance on water diverted from the Tuolumne River, increasing the city's resilience to climate change effects on water supply.

Other cities have learned the lessons of California's unpredictable climate and are quickly adopting water recycling to reduce their burden on the ecosystem, while increasing the reliability of their supply. Orange County gets more than 75 percent of its water through its water reuse program. Las Vegas recycles nearly all of its water used indoors. And Los Angeles is on the path to reusing 100 percent of its wastewater by 2035.

But, as San Francisco's draft Urban Water Management Plan recently revealed, the city currently has no plans to make recycled water widely available in the next 25 years. Instead, the city is pursuing multiple expensive and misguided lawsuits so that it can continue to rely, almost exclusively, on the Tuolumne River—one of the state's most overtapped rivers—for the next several decades. San Francisco and large agribusiness water districts divert four out of every five gallons of water that flow in the Tuolumne River during a typical year.

This overuse has caused the river's once mighty Chinook Salmon populations to crash. Meanwhile, low freshwater flows contribute to deteriorating water quality—including harmful algae blooms—in the Delta and San Francisco Bay.

I agree with Supervisor Aaron Peskin that "it is time for San Francisco and our sister cities in the nine Bay Area counties to start looking at what kinds of infrastructure investments will need to be made as this becomes,

sadly, the new normal.” It’s unacceptable for the city with the nation’s greenest reputation to shirk its responsibilities to conserve California’s precious and unpredictable water supply.

I support increasing river flows to protect San Francisco Bay’s fisheries, water quality, and recreation. The city should do its part to protect the Bay and its rivers—water recycling is a common-sense way to limit the city’s water use, increase the reliability of its supply, and protect the Bay from harmful wastewater treatment plant effluent.

Thank you,

Robert Crabill
San Anselmo, CA

From: info@baykeeper.org on behalf of [Adrian via San Francisco Baykeeper](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please Invest in Solutions to Prevent Harmful Algae Blooms & Fish Kills
Date: Tuesday, November 15, 2022 3:53:59 PM

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

To: Mayor London Breed
CC: SFPUC General Manager Dennis Herrera, SFPUC Commission, and the San Francisco Board of Supervisors

Dear Mayor Breed,

I urge you to direct San Francisco's Public Utilities Commission (SFPUC) to aggressively increase the city's investment in water recycling today.

This summer, a large harmful algal bloom has spread across the Bay, leaving unimaginable numbers of dead fish in its wake. We're still learning about this particular bloom, but what we do know is that San Francisco's sewage effluent contributes to excessive levels of nutrients in San Francisco Bay that make the Bay fertile territory for the spread of harmful algae blooms.

Water recycling and other wastewater management technologies can help by reducing the volume of polluted discharges into the Bay. In addition, by producing potable supplies, water recycling will reduce San Francisco's reliance on water diverted from the Tuolumne River, increasing the city's resilience to climate change effects on water supply.

Other cities have learned the lessons of California's unpredictable climate and are quickly adopting water recycling to reduce their burden on the ecosystem, while increasing the reliability of their supply. Orange County gets more than 75 percent of its water through its water reuse program. Las Vegas recycles nearly all of its water used indoors. And Los Angeles is on the path to reusing 100 percent of its wastewater by 2035.

But, as San Francisco's draft Urban Water Management Plan recently revealed, the city currently has no plans to make recycled water widely available in the next 25 years. Instead, the city is pursuing multiple expensive and misguided lawsuits so that it can continue to rely, almost exclusively, on the Tuolumne River—one of the state's most overtapped rivers—for the next several decades. San Francisco and large agribusiness water districts divert four out of every five gallons of water that flow in the Tuolumne River during a typical year.

This overuse has caused the river's once mighty Chinook Salmon populations to crash. Meanwhile, low freshwater flows contribute to deteriorating water quality—including harmful algae blooms—in the Delta and San Francisco Bay.

I agree with Supervisor Aaron Peskin that "it is time for San Francisco and our sister cities in the nine Bay Area counties to start looking at what kinds of infrastructure investments will need to be made as this becomes,

sadly, the new normal.” It’s unacceptable for the city with the nation’s greenest reputation to shirk its responsibilities to conserve California’s precious and unpredictable water supply.

I support increasing river flows to protect San Francisco Bay’s fisheries, water quality, and recreation. The city should do its part to protect the Bay and its rivers—water recycling is a common-sense way to limit the city’s water use, increase the reliability of its supply, and protect the Bay from harmful wastewater treatment plant effluent.

Thank you,

Adrian Cotter
Oakland, CA

From: info@baykeeper.org on behalf of [Adrian via San Francisco Baykeeper](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please Invest in Solutions to Prevent Harmful Algae Blooms & Fish Kills
Date: Tuesday, November 15, 2022 3:53:57 PM

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

To: Mayor London Breed
CC: SFPUC General Manager Dennis Herrera, SFPUC Commission, and the San Francisco Board of Supervisors

Dear Mayor Breed,

I urge you to direct San Francisco's Public Utilities Commission (SFPUC) to aggressively increase the city's investment in water recycling today.

This summer, a large harmful algal bloom has spread across the Bay, leaving unimaginable numbers of dead fish in its wake. We're still learning about this particular bloom, but what we do know is that San Francisco's sewage effluent contributes to excessive levels of nutrients in San Francisco Bay that make the Bay fertile territory for the spread of harmful algae blooms.

Water recycling and other wastewater management technologies can help by reducing the volume of polluted discharges into the Bay. In addition, by producing potable supplies, water recycling will reduce San Francisco's reliance on water diverted from the Tuolumne River, increasing the city's resilience to climate change effects on water supply.

Other cities have learned the lessons of California's unpredictable climate and are quickly adopting water recycling to reduce their burden on the ecosystem, while increasing the reliability of their supply. Orange County gets more than 75 percent of its water through its water reuse program. Las Vegas recycles nearly all of its water used indoors. And Los Angeles is on the path to reusing 100 percent of its wastewater by 2035.

But, as San Francisco's draft Urban Water Management Plan recently revealed, the city currently has no plans to make recycled water widely available in the next 25 years. Instead, the city is pursuing multiple expensive and misguided lawsuits so that it can continue to rely, almost exclusively, on the Tuolumne River—one of the state's most overtapped rivers—for the next several decades. San Francisco and large agribusiness water districts divert four out of every five gallons of water that flow in the Tuolumne River during a typical year.

This overuse has caused the river's once mighty Chinook Salmon populations to crash. Meanwhile, low freshwater flows contribute to deteriorating water quality—including harmful algae blooms—in the Delta and San Francisco Bay.

I agree with Supervisor Aaron Peskin that "it is time for San Francisco and our sister cities in the nine Bay Area counties to start looking at what kinds of infrastructure investments will need to be made as this becomes,

sadly, the new normal.” It’s unacceptable for the city with the nation’s greenest reputation to shirk its responsibilities to conserve California’s precious and unpredictable water supply.

I support increasing river flows to protect San Francisco Bay’s fisheries, water quality, and recreation. The city should do its part to protect the Bay and its rivers—water recycling is a common-sense way to limit the city’s water use, increase the reliability of its supply, and protect the Bay from harmful wastewater treatment plant effluent.

Thank you,

Adrian Cotter
Oakland, CA

From: info@baykeeper.org on behalf of [Brenna via San Francisco Baykeeper](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please Invest in Solutions to Prevent Harmful Algae Blooms & Fish Kills
Date: Sunday, November 13, 2022 3:17:30 PM

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

To: Mayor London Breed
CC: SFPUC General Manager Dennis Herrera, SFPUC Commission, and the San Francisco Board of Supervisors

Dear Mayor Breed,

I urge you to direct San Francisco's Public Utilities Commission (SFPUC) to aggressively increase the city's investment in water recycling today.

This summer, a large harmful algal bloom has spread across the Bay, leaving unimaginable numbers of dead fish in its wake. We're still learning about this particular bloom, but what we do know is that San Francisco's sewage effluent contributes to excessive levels of nutrients in San Francisco Bay that make the Bay fertile territory for the spread of harmful algae blooms.

Water recycling and other wastewater management technologies can help by reducing the volume of polluted discharges into the Bay. In addition, by producing potable supplies, water recycling will reduce San Francisco's reliance on water diverted from the Tuolumne River, increasing the city's resilience to climate change effects on water supply.

Other cities have learned the lessons of California's unpredictable climate and are quickly adopting water recycling to reduce their burden on the ecosystem, while increasing the reliability of their supply. Orange County gets more than 75 percent of its water through its water reuse program. Las Vegas recycles nearly all of its water used indoors. And Los Angeles is on the path to reusing 100 percent of its wastewater by 2035.

But, as San Francisco's draft Urban Water Management Plan recently revealed, the city currently has no plans to make recycled water widely available in the next 25 years. Instead, the city is pursuing multiple expensive and misguided lawsuits so that it can continue to rely, almost exclusively, on the Tuolumne River—one of the state's most overtapped rivers—for the next several decades. San Francisco and large agribusiness water districts divert four out of every five gallons of water that flow in the Tuolumne River during a typical year.

This overuse has caused the river's once mighty Chinook Salmon populations to crash. Meanwhile, low freshwater flows contribute to deteriorating water quality—including harmful algae blooms—in the Delta and San Francisco Bay.

I agree with Supervisor Aaron Peskin that "it is time for San Francisco and our sister cities in the nine Bay Area counties to start looking at what kinds of infrastructure investments will need to be made as this becomes,

sadly, the new normal.” It’s unacceptable for the city with the nation’s greenest reputation to shirk its responsibilities to conserve California’s precious and unpredictable water supply.

I support increasing river flows to protect San Francisco Bay’s fisheries, water quality, and recreation. The city should do its part to protect the Bay and its rivers—water recycling is a common-sense way to limit the city’s water use, increase the reliability of its supply, and protect the Bay from harmful wastewater treatment plant effluent.

Thank you,

Brenna Moorhead
San Francisco , California

From: info@baykeeper.org on behalf of [Andrea via San Francisco Baykeeper](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please Invest in Solutions to Prevent Harmful Algae Blooms & Fish Kills
Date: Saturday, November 12, 2022 5:01:44 PM

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

To: Mayor London Breed
CC: SFPUC General Manager Dennis Herrera, SFPUC Commission, and the San Francisco Board of Supervisors

Dear Mayor Breed,

I urge you to direct San Francisco's Public Utilities Commission (SFPUC) to aggressively increase the city's investment in water recycling today.

This summer, a large harmful algal bloom has spread across the Bay, leaving unimaginable numbers of dead fish in its wake. We're still learning about this particular bloom, but what we do know is that San Francisco's sewage effluent contributes to excessive levels of nutrients in San Francisco Bay that make the Bay fertile territory for the spread of harmful algae blooms.

Water recycling and other wastewater management technologies can help by reducing the volume of polluted discharges into the Bay. In addition, by producing potable supplies, water recycling will reduce San Francisco's reliance on water diverted from the Tuolumne River, increasing the city's resilience to climate change effects on water supply.

Other cities have learned the lessons of California's unpredictable climate and are quickly adopting water recycling to reduce their burden on the ecosystem, while increasing the reliability of their supply. Orange County gets more than 75 percent of its water through its water reuse program. Las Vegas recycles nearly all of its water used indoors. And Los Angeles is on the path to reusing 100 percent of its wastewater by 2035.

But, as San Francisco's draft Urban Water Management Plan recently revealed, the city currently has no plans to make recycled water widely available in the next 25 years. Instead, the city is pursuing multiple expensive and misguided lawsuits so that it can continue to rely, almost exclusively, on the Tuolumne River—one of the state's most overtapped rivers—for the next several decades. San Francisco and large agribusiness water districts divert four out of every five gallons of water that flow in the Tuolumne River during a typical year.

This overuse has caused the river's once mighty Chinook Salmon populations to crash. Meanwhile, low freshwater flows contribute to deteriorating water quality—including harmful algae blooms—in the Delta and San Francisco Bay.

I agree with Supervisor Aaron Peskin that "it is time for San Francisco and our sister cities in the nine Bay Area counties to start looking at what kinds of infrastructure investments will need to be made as this becomes,

sadly, the new normal.” It’s unacceptable for the city with the nation’s greenest reputation to shirk its responsibilities to conserve California’s precious and unpredictable water supply.

I support increasing river flows to protect San Francisco Bay’s fisheries, water quality, and recreation. The city should do its part to protect the Bay and its rivers—water recycling is a common-sense way to limit the city’s water use, increase the reliability of its supply, and protect the Bay from harmful wastewater treatment plant effluent.

Thank you,

Andrea Horbinski
Kensington, CA

From: info@baykeeper.org on behalf of [Nicole via San Francisco Baykeeper](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please Invest in Solutions to Prevent Harmful Algae Blooms & Fish Kills
Date: Friday, November 11, 2022 7:06:16 AM

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

To: Mayor London Breed
CC: SFPUC General Manager Dennis Herrera, SFPUC Commission, and the San Francisco Board of Supervisors

Dear Mayor Breed,

I urge you to direct San Francisco's Public Utilities Commission (SFPUC) to aggressively increase the city's investment in water recycling today.

This summer, a large harmful algal bloom has spread across the Bay, leaving unimaginable numbers of dead fish in its wake. We're still learning about this particular bloom, but what we do know is that San Francisco's sewage effluent contributes to excessive levels of nutrients in San Francisco Bay that make the Bay fertile territory for the spread of harmful algae blooms.

Water recycling and other wastewater management technologies can help by reducing the volume of polluted discharges into the Bay. In addition, by producing potable supplies, water recycling will reduce San Francisco's reliance on water diverted from the Tuolumne River, increasing the city's resilience to climate change effects on water supply.

Other cities have learned the lessons of California's unpredictable climate and are quickly adopting water recycling to reduce their burden on the ecosystem, while increasing the reliability of their supply. Orange County gets more than 75 percent of its water through its water reuse program. Las Vegas recycles nearly all of its water used indoors. And Los Angeles is on the path to reusing 100 percent of its wastewater by 2035.

But, as San Francisco's draft Urban Water Management Plan recently revealed, the city currently has no plans to make recycled water widely available in the next 25 years. Instead, the city is pursuing multiple expensive and misguided lawsuits so that it can continue to rely, almost exclusively, on the Tuolumne River—one of the state's most overtapped rivers—for the next several decades. San Francisco and large agribusiness water districts divert four out of every five gallons of water that flow in the Tuolumne River during a typical year.

This overuse has caused the river's once mighty Chinook Salmon populations to crash. Meanwhile, low freshwater flows contribute to deteriorating water quality—including harmful algae blooms—in the Delta and San Francisco Bay.

I agree with Supervisor Aaron Peskin that "it is time for San Francisco and our sister cities in the nine Bay Area counties to start looking at what kinds of infrastructure investments will need to be made as this becomes,

sadly, the new normal.” It’s unacceptable for the city with the nation’s greenest reputation to shirk its responsibilities to conserve California’s precious and unpredictable water supply.

I support increasing river flows to protect San Francisco Bay’s fisheries, water quality, and recreation. The city should do its part to protect the Bay and its rivers—water recycling is a common-sense way to limit the city’s water use, increase the reliability of its supply, and protect the Bay from harmful wastewater treatment plant effluent.

Thank you,

Nicole Hoppe
Lafayette, California

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: ["angela.calvillo@sfgov.org"](mailto:angela.calvillo@sfgov.org); [Mchugh, Eileen \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS Legislation, \(BOS\)](#); [Cabrera, Stephanie \(BOS\)](#)
Subject: FW: Thank you for supporting the Tenderloin Center
Date: Tuesday, November 22, 2022 11:10:00 AM

Hello,

Please see below for communication from Tami Bryant regarding File No. 221090.

File No. 221090 - Urging the Continuation of Services After the Closure of the Tenderloin Center

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: tamibryant@aol.com <tamibryant@aol.com>
Sent: Monday, November 14, 2022 7:53 PM
To: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: Waltonstaff (BOS) <waltonstaff@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Dorsey, Matt (BOS) <matt.dorsey@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Marstaff (BOS) <marstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Melgar, Myrna (BOS) <Myrna.Melgar@sfgov.org>; MelgarStaff (BOS) <MelgarStaff@sfgov.org>
Subject: Thank you for supporting the Tenderloin Center

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

Dear President Walton and all the Supervisors who voted in support-
As a 47 year resident of District 5, the Tenderloin is now part of my district, and I'm writing IN SUPPORT of the Tenderloin Center (TLC), thank you all for your vote in support! I wish I would have been able to attend the hearing you held.
I've had the privilege of working at the TLC twice a week since April for the Human Services

Agency, assisting guests with their G.A., CalFresh/MediCal, and our JobsNow! program. This is some of the hardest but most impactful work I've ever done, and as a tax payer, coop apt. owner, I'm letting you know this is A VITALLY important asset and effective model that I'm happy to have our tax payer dollars funding.

The radical hospitality, harm reduction services, meals, and showers/laundry, are giving people humanity, dignity and hope. I cannot emphasize the effectiveness of the trained and compassionate staff we have. The City departments, UA, Code Tenderloin, along with the housing and healthcare providers, are truly helping people when they really need a plethora of services and assistance.

I'm repeatedly told by guests how they'd rather get their H.S.A. business done at the TLC, than at the H.S.A. office one-and-a-half blocks away because of the model we are able to offer, people feel SEEN AND VALUED.

I've seen the good work in effect everyday with people being able to eat, sleep inside, etc., and urge you to not let these services lapse. I've had to give people hope and transcend being a government bureaucrat by showing I care and to go above and beyond to help them, as do my colleagues.

For those who voted against it, I assume you've not spoken to any of those we have helped and why our unique model is so effective? Please consider asking people first hand.

If you voted against it because of the allegation we're not "linking people to services," the former welfare mom, social justice advocate in me wants to know: WHAT SERVICES????? What empty treatment beds? What empty mental health beds are we not filling? Where's our power to conserve people against their will, to compel them to treatment?

I believe there is a larger demand for services than we can fill. And every single day people are unable to access the care they want because there isn't anything available.

Some people are referred and then decline. The TLC escorts people to their destinations as needed, this a comprehensive, well-planned operation. But at the end of the day, people have agency and we can only do the best we can do.

I implore you to talk to real people, who've been helped profoundly by the TLC before you vote against it again.

Respectfully,
Tami Bryant

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: ["angela.calvillo@sfgov.org"](mailto:angela.calvillo@sfgov.org); [Somera, Alisa \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#)
Subject: 144 Letters regarding Slow Lake Street
Date: Tuesday, November 22, 2022 11:16:00 AM
Attachments: [144 Letters regarding Slow Lake Street.pdf](#)

Hello,

Please see attached 144 letters regarding the Slow Streets Program on Lake Street.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: [Beth Ruona](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 22, 2022 9:51:31 AM

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

Open Lake Street



My name is **Beth Ruona**

My email address is **bethruona@me.com**

Open Lake Street represents 3,200 supporters who want Lake Street reopened to thru traffic. We are a local neighborhood group with resident volunteers who care deeply about the future of Lake Street and wish to end the polarization that the potentially permanent Slow Street designation has created over the past 15 months.

During the last year, the SFMTA Livable Streets team implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. As a result, a 54% majority of impacted residents expressed clearly during the June review process that they want Lake Street reopened, the barriers removed, and no concrete diverters installed. As a result, in late June, representatives from the Mayor's Office and SFMTA staff proposed to OpenLakeStreet that they would recommend reopening Lake Street to thru traffic if we agreed to additional traffic calming measures, including stop signs, raised crosswalks and speed bumps. We agreed, and they told us they would present this recommendation to the SFMTA board in September.

Since then, the traffic calming measures have been installed, and over \$500,000 has been spent on the Lake Street project. The SFMTA Board meeting to vote on Lake Street was delayed from September to October 14th to December 6th.

The compromise solution proposed in June to reopen Lake to thru traffic with the new traffic calming measures is still the right decision for our neighborhood. Please act upon the wishes of the majority of residents and reopen Lake Street so our broken community can heal.

Sincerely,
Beth Ruona

From: [Ben Maxon](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 22, 2022 9:51:25 AM

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

Open Lake Street



My name is **Ben Maxon**

My email address is **bmaxon@gmail.com**

Open Lake Street represents 3,200 supporters who want Lake Street reopened to thru traffic. We are a local neighborhood group with resident volunteers who care deeply about the future of Lake Street and wish to end the polarization that the potentially permanent Slow Street designation has created over the past 15 months.

During the last year, the SFMTA Livable Streets team implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. As a result, a 54% majority of impacted residents expressed clearly during the June review process that they want Lake Street reopened, the barriers removed, and no concrete diverters installed. As a result, in late June, representatives from the Mayor's Office and SFMTA staff proposed to OpenLakeStreet that they would recommend reopening Lake Street to thru traffic if we agreed to additional traffic calming measures, including stop signs, raised crosswalks and speed bumps. We agreed, and they told us they would present this recommendation to the SFMTA board in September.

Since then, the traffic calming measures have been installed, and over \$500,000 has been spent on the Lake Street project. The SFMTA Board meeting to vote on Lake Street was delayed from September to October 14th to December 6th.

The compromise solution proposed in June to reopen Lake to thru traffic with the new traffic calming measures is still the right decision for our neighborhood. Please act upon the wishes of the majority of residents and reopen Lake Street so our broken community can heal.

Sincerely,
Ben Maxon

From: [Susan Smith](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 22, 2022 9:51:17 AM

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

Open Lake Street



My name is **Susan Smith**
My email address is **ssmithsf@gmail.com**

Open Lake Street represents 3,200 supporters who want Lake Street reopened to thru traffic. We are a local neighborhood group with resident volunteers who care deeply about the future of Lake Street and wish to end the polarization that the potentially permanent Slow Street designation has created over the past 15 months.

During the last year, the SFMTA Livable Streets team implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. As a result, a 54% majority of impacted residents expressed clearly during the June review process that they want Lake Street reopened, the barriers removed, and no concrete diverters installed. As a result, in late June, representatives from the Mayor's Office and SFMTA staff proposed to OpenLakeStreet that they would recommend reopening Lake Street to thru traffic if we agreed to additional traffic calming measures, including stop signs, raised crosswalks and speed bumps. We agreed, and they told us they would present this recommendation to the SFMTA board in September.

Since then, the traffic calming measures have been installed, and over \$500,000 has been spent on the Lake Street project. The SFMTA Board meeting to vote on Lake Street was delayed from September to October 14th to December 6th.

The compromise solution proposed in June to reopen Lake to thru traffic with the new traffic calming measures is still the right decision for our neighborhood. Please act upon the wishes of the majority of residents and reopen Lake Street so our broken community can heal.

Sincerely,
Susan Smith

From: [Katie Colley](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 22, 2022 9:51:15 AM

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

Open Lake Street



My name is **Katie Colley**
My email address is **colleykatiea@gmail.com**

Open Lake Street represents 3,200 supporters who want Lake Street reopened to thru traffic. We are a local neighborhood group with resident volunteers who care deeply about the future of Lake Street and wish to end the polarization that the potentially permanent Slow Street designation has created over the past 15 months.

During the last year, the SFMTA Livable Streets team implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. As a result, a 54% majority of impacted residents expressed clearly during the June review process that they want Lake Street reopened, the barriers removed, and no concrete diverters installed. As a result, in late June, representatives from the Mayor's Office and SFMTA staff proposed to OpenLakeStreet that they would recommend reopening Lake Street to thru traffic if we agreed to additional traffic calming measures, including stop signs, raised crosswalks and speed bumps. We agreed, and they told us they would present this recommendation to the SFMTA board in September.

Since then, the traffic calming measures have been installed, and over \$500,000 has been spent on the Lake Street project. The SFMTA Board meeting to vote on Lake Street was delayed from September to October 14th to December 6th.

The compromise solution proposed in June to reopen Lake to thru traffic with the new traffic calming measures is still the right decision for our neighborhood. Please act upon the wishes of the majority of residents and reopen Lake Street so our broken community can heal.

Sincerely,
Katie Colley

From: [Susan Haldeman](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakesstreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 21, 2022 8:18:51 PM

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

Open Lake Street



My name is **Susan Haldeman**

My email address is **susan.haldeman@gmail.com**

Open Lake Street represents 3,200 supporters who want Lake Street reopened to thru traffic. We are a local neighborhood group with resident volunteers who care deeply about the future of Lake Street and wish to end the polarization that the potentially permanent Slow Street designation has created over the past 15 months.

During the last year, the SFMTA Livable Streets team implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. As a result, a 54% majority of impacted residents expressed clearly during the June review process that they want Lake Street reopened, the barriers removed, and no concrete diverters installed. As a result, in late June, representatives from the Mayor's Office and SFMTA staff proposed to OpenLakeStreet that they would recommend reopening Lake Street to thru traffic if we agreed to additional traffic calming measures, including stop signs, raised crosswalks and speed bumps. We agreed, and they told us they would present this recommendation to the SFMTA board in September.

Since then, the traffic calming measures have been installed, and over \$500,000 has been spent on the Lake Street project. The SFMTA Board meeting to vote on Lake Street was delayed from September to October 14th to December 6th.

The compromise solution proposed in June to reopen Lake to thru traffic with the new traffic calming measures is still the right decision for our neighborhood. Please act upon the wishes of the majority of residents and reopen Lake Street so our broken community can heal.

I have lived on the 7th Ave cul-de-sac north of Lake Street for 26 years. There was a need for traffic on Lake Street to be calmed - that has been accomplished with the measures recently implemented. There is absolutely no need for Lake Street to be closed to cars. There is ample room for walkers on the sidewalks and bikers in the bike lanes and cars in the car lanes. PLEASE follow-through on the commitment to reopen Lake Street with the new calming measures in place.

Sincerely,
Susan Haldeman

From: [Carrie Mainelli](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 21, 2022 11:14:04 AM

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

Open Lake Street



My name is **Carrie Mainelli**
My email address is **chmainelli@gmail.com**

It's time to OPEN
LAKE STREET!! The MAJORITY of D1 residents want Lake Street to reopen as it was before the pandemic. There is no good reason to keep it closed to car traffic there are wide sidewalks & bike lanes the entire length of Lake Street. California Street traffic is terrible and only getting worse with the continued closure of Lake Street.

During the last year, the SFMTA Livable Streets team implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. The compromise of reopening Lake Street with the newly installed traffic calming measures should be done immediately. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street.

Sincerely,
Carrie Mainelli

From: [Tanja Chargualaf](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 21, 2022 7:34:05 AM

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

Open Lake Street



My name is **Tanja Chargualaf**

My email address is **springsspre08@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Tanja Chargualaf

From: [Elisa Smith](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 21, 2022 7:33:56 AM

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

Open Lake Street



My name is **Elisa Smith**

My email address is **elisa_smith1@hotmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Elisa Smith

From: [Al Sargent](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 21, 2022 12:39:18 AM

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

Open Lake Street



My name is **Al Sargent**

My email address is **asargent@stanfordalumni.org**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Al Sargent

From: [Joel Pratt](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Sunday, November 20, 2022 11:04:23 PM

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

Open Lake Street



My name is **Joel Pratt**

My email address is **joel@bukadesign.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Joel Pratt

From: [Burton Siu](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Sunday, November 20, 2022 9:57:25 PM

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

Open Lake Street



My name is **Burton Siu**
My email address is **burtons@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Burton Siu

From: [Kate English](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Sunday, November 20, 2022 8:52:21 PM

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

Open Lake Street



My name is **Kate English**

My email address is **kenglish1775@comcast.net**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Kate English

From: [Mike Regan](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Sunday, November 20, 2022 8:51:50 PM

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

Open Lake Street



My name is **Mike Regan**
My email address is **myoldgoat@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Mike Regan

From: [Susie Greinetz](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Sunday, November 20, 2022 8:15:55 PM

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

Open Lake Street



My name is **Susie Greinetz**
My email address is **smgrein@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Susie Greinetz

From: [John Magee](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Sunday, November 20, 2022 8:13:13 PM

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

Open Lake Street



My name is **John Magee**
My email address is **jmmagee@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

John Magee

From: [Ashley Dalzell](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Sunday, November 20, 2022 8:13:09 PM

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

Open Lake Street



My name is **Ashley Dalzell**

My email address is **ashleydalzell@mindspring.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Ashley Dalzell

From: [Stephanie Lehman](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Sunday, November 20, 2022 8:01:59 PM

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

Open Lake Street



My name is **Stephanie Lehman**
My email address is **slehman21@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Stephanie Lehman

From: [Nancy Lopes](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Sunday, November 20, 2022 7:44:59 PM

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

Open Lake Street



My name is **Nancy Lopes**

My email address is **nancybellalopes@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Nancy Lopes

From: [Debbie Frank](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Saturday, November 19, 2022 10:26:20 PM

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

Open Lake Street



My name is **Debbie Frank**
My email address is **dfrank524@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic. Currently the street is very empty during most of the daytime hours.

With the newly installed calming measures and the many stop signs the street will be safer.

I look forward to the board of Directors following their staff recommendations and the wishes of the majority of residents, and opening Lake Street.

Thank you,
Debbie Frank

Sincerely,
Debbie Frank

From: [elmira tap](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Saturday, November 19, 2022 6:47:45 PM

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

Open Lake Street



My name is **elmira tap**

My email address is **elmiratap@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

elmira tap

From: [John Ng](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Saturday, November 19, 2022 9:13:06 AM

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

Open Lake Street



My name is **John Ng**
My email address is **JohnNgSF@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

John Ng

From: [Ruth Dummel](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Friday, November 18, 2022 3:45:40 PM

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

Open Lake Street



My name is **Ruth Dummel**

My email address is **rdthesecond@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Ruth Dummel

From: [Joe Han](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Friday, November 18, 2022 12:28:42 PM

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

Open Lake Street



My name is **Joe Han**
My email address is **jhan2233@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Joe Han

From: [Diane Takei](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Thursday, November 17, 2022 8:06:59 PM

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

Open Lake Street



My name is **Diane Takei**

My email address is **dianeemiko@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Diane Takei

From: [Eiko Aoki](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Thursday, November 17, 2022 8:55:39 AM

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

Open Lake Street



My name is **Eiko Aoki**

My email address is **eaeko@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Eiko Aoki

From: [Kathleen Shushtar](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 9:13:04 PM

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

Open Lake Street



My name is **Kathleen Shushtar**
My email address is **kshushtar@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Kathleen Shushtar

From: [Franco Roman](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 6:57:02 PM

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

Open Lake Street



My name is **Franco Roman**

My email address is **francoroman827@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Franco Roman

From: [Christina Martinez](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 4:53:30 PM

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

Open Lake Street



My name is **Christina Martinez**

My email address is **christinabrownbear@msn.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Christina Martinez

From: [Martha Conte](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 4:05:36 PM

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

Open Lake Street



My name is **Martha Conte**

My email address is **martha@ehmannconte.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Martha Conte

From: [Robin McMillan](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 1:57:42 PM

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

Open Lake Street



My name is **Robin McMillan**
My email address is **rkmcmillan@viselect.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Robin McMillan

From: [Douglas Styles](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 1:34:40 PM

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

Open Lake Street



My name is **Douglas Styles**

My email address is **douglas.styles@comcast.net**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic. I grew up in the area of Lake Street and my mother still resides there. I find driving across lake street to visit her very dangerous since the slow street was initiated - some people observe the slow street rules while others do not. I would not like it if my mother was injured.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act

upon the wishes of the majority of residents. I believe Lake Street can be open and safe.

Sincerely,
Douglas Styles

From: [Eamon Roche](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 11:45:09 AM

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

Open Lake Street



My name is **Eamon Roche**
My email address is **irishslate@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Eamon Roche

From: [Matthew Rhoa](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 11:44:06 AM

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

Open Lake Street



My name is **Matthew Rhoa**

My email address is **matthew@brailer-rhoa.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Matthew Rhoa

From: [Cullen Roche](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 11:43:25 AM

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

Open Lake Street



My name is **Cullen Roche**

My email address is **mosroche@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Cullen Roche

From: [Aislin Palladino](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 11:40:36 AM

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

Open Lake Street



My name is **Aislin Palladino**

My email address is **aislin.palladino@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Aislin Palladino

From: [Dearan Roche](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 11:40:33 AM

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

Open Lake Street



My name is **Dearan Roche**

My email address is **dearan.m.roche@tcu.edu**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Dearan Roche

From: [Marina Roche](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 11:40:28 AM

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

Open Lake Street



My name is **Marina Roche**

My email address is **marinaroche@icloud.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Marina Roche

From: [Meredyth Masterson](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 9:56:05 AM

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

Open Lake Street



My name is **Meredyth Masterson**

My email address is **meredyth.masterson@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Meredyth Masterson

From: [Karen Pugay](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Wednesday, November 16, 2022 8:35:52 AM

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

Open Lake Street



My name is **Karen Pugay**
My email address is **pugaykm@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Karen Pugay

From: [Laurel Winzler](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 9:39:21 PM

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

Open Lake Street



My name is **Laurel Winzler**

My email address is **LAUREL@FLAUREL.COM**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Laurel Winzler

From: [Nancy Lopes](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 8:16:32 PM

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

Open Lake Street



My name is **Nancy Lopes**

My email address is **nancybellalopes@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

While I support slow streets, this street is not the right street for this "experiment"- it has simply created more dangerous and congested streets

around it. Fast moving cars with short patience drivers. Since delivery and service vehicles are permitted, it time Lake Streets is returned to the community at large.

Thank you.

Sincerely,
Nancy Lopes

From: [Christina Pappas](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 6:20:28 PM

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

Open Lake Street



My name is **Christina Pappas**
My email address is **scoutca66@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Christina Pappas

From: [Barbara Styles](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 5:35:33 PM

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

Open Lake Street



My name is **Barbara Styles**
My email address is **bmstyles36@gmail.com**

I am an impacted resident that vote to reopen Lake Street as it was before the pandemic which was promised by city hall.

City taxpayer money has been spent on SFMTA staff time and implementation on the 26 blocks of Lake Street. Work has been completed, making Lake Street safer, it's time to reopen for all the city residents.

Please encourage the SFMTA Board of Directors to act upon the wishes of residents.

Barbara Styles
55 5th Ave.

Sincerely,
Barbara Styles

From: [Susan Kitchell](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 3:07:48 PM

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

Open Lake Street



My name is **Susan Kitchell**

My email address is **zevisema@gmail.com**

Living on California Street at the corner of 26th Avenue, I am one of the most impacted residents in the Richmond District. I want Lake Street to reopen in the way that it was before the pandemic.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. No more taxpayer dollars should be spent on this project going forward. It is time to reopen Lake Street

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,
Susan Kitchell

From: [Nancy Feldman](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 3:06:39 PM

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

Open Lake Street



My name is **Nancy Feldman**

My email address is **nancyhfeldman@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Nancy Feldman

From: [Bessie Tam](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 2:26:40 PM

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

Open Lake Street



My name is **Bessie Tam**
My email address is **sfobbt@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Bessie Tam

From: [Kate English](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 2:08:18 PM

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

Open Lake Street



My name is **Kate English**

My email address is **kenglish1775@comcast.net**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Kate English

From: [Vivien MacDonald](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 2:01:50 PM

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

Open Lake Street



My name is **Vivien MacDonald**
My email address is **bebemacd@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Vivien MacDonald

From: [John Simpson](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 1:21:11 PM

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

Open Lake Street



My name is **John Simpson**

My email address is **jsimpson1226@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

John Simpson

From: [Carolyn Power Perlstein](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 11:49:12 AM

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

Open Lake Street



My name is **Carolyn Power Perlstein**
My email address is **carolynpow@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Carolyn Power Perlstein

From: [Stephanie Chai](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 11:33:46 AM

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

Open Lake Street



My name is **Stephanie Chai**
My email address is **stephkchai@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Stephanie Chai

From: [Zach Read](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 11:12:42 AM

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

Open Lake Street



My name is **Zach Read**
My email address is **zach@laurelvillage.net**

Hello,

I live at 82 22nd Ave., cross is Lake Street.

Every day I see cars speeding, bikers and scooters zipping through the stop signs, and walkers screaming at property owners that live on/off of Lake st. The pandemic is over, please reopen our street and let's get back to making our city the gem that it used to be.

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time

and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,
Zach Read

From: [Vyji Mankani](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 10:45:46 AM

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

Open Lake Street



My name is **Vyji Mankani**
My email address is **vyji@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Vyji Mankani

From: [Jane Dunlap](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 10:16:37 AM

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

Open Lake Street



My name is **Jane Dunlap**
My email address is **jc_dunlap@hotmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Jane Dunlap

From: [Dale Scott](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 8:47:04 AM

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

Open Lake Street



My name is **Dale Scott**

My email address is **dscott@dalescott.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Dale Scott

From: [Maria Vengerova](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Tuesday, November 15, 2022 12:16:01 AM

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

Open Lake Street



My name is **Maria Vengerova**

My email address is **Maria.Vengerova@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Maria Vengerova

From: [Chit Kwong](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 9:49:57 PM

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

Open Lake Street



My name is **Chit Kwong**
My email address is **chitkwong@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Chit Kwong

From: [Leslie Boin Podell](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 9:06:52 PM

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

Open Lake Street



My name is **Leslie Boin Podell**
My email address is **leslie@podell.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Leslie Boin Podell

From: [Jeff King](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 9:00:48 PM

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

Open Lake Street



My name is **Jeff King**
My email address is **jeff@jeffkingandco.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Jeff King

From: [Olin King](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 9:00:26 PM

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

Open Lake Street



My name is **Olin King**
My email address is **olink2003@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Olin King

From: [Ron Calabrese](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 8:47:40 PM

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

Open Lake Street



My name is **Ron Calabrese**
My email address is **ronsalive@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Ron Calabrese

From: [Gabriella Iannaccone](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 8:47:21 PM

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

Open Lake Street



My name is **Gabriella Iannaccone**
My email address is **gaiannaccone@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Gabriella Iannaccone

From: [Dorothea Stein](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 8:47:20 PM

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

Open Lake Street



My name is **Dorothea Stein**
My email address is **dahtea@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Dorothea Stein

From: [Gabriella de Araujo](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 8:47:01 PM

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

Open Lake Street



My name is **Gabriella de Araujo**

My email address is **gabriella.de.araujo@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Gabriella de Araujo

From: [Denise Bottarini](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:46:29 PM

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

Open Lake Street



My name is **Denise Bottarini**
My email address is **dbottarini@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

As a taxpayer in District 1, why should my tax dollars be spent on the upkeep of one closed slow street in an upscale neighborhood. Traffic is forced on to

the surrounding streets placing their children and elders at risk. How is that fair to the other tax paying population of District 1 who don't reside on Lake Street? Please reopen Lake Street to all.

Sincerely,
Denise Bottarini

From: [sylvia lee](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:46:17 PM

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

Open Lake Street



My name is **sylvia lee**

My email address is **linglee2004@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

sylvia lee

From: [Susan Tunnell](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:46:15 PM

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

Open Lake Street



My name is **Susan Tunnell**
My email address is **swtunnell@mac.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Susan Tunnell

From: [Susan Cronholm](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:46:10 PM

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

Open Lake Street



My name is **Susan Cronholm**
My email address is **crnhlm@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Susan Cronholm

From: [Maura Mana](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:46:09 PM

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

Open Lake Street



My name is **Maura Mana**

My email address is **mauramana@outlook.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Maura Mana

From: [Catherine Sparacino](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:45:52 PM

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

Open Lake Street



My name is **Catherine Sparacino**
My email address is **c.sparacino@mac.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Catherine Sparacino

From: [Andrew B Gottlieb](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:45:50 PM

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

Open Lake Street



My name is **Andrew B Gottlieb**
My email address is **agottlieb51@icloud.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

We have been promised that Lake Street would be reopened for a year now. It's well past time to reopen this street.

Sincerely,
Andrew B Gottlieb

From: [Patricia Wise](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:45:30 PM

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

Open Lake Street



My name is **Patricia Wise**
My email address is **pawise52@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Patricia Wise

From: [Wilson Lem](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:45:14 PM

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

Open Lake Street



My name is **Wilson Lem**
My email address is **lem321@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Wilson Lem

From: [Lonnie Zwerin](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:45:04 PM

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

Open Lake Street



My name is **Lonnie Zwerin**
My email address is **lzwerin@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Lonnie Zwerin

From: [Edward Dobranski](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:44:41 PM

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

Open Lake Street



My name is **Edward Dobranski**
My email address is **ejdobranski@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Edward Dobranski

From: [Irina Sorkina](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:44:31 PM

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

Open Lake Street



My name is **Irina Sorkina**
My email address is **isorkina@hotmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Irina Sorkina

From: [Fifi Holbrook](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:44:30 PM

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

Open Lake Street



My name is **Fifi Holbrook**

My email address is **fifiholbrook@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Fifi Holbrook

From: [Perry Klebahn](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:44:09 PM

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

Open Lake Street



My name is **Perry Klebahn**
My email address is **perry_k2003@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Perry Klebahn

From: [Maggie Wang](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:43:57 PM

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

Open Lake Street



My name is **Maggie Wang**
My email address is **mag1299@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Maggie Wang

From: [Carmen Woo](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 7:03:21 PM

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

Open Lake Street



My name is **Carmen Woo**
My email address is **aiya1288@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Please reopen Lake Street.

Thank you,

Carmen Woo

Sincerely,
Carmen Woo

From: [Nancy Lim-Yee](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 6:48:14 PM

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

Open Lake Street



My name is **Nancy Lim-Yee**
My email address is **nanlimyee@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Nancy Lim-Yee

From: [Angela Chang](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 6:48:05 PM

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

Open Lake Street



My name is **Angela Chang**
My email address is **szpingc@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Angela Chang

From: [Casper Leung](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 6:47:29 PM

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

Open Lake Street



My name is **Casper Leung**

My email address is **casperleung2000@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Casper Leung

From: [Vicki Edwards](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 6:47:21 PM

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

Open Lake Street



My name is **Vicki Edwards**

My email address is **vickijo.edwards1@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Vicki Edwards

From: [Andrea Galvin](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 6:47:19 PM

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

Open Lake Street



My name is **Andrea Galvin**

My email address is **andreacgalvin@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Andrea Galvin

From: [Lauren Downs](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 6:47:18 PM

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

Open Lake Street



My name is **Lauren Downs**
My email address is **cindynoodle@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,
Lauren Downs

From: [Joanna Combs](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 6:47:09 PM

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

Open Lake Street



My name is **Joanna Combs**

My email address is **joanna.combs@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Joanna Combs

From: [Alan Greinetz](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 6:46:56 PM

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

Open Lake Street



My name is **Alan Greinetz**
My email address is **apgreinetz@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Thank you for your consideration.

Alan Greinetz
20 18th Ave
San Francisco, CA 94131-1320
415-305-0019

Sincerely,
Alan Greinetz

From: [Gina Rafanelli](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 6:46:52 PM

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

Open Lake Street



My name is **Gina Rafanelli**
My email address is **ginaraf@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Gina Rafanelli

From: [Julia Wong](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 6:46:39 PM

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

Open Lake Street



My name is **Julia Wong**
My email address is **juliawongsf@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Julia Wong

From: [Jann Jeung](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 6:46:14 PM

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

Open Lake Street



My name is **Jann Jeung**
My email address is **jncao@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Jann Jeung

From: [Patricia Moncada](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 6:46:03 PM

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

Open Lake Street



My name is **Patricia Moncada**
My email address is **eclpm@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Patricia Moncada

From: [Eddie Tang](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:45:00 PM

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

Open Lake Street



My name is **Eddie Tang**
My email address is **e2tang@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Eddie Tang

From: [Marty Miner](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:44:52 PM

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

Open Lake Street



My name is **Marty Miner**

My email address is **marty.miner@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Marty Miner

From: [C Chiu](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:44:40 PM

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

Open Lake Street



My name is **C Chiu**

My email address is **ccchiuchiu@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

C Chiu

From: [Alex Pekar](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:44:39 PM

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

Open Lake Street



My name is **Alex Pekar**

My email address is **alexandr.pekar@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Alex Pekar

From: [Katie Colley](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:44:27 PM

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

Open Lake Street



My name is **Katie Colley**
My email address is **colleykatiea@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Katie Colley

From: [Bonnie Fastiff](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:44:21 PM

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

Open Lake Street



My name is **Bonnie Fastiff**
My email address is **bbfastiff48@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Bonnie Fastiff

From: [Daphne Alden](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:44:07 PM

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

Open Lake Street



My name is **Daphne Alden**

My email address is **daphne@cal.berkeley.edu**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Daphne Alden

From: [Garsha Shabankhani](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:43:59 PM

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

Open Lake Street



My name is **Garsha Shabankhani**
My email address is **garsha1@icloud.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Garsha Shabankhani

From: [Nancy Bronstein](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:43:48 PM

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

Open Lake Street



My name is **Nancy Bronstein**
My email address is **nstirm@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Nancy Bronstein

From: [Colette Fujimoto](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:43:47 PM

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

Open Lake Street



My name is **Colette Fujimoto**

My email address is **colettefujimoto@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Colette Fujimoto

From: [Colette Fujimoto](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:43:33 PM

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

Open Lake Street



My name is **Colette Fujimoto**

My email address is **colettefujimoto@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Colette Fujimoto

From: [Beverly Brown](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:43:23 PM

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

Open Lake Street



My name is **Beverly Brown**
My email address is **bree_94118@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Can the SFMTA Board of Directors finally do the right thing and act upon the wishes of the majority of residents.

It's no longer 2020. It's 2022, almost 2023. OPEN THE LAKE STREET NOW!

Beverly Brown - District 2

Sincerely,
Beverly Brown

From: [Linday MacDermid](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:43:11 PM

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

Open Lake Street



My name is **Linday MacDermid**
My email address is **redbirdsf@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Linday MacDermid

From: [Judi Hurabiell](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:43:04 PM

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

Open Lake Street



My name is **Judi Hurabiell**

My email address is **jmhurabiell1@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Judi Hurabiell

From: [Jane Smalley](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 5:43:03 PM

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

Open Lake Street



My name is **Jane Smalley**
My email address is **janesmalley1@juno.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Jane Smalley

From: [Barbara Cannella](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 4:47:23 PM

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

Open Lake Street



My name is **Barbara Cannella**
My email address is **BRCannella@aol.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Barbara Cannella

From: [Mari Eliza](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:42:15 PM

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

Open Lake Street



My name is **Mari Eliza**

My email address is **zrants@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

I do not live in the district but I visit friends and the Presidio often so I am well aware of how the closed streets are effecting this and other neighborhoods that feel cut off from the rest of the city. Closing streets is no way to jump start the economy.

Making it harder for people to enter, exit and get through the city is adding to the pollution and killing the struggling small businesses we have left. Many construction companies and workers refuse to work in SF since they were forced out by high rents and it is easier to work outside.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,
Mari Eliza, concerned citizen

Sincerely,
Mari Eliza

From: [Eric Rice](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:42:07 PM

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

Open Lake Street



My name is **Eric Rice**

My email address is **ericrice1209@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

Lake Street is a primary East/West route for those of us in the Sea Cliff neighborhood. There are sidewalks and crosswalks for pedestrians. The open cross streets (28th Ave. to Arguello) create an unsafe path for those in the street and often not paying attention to cross traffic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,
Eric Rice

From: [Eve Thompson](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:41:47 PM

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

Open Lake Street



My name is **Eve Thompson**
My email address is **evethompson@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to REOPEN as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Eve Thompson

From: [Edward Cooper](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:41:44 PM

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

Open Lake Street



My name is **Edward Cooper**
My email address is **encooper@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Edward Cooper

From: [Linda Vann-Adibe](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:41:36 PM

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

Open Lake Street



My name is **Linda Vann-Adibe**
My email address is **lvannadibe@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Linda Vann-Adibe

From: [Tris Thomson](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:41:19 PM

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

Open Lake Street



My name is **Tris Thomson**

My email address is **tris.thomson@comcast.net**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Tris Thomson

From: [Chris Conner](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:41:05 PM

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

Open Lake Street



My name is **Chris Conner**

My email address is **connerama@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Chris Conner

From: [Mark Lerdal](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:40:39 PM

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

Open Lake Street



My name is **Mark Lerdal**
My email address is **lerdalmark@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Mark Lerdal

From: [Nora Blay](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:40:22 PM

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

Open Lake Street



My name is **Nora Blay**
My email address is **nora@norabl原因.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Nora Blay

From: [Jill Pake](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:40:19 PM

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

Open Lake Street



My name is **Jill Pake**
My email address is **pake_jill@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Jill Pake

From: [Nora Blay](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:40:15 PM

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

Open Lake Street



My name is **Nora Blay**
My email address is **nora@norabl原因.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Nora Blay

From: [William Wheeler](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:40:06 PM

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

Open Lake Street



My name is **William Wheeler**
My email address is **bill@billwheeler.com**

Please reopen Lake St. to normal traffic with calming in place. We live on 16th and all the traffic has been redirected to CA St. which has made it difficult and dangerous to enter CA St. from 16th Ave to access Park P. Blvd. We need a balance between Lake and CA streets to handle normal traffic.

William Wheeler
130 16th Ave

Sincerely,
William Wheeler

From: [Rajat Randev](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:40:04 PM

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

Open Lake Street



My name is **Rajat Randev**
My email address is **randevr@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Rajat Randev

From: [Sandra Bagnatori](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:40:02 PM

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

Open Lake Street



My name is **Sandra Bagnatori**
My email address is **sandrabagnatori@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Sandra Bagnatori

From: [Steph Zeppa](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:39:54 PM

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

Open Lake Street



My name is **Steph Zeppa**
My email address is **stephzeppa@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Steph Zeppa

From: [Peter Lee](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:39:40 PM

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

Open Lake Street



My name is **Peter Lee**

My email address is **peterboothlee@hotmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Peter Lee

From: [Norah Uyeda](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 3:39:33 PM

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

Open Lake Street



My name is **Norah Uyeda**

My email address is **yuenuyeda@hotmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Norah Uyeda

From: [So Kwong-chan](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 2:59:35 PM

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

Open Lake Street



My name is **So Kwong-chan**

My email address is **sofunkwongchan@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

So Kwong-chan

From: [K. Reagan](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 1:39:15 PM

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

Open Lake Street



My name is **K. Reagan**

My email address is **meemom@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

K. Reagan

From: [Karen Olsen-Dunn](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 1:39:04 PM

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

Open Lake Street



My name is **Karen Olsen-Dunn**
My email address is **kolsendunn@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Karen Olsen-Dunn

From: [Terry McDevitt](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 1:38:59 PM

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

Open Lake Street



My name is **Terry McDevitt**
My email address is **dismasmcd@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Terry McDevitt

From: [Lisa Hogen](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 1:38:43 PM

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

Open Lake Street



My name is **Lisa Hogen**
My email address is **lisalhogen@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Lisa Hogen

From: [Elena Madsen](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 1:38:36 PM

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

Open Lake Street



My name is **Elena Madsen**

My email address is **elena.madsen@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Elena Madsen

From: [Dan Choi](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 1:38:30 PM

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

Open Lake Street



My name is **Dan Choi**
My email address is **dchoi712@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Dan Choi

From: [Misti Reif](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 1:38:25 PM

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

Open Lake Street



My name is **Misti Reif**

My email address is **misti@mistilayne.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

It's time to move on.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,
Misti Reif

From: [DAvid BAncroft](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 1:38:04 PM

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

Open Lake Street



My name is **DAvid BAncroft**
My email address is **sfdavidbancroft@gmail.com**

Thank you for listening to SF residents: We want Lake Street to reopen.

During the last year, the SFMTA Livable Streets team has undertaken a transparent public process, where SF residents commented on the use and design of Lake Street. A compromise had been proposed: reopening Lake Street with newly installed traffic calming measure, as the SFMTA staff recommends.

More than a halfmillion dollars (\$500,000) has been spent in SFMTA staff time and implementation costs for the 26 blocks of Lake Street. The work has been completed, and now it's time to reopen Lake Street.

Please urge the SFMTA Board of Directors to do the right thing, and act upon the wishes of the majority of SF residents and the recommendation by the SFMTA staff.

Thank you!

Sincerely,

DAvid BAncroft

From: [Diana Leong](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 1:38:01 PM

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

Open Lake Street



My name is **Diana Leong**
My email address is **dleong55@yahoo.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Diana Leong

From: [Daniel Choi](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 1:37:52 PM

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

Open Lake Street



My name is **Daniel Choi**

My email address is **daniel.choi@kp.org**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,

Daniel Choi

From: [Assunta Young](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 1:37:41 PM

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

Open Lake Street



My name is **Assunta Young**

My email address is **assuntayoung46@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The attempted closing did not help the Lake St. residents or the residents of the city at large. What a waste. This amount of money would be better spent improving muni services for residents. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,
Assunta Young

From: [Meg DePriest](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 1:37:30 PM

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

Open Lake Street



My name is **Meg DePriest**
My email address is **megdep@gmail.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic. Now that there are traffic calming measures (speed humps, raised crosswalks, more stop signs, etc.) it's time to remove the barriers and allow neighbors to drive on our neighborhood street.

I understand that the SFMTA staff will recommend the street be opened and removed as a slow street at the Board of Directors meeting on December 6. This is great news!

Please encourage the SFMTA Board of Directors to do the right thing and fulfill the wishes of the majority of residents who live right off of Lake street.

Thank you,
Meg

Sincerely,
Meg DePriest

From: [Alex Slusky](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); openlakestreet@gmail.com
Subject: It's time to reopen Lake Street!
Date: Monday, November 14, 2022 9:38:07 AM

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

Open Lake Street



My name is **Alex Slusky**
My email address is **alex@slusky.com**

Thank you for listening and recognizing that most impacted residents want Lake Street to reopen as it was before the pandemic. It is an important artery for accessing other parts of the city and the Bay Area.

During the last year, the SFMTA Livable Streets team has implemented a transparent public process, allowing residents to comment on the use and design of Lake Street. Whereas we recognize that not everyone will be content, we have come to a compromise of reopening Lake Street with the newly installed traffic calming measures. This is what the SFMTA staff recommends to the Board of Directors to approve at their meeting on December 6.

So far, over \$500,000 of taxpayer money has been spent on SFMTA staff time and implementation costs on the 26 blocks of Lake Street. The work has been completed, and it's time to reopen Lake Street. No more taxpayer dollars should be spent on this project going forward.

Please encourage the SFMTA Board of Directors to do the right thing and act upon the wishes of the majority of residents.

Sincerely,
Alex Slusky

From: [Stephen Meeker](#)
To: [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [MTABoard@sfmta.com](#); [Tumlin, Jeffrey \(MTA\)](#); [Maguire, Tom \(MTA\)](#); [Parks, Jamie \(MTA\)](#); [SlowStreets@sfmta.com](#); [LakeStreet@sfmta.com](#); [Senator.Wiener@senate.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [SlowLakeStreet@gmail.com](#)
Subject: Lake St situation
Date: Friday, November 18, 2022 8:54:31 AM

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

Lake St is VERY dangerous right now....almost no one pays any attention to the street closure signs and cars fly from one end of Lake to the other end without slowing down at all or diverting to other streets. There is going to be a bad accident one of these days as kids, bikes, dogs etc walk on the street while these cars race down the street. I am not in favor of slowing Lake St!

SM

--

smeeker75@gmail.com
415-608-9487 (cell)

From: [John McMonagle](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#)
Cc: [John McMonagle](#)
Subject: Fw: I HAVE QUESTIONS RE: HOW TO PROTECT MYSELF FROM ATTEMPTED MURDER / ASSAULTS / ELDER ABUSE / DOMESTIC VIOLENCE / STALKING / HARASSMENT / et al
Date: Tuesday, November 15, 2022 8:16:44 PM

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

[PLEASE SEE ATTACHED]

TO ALL WHOM THIS MAY CONCERN:

The attached e-mail communication was correctly addressed to each member of the Board of Supervisors but was not successfully delivered and instead was returned (MAILER DAMON).

I look forward to your response.

Respectfully,

/s/ John Paul McMonagle

----- Forwarded Message -----

From: John McMonagle <johnmcmonagle888@yahoo.com>
To: mayorlondonbreed@sfgov.org <mayorlondonbreed@sfgov.org>; chanstaff@sf.gov <chanstaff@sf.gov>; dorseystaff@sf.gov <dorseystaff@sf.gov>; mandelmanstaff@sf.gov <mandelmanstaff@sf.gov>; gordon.mar@sf.gov <gordon.mar@sf.gov>; melgarstaff@sf.gov <melgarstaff@sf.gov>; aaron.peskinstaff@sf.gov <aaron.peskinstaff@sf.gov>; dean.prestonstaff@sf.gov <dean.prestonstaff@sf.gov>; hillary.ronenstaff@sf.gov <hillary.ronenstaff@sf.gov>; ahsha.safaistaff@sf.gov <ahsha.safaistaff@sf.gov>; catherine.stefani@sf.gov <catherine.stefani@sf.gov>; shamann.waltonstaff@sf.gov <shamann.waltonstaff@sf.gov>
Cc: John McMonagle <johnmcmonagle888@yahoo.com>
Sent: Tuesday, November 15, 2022, 3:24:10 PM PST
Subject: I HAVE QUESTIONS RE: HOW TO PROTECT MYSELF FROM ATTEMPTED MURDER / ASSAULTS / ELDER ABUSE / DOMESTIC VIOLENCE / STALKING / HARASSMENT / et al

TO ALL WHOM THIS MAY CONCERN:

Under the rubric of Community Policing/Crime Prevention: rogue elements in the San Francisco Police Department and their associates are serially victimizing me in the manner that I have alleged in the subject bar above.

I am a Senior Citizen and an asset to the community who has no criminal record and is not the subject of a legitimate/lawful investigation.

I am requesting legal assistance and financial support so that I may continue to function effectively in order to defend myself.

Due to exigent circumstances all remarks are extemporaneous and partial.

Thank you for your kind attention to this important matter.

Sincerely,

/s/ John Paul McMonagle

1031 Franklin Street
2nd Floor
San Francisco, CA 94109

From: [Glen Thomas](#)
To: [Board of Supervisors \(BOS\); SFPD Northern Station, \(POL\)](#)
Subject: Slow Streets Need More Support
Date: Sunday, November 13, 2022 9:52:35 PM

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

Hello,

I am a resident in SF district 5. We need more support for the slow streets program in general. It seems that people disregard the signs and even move the barricades out of the way. Today I watched a drive blow through the entirety of Page Street at 25mph without stopping at a single stop sign. People can get killed if this continues. We need more traffic law enforcement and persecution of such reckless behavior. Let me know how I can help make a difference.

Thanks for your consideration.

Glen Thomas

Sent from my iPhone

From: [Romey Booth](#)
To: [Breed, Mayor London \(MYR\)](#); [assemblymember.haney@assembly.ca.gov](#); [assemblymember.ting@assembly.ca.gov](#); [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [MTABoard@sfmta.com](#); [Tumlin, Jeffrey \(MTA\)](#); [Maguire, Tom \(MTA\)](#); [Parks, Jamie \(MTA\)](#); [Senator.Wiener@senate.ca.gov](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Please please open Lake Street to normalize local traffic again.
Date: Sunday, November 13, 2022 5:18:03 PM

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

Dear Mayor London Breed and Representatives,

After the total chaos of Halloween, where our local families were drowned out of participating in a happy neighborhood pastime, I would like to reiterate what has been said so many times before. Lake Street is a Street, next to a park where parties and family activities have always been welcome.

Lake Street has a wonderful Bike Path
Lake Street has a wonderful wide sidewalk.
Lake Street now has speed bumps.
Lake Street has stop signs (often ignored by bikes and motorised scooters)
Lake Street could have a couple more speed limit signs.
Lake Street is often completely empty especially at school drop off and pick up times.
When California is impossible.

Please, please return our local Lake Street to us, the locals.

Rosemary Booth
161 16th Avenue.

~ ~

From: [Ruthie Browar](#)
To: [Sweet, Alexandra C. \(MYR\)](#); [Power, Andres \(MYR\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Parks, Jamie \(MTA\)](#); [Tumlin, Jeffrey \(MTA\)](#); [LakeStreet@sfmta.com](#); [MTABoard@sfmta.com](#); [Breed, Mayor London \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Senator.Wiener@senate.ca.gov](#); [SlowLakeStreet@gmail.com](#); [SlowStreets@sfmta.com](#); [Maguire, Tom \(MTA\)](#)
Subject: Slow Lake Street
Date: Saturday, November 12, 2022 10:50:34 AM

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

Dear SFMTA Board and Mayor Breed,

I love Slow Lake street because every morning before work I spend 30+ minutes walking down Lake St as my “commute” before starting my remote job. Having the street closed to cars gives me and the many other people enjoying Slow Lake the space to walk, run, bike, commute, etc. without worrying about the dangers, noise, and pollution of cars.

Leaders in world class cities like Paris, Barcelona and New York City are listening to the people. We want a greener city, more transit options and safer streets for our most vulnerable citizens. The road to achieve a livable city where people and communities are prioritized over cars was not easy. It took bold leadership and fortitude to stand up for what is right. We are now at a crossroads. Will you lead or default to the status quo?

Over the last two years we have seen Slow Streets and community spaces transform San Francisco. Slow Lake is one of the most active streets connecting commuters from the West to East side. On any given day, you will see children independently biking to schools and afterschool activities, people all over the Richmond district and beyond biking to Clement or Geary to run errands and tourists biking in groups to see our beautiful attractions on the west side: Baker Beach, Lands End, the Presidio and The Legion of Honor.

We ask you to keep Lake Street slow so we can continue to build on the network of slow streets connecting all neighborhoods for our most vulnerable road users, our children, the elderly and people traveling without cars.

1. Keep Lake street a permanent Slow Street
2. Implement the purple sign treatments immediately.
3. Implement designs to prevent cut through traffic.

Respectfully,

Ruthie Browar, District 1

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: ["angela.calvillo@sfgov.org"](#); [Somera, Alisa \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Young, Victor \(BOS\)](#); [BOS Legislation. \(BOS\)](#)
Subject: 120 Letters regarding Proposition I
Date: Tuesday, November 22, 2022 11:23:00 AM
Attachments: [120 Letters regarding Proposition I.pdf](#)

Hello,

Please see attached 120 letters regarding Proposition I on the November 8, 2022 Consolidated General Election.

Proposition I - Vehicles on JFK Drive in Golden Gate Park and the Great Highway

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: [David Sakamoto](#)
To: [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [Clerk@sfcta.org](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [Info@greathighwaypark.com](#); [Luke@communityspacesf.com](#)
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Thursday, November 17, 2022 10:28:15 AM

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

Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at <http://Twitter.com/CommunitySpace/>, and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From: [Laura Zellerbach](#)
To: [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [Clerk@sfcta.org](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [Info@greathighwaypark.com](#); [Luke@communityspacesf.com](#)
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Wednesday, November 16, 2022 9:16:13 PM

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

Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at <http://Twitter.com/CommunitySpace/>, and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

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

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___YXAzOmNmZHQyOmE6bzpIMGNmYTZAyZdlmY5NmhZDIJmMDI5YjJOTNmMzAxNj02OmU3NDI0OTk4ZWNmMDMzNzk2NDe4ODY0Y2Y3OTFkMzQ0MzRmY2RjYjc2Yzg0MDQxMDkxZDM0ZWRjZTdhOTU2MWUwNTRkNzpwOlQ

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Sent from my iPhone

From: [Mary Nichols](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: JFK
Date: Monday, November 21, 2022 12:02:10 AM

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

Dear Board of Supervisors,

A compromise for John F. Kennedy Drive was reached in 2007 that allowed all users of Golden Gate Park to share the roads. It is time to reopen JFK Drive back to the way it was before COVID. The select few that are the most vocal are doing us all a disservice that want a reasonable compromise.

Please reopen JFK Drive like it was before COVID!

Regards,
Mary Nichols
San Jose, CA 95124

From: [Diana Pirrone](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: JFK
Date: Sunday, November 13, 2022 9:00:42 AM

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

Dear Board of Supervisors,

Ableism and gatekeeping have no place in San Francisco. The current closure of JFK Drive is unfortunately both of those things.

The time for "close first, ask questions later" is over. It is time to revert back to the compromise that was struck over a decade ago and restore access for all to Golden Gate Park.

Diana Pirrone

From: [Jeff B](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: JFK
Date: Thursday, November 10, 2022 12:32:11 PM

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

Dear Board of Supervisors,

A compromise for John F. Kennedy Drive was reached in 2007 that allowed all users of Golden Gate Park to share the roads. It is time to reopen JFK Drive back to the way it was before COVID. The select few that are the most vocal are doing us all a disservice that want a reasonable compromise.

Please reopen JFK Drive like it was before COVID!

Regards,
Jeff B
San Francisco, CA 94102

From: [Teri Shaw](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@SFMTA.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@GreatHighwayPark.com](#)
Subject: Keep Great Highway Open
Date: Tuesday, November 22, 2022 10:08:13 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, the West side of San Francisco overwhelmingly voted to keep The Great Highway open and voted Mar out. Listen to your voters and keep the great highway open or you'll go the same way Mar did.

Sent from my iPhone

From: [Heidi Moseson](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Great Highway Park](#)
Subject: Voters want you to codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:42:54 AM

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

Dear city leaders, specifically Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Please read the email below. And if instead you just skim it because so many of these come through, please know that ensuring that Great Highway is in park mode on Fridays is **ESSENTIAL** for planning purposes. **Without a weekday park, we have no data from which to plan for weekday traffic impacts of the park, to ensure we can adjust city public transportation options, intersection signalling/signage, etc** for the inevitability of a full time park once climate the southern extension of Sloat is closed, and climate change continues to make the road untenable for motor vehicles.

My family and I personally use the park on Friday's to bike our kids home from school - it's one tiny window in a packed work/school week where we can make a climate friendly choice about commuting and not have to risk ours and our kids lives sharing the Great Highway with cars. To inspire more families to mode shift like mine, we need more spaces like Great Highway Park. Voters just made that clear with overwhelming majorities on Prop I, and Prop J.

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. **I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?**

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their

well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thanks for your leadership for our city, and for all of our kids,
Heidi (epidemiologist and mom of two)

From: [John Elliott](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: The people have spoken!
Date: Tuesday, November 22, 2022 8:27:08 AM

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

As representatives of the people, you have a duty to respect their will and lead accordingly. San Franciscans overwhelmingly defeated an effort the “re-open” the Great Highway to vehicular traffic. 65-35 is a mandate. It lost in every district. DeSantis won re-election in Florida by a slimmer margin! :)

This is a good thing. We have a new world class destination on our coast. People love it! Now is the time to work toward codifying Great Highway Park for everyone to enjoy for generations to come.

Its destiny is as a 365/24/7 park and I would prefer that transformation happen now, particularly in the wake of the electoral mandate. If the compromise must remain, please consider passing legislation moving the Friday opening earlier to 5am or possibly late Thursday evening after rush hour. This will allow the city to comprehensively study traffic patterns during a pilot on both weekdays during morning and evening commutes and on the weekend. This data is essential in adjusting our infrastructure to accommodate people who must drive as the extension crumbles into the sea due to coastal erosion and Great Highway Park reaches its full time destiny!

This is a historic moment. The space has already received national coverage. Your leadership matters. The people have spoken!

Thank you,
John

From: [Lee Heidhues](#)
To: [Chan, Connie \(BOS\)](#); [Yu, Angelina \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Yes on J, Safe Parks for All](#); [Luke Bornheimer](#); [Matt Brezina](#); [Jodie Medeiros](#); [Andy Thornley](#); [Robin at KidSafe SF](#); [SF Bicycle Coalition](#); [Lynch, Andy \(MYR\)](#); [Cretan, Jeff \(MYR\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#)
Subject: Supervisors TOTALLY out of Touch
Date: Tuesday, November 22, 2022 8:01:17 AM

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

I am Shocked.

Where have you been?

The Voters just crushed Proposition I

65 percent NO NO NO!!!!!!

Rather than even considering this ill considered STUPID idea to put cars back on The GreatWalkway the BOS needs to make this area more Car Free

Arrogance and catering to the spoiled entitled Motorists is no way to govern

Lee Heidhues

D1 homeowner

From: [Hamish Wray](#)
To: [Mayor, Maura \(BOS\)](#), [Franklin, Dean \(BOS\)](#), [Paskin, Aaron \(BOS\)](#)
Cc: [Chen, Joseph \(BOS\)](#), [Santana, Catherine \(BOS\)](#), [Mac, Jordan \(BOS\)](#), [Dorsey, Matt \(BOS\)](#), [Mandlikman, Rafael \(BOS\)](#), [Rosen, Hilary](#), [Walton, Sherman \(BOS\)](#), [Safir, Abiba \(BOS\)](#), [Board of Supervisors \(BOS\)](#), [Hagler, Erica \(BOS\)](#), [info@sfcta.org](#), [Clark@sfcta.org](#), [MayorLondon@seattle.gov](#), [Philly.Ginsberg@sf.gov](#), [Commission, Request \(REC\)](#), [PROSAC, SPD \(REC\)](#), [SPD \(REC\)](#), [Twilley, Jeffrey \(H&A\)](#), [YF@boardofsfma.com](#), [sfairhighways@sfma.com](#), [sf-air@sfma.com](#), [BOS, LAMM](#), [MEX \(HAM\)](#), [SFC-Commission, Secretary](#), [Scott.Williams@sf.ca.gov](#), [Assemblymember.Hagerty@assembly.ca.gov](#), [Brett.Hagerty@sf.ca.gov](#), [Assemblymember.Ting@assembly.ca.gov](#), [Phil.Ting@sf.ca.gov](#), [sf-air-vehicle@sfca.com](#), [sfair@sfairhighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to permanently close to cars but will still be safe for each 11 to 12 min for now
Date: Tuesday, November 22, 2022 7:50:39 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop 1 and 63% supported Prop 1, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started hiking her kids to school because of Great Highway Park—at <https://url.lavanan.click/v2/...https://www.youtube.com/watch?v=...> and on YouTube at <https://url.lavanan.click/v2/...https://www.youtube.com/watch?v=...>

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://url.lavanan.click/v2/...https://richmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-...>

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SPECTA's Great Highway Evaluation Report: https://url.lavanan.click/v2/...https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf...

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Hamish

From: [Maria Newman](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Great Highway Park](#)
Subject: SAVE OUR PARK!
Date: Tuesday, November 22, 2022 7:20:33 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Great Highway Park is a treasure for San Francisco and could be part of your lasting legacy working for this beautiful city.

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: <https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20->

[%20FINAL_Great_Highway_Evaluation_Report.pdf](#). Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Please help save our beautiful park.
Maria Newman

From: [Dorin Ciobanu](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Great Highway Park](#)
Subject: Great Highway Park
Date: Tuesday, November 22, 2022 10:27:35 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

A road next to the ocean is such a misuse of this natural resource! It's a great place to be open to pedestrians. I hope in time the city can transform it into a real promenade. Until then however, please do whatever it takes to keep the existing compromise solution in place! Friday-Monday morning has been working great and I don't think there's a genuine reason to cut it shorter!

All the best,
Dorin Ciobanu from Outer Sunset

From: [Carlton Fleming](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD, \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Great Highway Park
Date: Tuesday, November 22, 2022 7:34:24 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

I am an Outer Sunset resident and our family lives on Great Highway. I am writing to voice my strong support for the Great Highway Park.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and

environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Best,

Carlton Fleming
1746 Great Highway

From: [Vicki Rosen](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park to keep Fridays at Noon closure
Date: Tuesday, November 22, 2022 10:41:36 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board.

Will you lead on this issue by supporting Great Highway Park from Friday at noon (or 6 am) to Monday at 6 AM?

Thank you,
Vicki Rosen
District 4

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

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/_https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-____YXAzOnMZhQYQmE6bz03YzdiTgYyJhNzNiOWJhYTBjYTLsNTJlNmM4MDJhYz0zMDt0TE6YjOGFmMjkxODVjYWQ4NDNiY2QlZTZkMjA2NjYyN2UzM2U1NzFmZGU0ZDh5NmM3MjRlYWYyNCZlZGFLZjFhYz00kY_walkway/.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

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

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/_https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-____YXaXOmNmZHQYOmE6bz3YjRhNmZjODdhNTQYzYzhYjcwNzdkNWMI0ZDEwYzU5NTA0ZjBLM2Q6Y2U3OwN1W13NTUyZjZlOwNWQ0ZDZjZDh0OTI0M2I5NjU5MTk5YkYyZDEwMWFjZjZkMDU0Y2U0NDUyNjI3MDYyNTp0OkYwalkway/

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

At the most renowned park cannot become a reality without a plot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6AM to Monday at 6AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Stout Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Stephen Canham](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 10:57:35 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Zach Lipton](#)
To: [Mayor Maya BOD](#), [Kristen Doan BOD](#), [Dustin Asari BOD](#)
Cc: [Dan Corra BOD](#), [Juliana Catherine BOD](#), [Har Gordon BOD](#), [Dorsey Muir BOD](#), [Mandithan Rafael BOD](#), [Boren Hilary Walton Shamm BOD](#), [Safai Abha BOD](#), [Board of Supervisors BOD](#), [Mayor Erica BOD](#), [info@scta.org](#), [Clark@scta.org](#), [MayorLondonBoud@sbox.com](#), [Ginsburg_Phil@CO](#), [Commission, Records REC](#), [PROSAC, RPD REC](#), [RPDInfo, RPD REC](#)
Subject: [Zach Lipton BOD](#), [UTAFBOD@scta.org](#), [GreatHighway@sfcta.com](#), [sanfrancisco.com](#), [NOC, JACM](#), [MDK JACM](#), [CPC-Commissioners Secretary](#), [Santil Wilson@san.ca.gov](#), [EssenHymember.Hilary@assembly.ca.gov](#), [Matt.Hilary@san.ca.gov](#), [EssenHymember.Tingli@assembly.ca.gov](#), [The.Tingli@san.ca.gov](#), [glskykadiadoncommittees@gmail.com](#), [info@greathighwaypark.com](#)
Date: Tuesday, November 22, 2022 10:55:37 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at [https://url.avanam.click/v2/...https://www.sfgta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf...YXAaOnNmZHQyOnEfbhownYjZaMDVMDbNGUjZjMlYjkwNGRlZTl1MmQ5SQZGQZTn3QjRmMzM6ZjA3OGM3ODM4NmE2YjBkNDVnZGZANtLlYnRkNTY4NnVhMTUwYzNmOTRlZTlnNDkxYzVhZGZQZmZlMMDM4OTg2YjpwOQ](#). Additional plans, studies, and projects related to Ocean Beach Climate Adaptation can be found at [https://url.avanam.click/v2/...https://sfplanning.org/ocean-beach...YXAaOnNmZHQyOnEfbhownYjZaMDVMDbNGUjZjMlYjkwNGRlZTl1MmQ5SQZGQZTn3QjRmMzM6ZjA3OGM3ODM4NmE2YjBkNDVnZGZANtLlYnRkNTY4NnVhMTUwYzNmOTRlZTlnNDkxYzVhZGZQZmZlMMDM4OTg2YjpwOQ](#).

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: [https://url.avanam.click/v2/...https://richmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-...YXAaOnNmZHQyOnEfbhownYjZaMDVMDbNGUjZjMlYjkwNGRlZTl1MmQ5SQZGQZTn3QjRmMzM6ZjA3OGM3ODM4NmE2YjBkNDVnZGZANtLlYnRkNTY4NnVhMTUwYzNmOTRlZTlnNDkxYzVhZGZQZmZlMMDM4OTg2YjpwOQ](#) walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFTA's Great Highway Evolution Report: [https://url.avanam.click/v2/...https://www.sfgta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf...YXAaOnNmZHQyOnEfbhownYjZaMDVMDbNGUjZjMlYjkwNGRlZTl1MmQ5SQZGQZTn3QjRmMzM6ZjA3OGM3ODM4NmE2YjBkNDVnZGZANtLlYnRkNTY4NnVhMTUwYzNmOTRlZTlnNDkxYzVhZGZQZmZlMMDM4OTg2YjpwOQ](#). But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Stoa Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you,

Zach Lipton

From: wm.wmsalitdesign.com
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 10:51:00 AM

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

Hello team San Francisco.

I'm one of those people who heads out to The Great Highway every single Friday, rain or shine. It's such a joy to be there along the ocean, and to hear only the wind and the water, not a stream of cars and trucks.

There are people there in all weathers—it's clearly well used and loved.

Please do not take away our Friday place to stroll along the ocean—where else could we do that?

Thank you,

William Salit

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more

park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Cheers,

Wm.

WILLIAM SALIT DESIGN > Nimble. Responsive. Effective.

| OFFICE: 415 558-9215 | wmsalitdesign.com | fine art: williamsalit.com |

This communication, including attachments, is for the exclusive use of addressee and may contain proprietary, confidential and/or privileged information. If you are not the intended recipient, any use, copying, disclosure, dissemination or distribution is strictly prohibited. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this communication and destroy all copies.

From: [David Carr](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 10:49:19 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

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

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Given the overwhelming video support for Great Highway Park, San Francisco was over park time, not fest. They are asking you to lead and take action now in this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays from 6 AM on Mondays.

San Francisco Love Great Highway Park, and count on it to build community, keep their well-being, and sustainably recharge. You can hear from some of these people—including a Miami resident, an Asian elder from the Sunset, a service worker, and a mom who started biking last year because of Great Highway Park—

[https://www.youtube.com/watch?v=UgYkQK0BIMBw&list=PLM3mZl3nYmT0EzMaHMeQyJZtLND4A9vWj7GZmVYwNfTad7YvAMGdFmP8Xk](#), and on YouTube at [https://www.youtube.com/channel/Uc10SGY3K3CDBIMBwXxwGg?XXA=OnenNdQzOfenbSwnNMJJODFI4dMFSNDINMI3Zl3nYmT0EzMaHMeQyJZtLND4A9vWj7GZmVYwNfTad7YvAMGdFmP8Xk&list=PLM3mZl3nYmT0EzMaHMeQyJZtLND4A9vWj7GZmVYwNfTad7YvAMGdFmP8Xk](#).

This paper has already been studied and evaluated for more than 10 years at the Ocean Beach Master Plan and Evaluation at the SFTCA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/fmrts201918_20_Final_Great_Highway_Evaluation_Report.pdf.
Additional plans, studies, and projects related to Ocean Beach Climate Adaptation can be found at <http://ocean.sfdph.gov/dph/ehctraining/pdfs/OceanBeachClimateAdaptationPlan.pdf>.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Kind regards -

As you press on for justice, be sure to move with dignity & discipline, using only the weapons of love.

* Martin Luther King Jr.

From: [Tony Villa](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Transportation Authority](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 10:29:32 AM

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

Open the Great Highway 24/7. The outer Richmond and Sunset is a mess when the highway is closed to cars. Where is your environmental study? Stop wasting money and promote EV's and charging stations.

And who voted to keep JFK drive closed?? The people who don't live in the outer Sunset and Richmond. We are not a playground for Noe Valley and Dean Preston ! Keep your traffic and selfishness out of the Richmond and Sunset!!

Tony Villa

From: [Calum Mackay](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@SFMta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@GreatHighwayPark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 10:10:11 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

CL Mackay
55 Hancock Street
SF, CA 94114

From: [Tim Marcus](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 10:02:43 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

I am a resident of the west side (Santiago and 38th) and it is very important to me that we protect the park. I thought we just settled this in a vote: Why are opponents still trying to erode access to the park after this has been democratically decided? Residents such as myself depend on this park please do not let opponents strip away something that was decided by an overwhelming majority in a democratic election.

- Tim

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Tim Marcus
Milkman Sound Amplifiers
San Francisco, CA USA
www.milkmansound.com

From: [christina.trifero](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Phil.Ting@asm.ca.gov](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:58:27 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Gineton Alencar II](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:57:52 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Dominic Ryan](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Phil.Ting@asm.ca.gov](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:57:01 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans support car-free spaces and greenways, and want the Great Walkway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park and 24/7 car-free space in Golden Gate Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWysKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Clare Eiluned](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:51:55 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. My family uses the Great Highway Park primarily on Fridays as a safe a scenic way to get to and from daycare in Stern Grove from our house in Lower Pac Heights.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and

environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you for your consideration,
Clare Prowse
D2 Resident & Mother

From: [Adam Daigian](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:44:22 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

I'll be honest, I thought this prop would pass but on November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays. The message was loud and clear, San Franciscans across the city want more open space and freedom.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects

related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

adamdaigian@gmail.com

415.250.2780

From: [Eric Mar](#)
To: [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Clerk@sfcta.org](#); [Major, Erica \(BOS\)](#); [GreatHighway@sfmta.com](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD, \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [Stefani, Catherine \(BOS\)](#); [CPC-Commissions Secretary](#); [Chan, Connie \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [philip.ginsburg@sfgov.org](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:43:18 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

—

Eric Mar (Pronouns: he/him)

ericmar@sfsu.edu

Emeritus Professor, Asian American Studies,
San Francisco State University

—

From: [Leslie Podell](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:42:27 AM

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

QChair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Please stop this systematic shutting down of our roads. Open our roads. Public transportation is a disaster. People are leaving san francisco in droves and you cater to the fringe sfbike coalition and their side shell organizations . Maybe you don't really care about families and workers and normal people who just don't have time or money to fight the tax funded lobbies sfbike walks and kidsafesf. I personally have spent two years and thousands of hours trying to get you all to do the right thing. I'm exhausted and looking at homes across the bridge. It's just too hard to live here with kids. Already do all my shopping and appointments in Marin bc although it's farther away it's just faster and safer. Our city is a car dependent city bc our public transportation is not efficient, safe or ubiquitous in short it's not a viable option for a majority. Please open our roads until Tumlin gets his house in order and focuses on his main charge: making muni world class.

Respectfully,

Leslie Podell

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, *including* during the day on Fridays.

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://frichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bnQNDc3MzM0YTJkNmYyZDQzMWRlYWVWJRjNmQ4NDZmOTIlMTIwZDJgWzYk6MDUyZWZNiZTUwZjE5NgVtNk9vMGkxMWQ2MTQIMDBkMjUyMjNkYWFlZWZlZmZlZnZlZTl5ODcwMjBjOTU3ZjU3YTtp00kywalkway/

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

- mobile device -

From: [John Peattie](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:26:58 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-highway-park/

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Charlie Crocker
2034 Great Highway

From: [stephanie haumueller](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:22:24 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Nora Anderson](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:22:22 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Pete Mulvihill](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:21:09 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Tara McAteer](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:19:42 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Adam Egelman](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Phil.Ting@asm.ca.gov](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:17:40 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

Adam Egelman

From: [Melina Wyatt](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:11:04 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you,
Melina

From: [naomi krupitsky](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:10:57 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sincerely,
Naomi Krupitsky

From: Sarah Fontaine
To: Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc: Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Tumlin, Jeffrey (MTA); MOD, (ADM); Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; clerk@sfcta.org; CPC-Commissions Secretary; info@sfcta.org; info@greathighwaypark.com; MDC (ADM); mtaboard@sfmta.com; PROSAC, RPD (REC); [RPDInfo, RPD \(REC\)](mailto:RPDInfo, RPD (REC)); [Commission, Recpark \(REC\)](mailto:Commission, Recpark (REC)); sfbicycleadvisorycommittee@gmail.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:08:48 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Tom Fenwick](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:08:39 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

As someone who lives near the great highway this is very important to me. It's a place where I can go with my disabled mother. I meet and see my neighbors here and have conversations with them instead of just mere passing glances. This builds community. And the traffic effects on local neighborhood is anecdotally negligible. I would say it feels like there is more traffic when the great highway is open to vehicles because of all the noise they emit.

Back to the form letter which I 100% support.

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new->

[supporter-of-great- walkway/](#).

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Boone Ashworth](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:08:31 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sincerely,

Boone Ashworth
District 4, San Francisco

From: jbraiterman@gmail.com
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:59:05 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Lee Dawn

www.leedawnyoga.com

From: [Christopher Tutino](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Phil.Ting@asm.ca.gov](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:58:15 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Mary Scott](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:57:49 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

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

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanam.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___YXAaOnmZHQYQOmE6bz5YmJhJy3MDtiOWE0Njc1OTc4OGJY2RjM2RiZjZmYT02OmEzNDI6ZjI3NDNlZjFmYzMyMTZtcmE4NDA1NjE1Y2U3NjZkYzE4OTM5MGU5NGM4MDkzNTQ0MTE1YjQ4MGI2M2M3ODA2ODpwOkY_walkway/

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Bill Bergstrom](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:52:38 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you,
Bill Bergstrom

From: [Christopher Sharpe](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:51:00 AM

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

It makes no sense to me why everyone is fighting on having this highway open or closed for park or driving purposes

Why not have the beach side of the highway open for the great highway park all the time and just keep traffic on the GGP/city side there's more than one lane that can be utilized on that side that beach side traffic can merge into

It seems to me that no one wants to share this space when there's room for a section of the highway for traffic and the other half for a permanent parkway

There's a median strip through the middle that splits the 2 half's of the highway

So why is this being a huge issue when there's the solution to this issue

I think both sides are being greedy and don't want to share

There is plenty of room for the park side on the beach side lanes

We don't need the whole highway and neither does the traffic

It's called a compromise so everyone gets most of what they want

So let's be smart about this and not greedy

Be thankful that we have a few days of GHP at least

It's definitely the smartest proposal that would stop y'all's war

Everyone gets what they want this way

Just incase this isn't getting through people's thick skulls I've repeated several things for you♂

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

Sent from Gmail Mobile

From: [Rebecca Holzschuh](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:50:39 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Angie Pettit](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD, \(ADM\)](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Mtaboard@sfmta.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [Mar, Gordon \(BOS\)](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:50:28 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Community spaces are so important to the well-being of the community. Please respect the wishes of this San Francisco community who voted in support Great Highway Park. Community spaces such as GHP cultivate connection and its through staying connected to one another that we maintain well-being. Let's make this a truer compromise and support the well-being of the community by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least try the plan proposed by Supervisor Mar?

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWysKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you for your time and consideration!

Sincerely,

Angie Petitt
Director/Sunset Mercantile

--

Angie Petitt
Founder and Director
Sunset Mercantile
Outer Sunset Farmers Market & Mercantile
Inner Sunset Sunday's Flea Market
415-465-2475
www.sunsetmercantilesf.com
www.isflea.com

"Connecting Community, local commerce and causes in festive, family-friendly markets"

From: [Aditya Bhumbala](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:48:55 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Diane Lopez](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:43:51 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Alex Caffee](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:43:11 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Justin Chou-Belden](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Phil.Ting@asm.ca.gov](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:42:38 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Jenevie Shoykhet](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:42:14 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

-J

From: [Bronagh Hanley](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:41:44 AM

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

Dear Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you.

Bronagh Hanley

From: [Dorothy Koskiniemi](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:40:57 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

Dorothy

From: [Sanae Rosen](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:40:38 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Michael Smith](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Phil.Ting@asm.ca.gov](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:38:47 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Nick Marino](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Phil.Ting@asm.ca.gov](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:38:02 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--



Nick Marino | Sustainability Systems Manager
Working for Adecco @ Google
San Francisco, CA, USA | [\(917\) 859-5798](tel:9178595798)

From: [Nick Marino](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Phil.Ting@asm.ca.gov](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:37:54 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

--

Nick Marino

marinonp@gmail.com

From: [michael howley](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard; GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:35:01 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Cheers,
Michael Howley
D8 Resident and Friday Park Enjoyer

From: [Tryg](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:29:58 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Please do reduce Friday afternoons closure to cars on the great Highway!

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://url.avanan.click/v2/___https://CommunitySpacesSF.com___YXAzOnNmZHQyOmE6bzpiNzFIMzlkYjMyYmM2Yzg5ZjU2OTlhYTM5NWQ5OGE4ND02OjU1NTI6NWl1Yjk5NzY2NDhhMGIwZWYzZmMfIzJmJkNzNkZjZjNWE5YTc3YzdjOGM4MjBhZWE1NDE2ODFkYjNlNGJmYzZkOTp0OkY and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKRWnQ/___YXAzOnNmZHQyOmE6bzpiNzFIMzlkYjMyYmM2Yzg5ZjU2OTlhYTM5NWQ5OGE4ND02OjU1NTI6NWl1Yjk5NzY2NDhhMGIwZWYzZmMfIzJmJkNzNkZjZjNWE5YTc3YzdjOGM4MjBhZWE1NDE2ODFkYjNlNGJmYzZkOTp0OkY.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in

the Richmond Review:

https://url.avanan.click/v2/___https://sfichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzpiNzFlMzlkYjMyYmM2Yzg5ZjU2OTlhYTM5NWQ5OGE4ND02OmZmMjI6ZTlmMjRhZmVkNDk1YzNjNzA3YmY4OGY4YTA5N2NINmY1Nzg1ZGNmZDlmYjE5ZDdiMGRhMGUzZTgyN2ZjMzVjOTp0OkY walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: [https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-](https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___)

https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzpiNzFlMzlkYjMyYmM2Yzg5ZjU2OTlhYTM5NWQ5OGE4ND02Ojk5NzA6YTk3YjIhMDNIYzc4ODZmY2ZjOTgyOTlhYjc4Zjk1ZmQyNTVjN2Y5MjAzNGNkOTM2NGU2MTRhNjdiNmYyMGVkYTp0OkY. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzpiNzFlMzlkYjMyYmM2Yzg5ZjU2OTlhYTM5NWQ5OGE4ND02OjQ3YWl6YzNkMGYyZmMwYTc5MjFkYjc3OTM4MGYwMTlhOTJjMWQxZGM2ODc0MDI3OTFmNDkwODg1NTEyNzRhZDlkNTBkNTp0OkY.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Tryg NcCoy
330 Valdez ave.
SF, CA 94127

From: [Sarah Boudreau](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard: GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary: Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [SF Bicycle Advisory Committee](#); [Great Highway Park](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:28:57 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you,
Sarah

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

I'm Colin Caufield, homeowner at 1863 48th Ave and I strongly support the pedestrian use of Great Highway Park at all times. If there is reticence to make it a full-time park, the experiment of closure on Fridays to view traffic flows is an obvious first step.

Thank you for your consideration here. I'm sure that ultimately you'll recognize that prioritizing public gathering space rather than car traffic always foments stronger communities and opportunities for business and recreation alike.

Thank you for your consideration here. I'm sure that ultimately you'll recognize that prioritizing public gathering space rather than car traffic always foment stronger communities and opportunities for business and recreation alike

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://url.avanan.click/v2> —<https://CommunitySpacesSF.com>. <https://url.avanan.click/v2> https://CommunitySpacesSF.com YYXArOmZnHqYQmOe6zn5NjItxODg3MBDlMbmUozUm1J0ADzATZY7yJUSNBWkMtZm2oAmVlMWKMDNdoEDbzRmNmYsYZibzBdZdlMblJySgmJmY4Ytzm4QDDMsYWmWtYTtUz0QDNdxZmxNGfNmODMjImZnpRKYr and YouTube at <https://url.avanan.click/v2> https://YouTube.com/channel/UCCQvOS3KhDCbIDMoYssKrWvYYXArOmZnHqYQmOe6zn5NjItxODg3MBDlMbmUozUm1J0ADzATZY7yJUSNBWkMtZm2oAmVlMWKMDNdoEDbzRmNmYsYZibzBdZdlMblJySgmJmY4Ytzm4QDDMsYWmWtYTtUz0QDNdxZmxNGfNmODMjImZnpRKYr

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___YXAxOnNmZHQyOmE6bz05NjhtNTkxODg3MDBkMmU0ZmU1ODA2ZTY0YjU5NWYyMT02OjU2MTA6Y2ZkMjcwZjU3NGF5ZDh5ZGM3OTJkZTRlNzg2ZnZ2OGRiMmJkMjA0MjVlMzU1NGE2OWY2M2M2YzZjZDE2NmJmZmp0OkYwalkway/

This paper has already been studied and evaluated for more than 10 years at the Ocean Beach Master Plan and including in the SWCTA's Great Highway Evaluation Project (https://url.vawt.com/sites/default/files/2021-06/bem2011%20FINAL_Great_Highway_Evaluation_Report.pdf).
XXAOnNmZQDnEbsNjNtTcOdM8rBMkUmZmLlOJADZZTVYUvSNWYVzCqk0S17V2J9TcVnmPNDm2GVBMTdHfYWSYizYzmOWRnmNkmNkyYsRYktZYtYJADMTzyNZyOGHGGMmOTMIMtpokY. Additional plans, studies, and projects related to Ocean Beach Climate Adaptation can be found at <https://url.vawt.com/sites/default/files/2021-06/fmplanningfortheoceanbeachclimateadaptationstudyfinalreport.pdf>.
XXAOnNmZQDnEbsNjNtTcOdM8rBMkUmZmLlOJADZZTVYUvSNWYVzCqk0S17V2J9TcVnmPNDm2GVBMTdHfYWSYizYzmOWRnmNkmNkyYsRYktZYtYJADMTzyNZyOGHGGMmOTMIMtpokY.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sent from my iPhone

From: [Asheem Mamooowala](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:24:39 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Menasche, Steve](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:24:07 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [richie rifle](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:23:54 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

[Rich Gunn, 94132](#)

From: [Lizzie Siegle](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:23:29 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Lizzie Siegle, 3rd gen San Franciscan and concerned citizen

From: [Ryan Moore](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:22:00 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you,
Ryan Moore

From: [Jenna Grimley](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD, \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [clerk@sfcta.org](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [info@greathighwaypark.com](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:21:09 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Avery Pickford](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:20:02 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Keeping Great Highway Park open to people and bicyclists is good for the environment, for people's health, for people's safety, and for people's well-being. I dream of a network of streets across the city that, while a tiny percentage of all streets, would allow me and my two small children to walk and bicycle without constant fear.

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Thank you,
Avery Pickford

From: [Rett Young](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:17:45 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Gennie Gebhart](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:15:47 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [steve beyatte](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD, \(ADM\)](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [clerk@sfcta.org](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [info@greathighwaypark.com](#); [MDC \(ADM\)](#); [mtaboard@sfmta.com](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:12:13 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

- Steve

From: [Edward Lesmes](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:11:51 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

Edward Lesmes

From: [Natali Gulbahce](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Ginsburg, Phil \(REC\)](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:08:07 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

As a D7 resident, I strongly request this.

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: <https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20->

[%20FINAL_Great_Highway_Evaluation_Report.pdf](#). Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

"Mosaic is hard. Art is harder."

From: [Dara Bu Elliott](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:05:49 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Lauren White](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:01:01 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

Lauren White

From: [Grant Johnson](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:58:14 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thanks.

Grant Johnson
100 Parker Ave
San Francisco, CA 94118

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

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___YXAzOnNmZHQYOmE6brpZlZWY4MjE0YmM5YjE2ZDQ0ODJkOTY1N2FYWVlOTVmYj02OjM3ODk6NzhkZDgxYTU0MTQwZDE0MDBMzYzE1MmE5YTZkZTA3ZGVzljZlMjcjNzljYTg2YjUwMzI3Njks5MTQ1ZDRlNDAwZDpwOik0 walkway/

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Dawn Stueckle
Executive Director
Sunset Youth Services

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.lavanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___YXaZOnNmZHQjOmE6bz04YnYON2EMDUwYThjNmRkNzAyODU5MDMyZmZlZSMTnt02jMSNM6ZTA4OTY5M2NMjU3ZDZAZDZlZGVwODYyMmMmYnNldmOTYtYzIzMDI4ZGM3MjY4YjIwNmYyZlZlMzRlZlZlMTI2MDp0OkYwalkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avaman.click/vz/_https://www.sfcta.org/sites/default/files/2021-07/FINAL_Great_Highway_Evaluation_Report.pdf, YXAZoNmZHQYOmE6bzso4ymYON2E2MDUwYTThjNmkRkNZyAUODU5MDMyZmZkZgM5NT0toJfIMDA6Yzg|NDI3MGMM0WRIM2UIZDIxYWQOZWVWiygz|YtYNtk|lMDIxMTnkOWMW3ZRwZ.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Tom Rabaut](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:52:39 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Regards,
Tom Rabaut

From: [Erik Lindberg](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:49:33 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Tammy Childers](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:48:03 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

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

Supervisor Mar made a great decision when he closed the Great Highway to cars and opened it to recreation. I live on the Great Highway and it was a bright spot during a strange and scary time of all our lives.

I wish it could stay closed to cars forever but I've learned to tolerate the compromise of having it only closed to cars on Fridays and weekends. Please do not take Fridays away from us.

It is a precious piece of oceanfront and should be a place to appreciate and enjoy, not just drive over.

https://url-avanan.click/v2/_www.jessicadunne._YXAzOnNmZHQzOmF6bzowMzQ0Zml3NjBIMzcZWY5OTMlOTA1OTZkMDNiMzA5MDQzOmU0ODU6YjTjNzQ3MDZhYTA2MTU0NTFmMTZlMTk3NWJlZWVmNmUz/MjExMmQ5NGM3M2NmM2E0ZjMyNyY3YjU0ZjQzZDMlMTpsOKY
Sent from an Apple gadget that fancies itself an author and creates humiliating typos.

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

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/_https://frichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-____YXArZnNmZHQyOmE6bz05OTAzODMIMGE3NTUyNDk0MWFlNWZhODQ1ODk0MmQM3MT0zOjBmNzMGNgHvJfjZySYZmYwZjBIZjU1ZFdmM2Y3MDg5S2hYjM2NGM3NmQ3NDMxZjVjMTEzZDMxNTM3MGmNmViOTc0ZDpwOiQ_walkway/

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Shahin Saneinejad](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD, \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [clerk@sfcta.org](#); [CPC-Commissions Secretary](#); [Chan, Connie \(BOS\)](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:45:09 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Robert Fruchtmann](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:44:17 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sincerely,
Robert Fruchtman
District 5 resident

From: [Cally Thalman](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:43:52 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Best,

Cally Thalman

From: [Molly Alarcon](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:43:23 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you,
Molly Alarcon
D2 resident

From: [Cristin Mahaffey](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:43:02 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Tim Durning](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:37:30 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Ian Hopping](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:36:16 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Elaine Brannigan](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:36:13 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Chris Shaffer](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:35:21 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

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

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://url.avanan.click/v2/https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-highway-park/>

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sincerely,

Jon Pierucci

From: [Cecily Lloyd](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD, \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [clerk@sfcta.org](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [info@greathighwaypark.com](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:30:33 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

My name is Cecily Lloyd and I write in favor of the Great Highway Park.

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects

related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Rick Umoff](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:27:05 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you!

Rick Umoff

--

Rick Umoff

rickumoff@gmail.com | 202.603.0883

From: [Nancy Jodaitis](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:25:49 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [maryellen buckley](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:24:44 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Travis Smith](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard: GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary: Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:24:08 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Lydia Bruno](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard: GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary: Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:22:45 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Lucas Lux](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Benjamin Porterfield](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:21:42 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Lucas Lux

sent from my smart phone

From: [Sharon Profis](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:20:50 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Eliza Panike](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:20:27 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you,
Eliza Panike
D4 Resident

From: [Laura Davenport](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:20:19 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

Laura Sullivan Davenport Sent from my mobile phone

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

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Matt Hoevet](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:14:01 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Lauren Arian](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:11:46 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Gabriel Shapiro](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:10:04 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Jon Tyburski](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:07:00 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Best,
Jon Tyburski

Sent from my iPhone

From: [Emily Gable](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Safai, Ahsha \(BOS\)](#); [Assemblymember.Haney@assembly.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Clerk@sfcta.org](#); [Chan, Connie \(BOS\)](#); [Major, Erica \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [GreatHighway@sfmta.com](#); [Ronen, Hillary](#); [Info@greathighwaypark.com](#); [Tumlin, Jeffrey \(MTA\)](#); [MOD. \(ADM\)](#); [MTABoard@sfmta.com](#); [Dorsey, Matt \(BOS\)](#); [Matt.Haney@asm.ca.gov](#); [MayorLondonBreed@sfgov.com](#); [Phil.Ting@asm.ca.gov](#); [Philip.Ginsburg@sfgov.org](#); [Mandelman, Rafael \(BOS\)](#); [Scott.Wiener@sen.ca.gov](#); [Walton, Shamann \(BOS\)](#); [cac@sfmta.com](#); [CPC-Commissions Secretary](#); [info@sfcta.org](#); [MDC \(ADM\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Commission, Recpark \(REC\)](#); [sfbicycleadvisorycommittee@gmail.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:06:20 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sincerely,

Emily Gable

From: [Yu-chen Hu](#)
To: [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [info@sfcta.org](#); [Clerk@sfcta.org](#); [MayorLondonBreed@sfgov.com](#); [Philip.Ginsburg@sfgov.org](#); [Commission, Recpark \(REC\)](#); [PROSAC, RPD \(REC\)](#); [RPDInfo, RPD \(REC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](#); [GreatHighway@sfmta.com](#); [cac@sfmta.com](#); [MOD, \(ADM\)](#); [MDC \(ADM\)](#); [CPC-Commissions Secretary](#); [Scott.Wiener@sen.ca.gov](#); [Assemblymember.Haney@assembly.ca.gov](#); [Matt.Haney@asm.ca.gov](#); [Assemblymember.Ting@assembly.ca.gov](#); [Phil.Ting@asm.ca.gov](#); [sfbicycleadvisorycommittee@gmail.com](#); [Info@greathighwaypark.com](#)
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:06:14 AM

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

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at <https://CommunitySpacesSF.com> and on YouTube at <http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxKrWnQ/>.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: <https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/>.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at <https://sfplanning.org/ocean-beach>.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you for your time,

Yu-chen Hu

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

On November 8th, an overwhelming 65% of San Franciscans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/____https://sfchronicle.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-____YXAZoNmZHQyOmE6bz0MzAyNzEzMTA2MTY3NDRIOGVIMVWvHOGIE4ODJjMGQ4ND02ojg3ME2EzMQ1MjU3NDY1NjMsOGMI1NzJlNmQyNyBmMDZjM2RjNDY4NjA1OTA1OWUSZTEyMzEzOTRmMmUxMTAwNTBlZDpwOjQ_walkway/

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: [Mchugh, Eileen \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [De Asis, Edward \(BOS\)](#)
Subject: FW: New Local Behested Payments Rules Now in Effect
Date: Monday, November 21, 2022 12:26:00 PM

Dear Supervisors,

Please see the email below regarding the new Behested Payments rules.

Thank you,

Eileen McHugh
Executive Assistant
Office of the Clerk of the Board
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689
Phone: (415) 554-5184 | Fax: (415) 554-5163
eileen.e.mchugh@sfgov.org | www.sfbos.org

From: Ethics Commission, (ETH) <ethics.commission@sfgov.org>
Sent: Thursday, November 17, 2022 3:59 PM
Subject: New Local Behested Payments Rules Now in Effect

Dear Commissioners and Board Members –

This email provides you with information from the Ethics Commission on local behested payment legislation that recently took effect and governs certain activities of City officials and employees.

Behested payments rules exist to help avoid real or perceived conflicts of interest or undue influence in City decision making. Following stakeholder feedback on new behested payment prohibitions enacted last January, and a public legislative process to consider further amendments, changes to the City's laws were adopted in late September. The Ethics Commission supported amending the law with the goal to balance the interests of improved clarity and workability while also retaining core behested payments prohibitions. Changes to the City's behested payments laws took effect on November 6, 2022.

The Ethics Commission has developed summaries of these changes so City employees and officers can familiarize themselves with them. The [changes are detailed on the Commission's website](#) and are also summarized in an [new Ethics Commission overview document on behested payments](#).

In short, the City's revised behested payment law :

- prohibits the direct or indirect solicitation of behested payments from sources defined as "interested parties" by elected officials, department heads, members of boards and commissions, and designated employees that file Form 700s;

- narrows the scope of “interested party” and “attempt to influence;”
- shortens the length of time a contractor is an interested party;
- expands the definition of interested party to include lobbyist clients and affiliates of clients;
- creates new exceptions to behested payment rules.

These recently enacted changes also require the Ethics Commission to issue implementing regulations to define and illustrate key aspects of how the City’s behested payments rules function. The [Commission will be considering draft regulations at its monthly public meetings](#) and new regulations may go into effect in early 2023.

If you have any questions about the new provisions, the Commission’s regulations development process, or wish to seek advice about how the laws may apply to you, please feel free to contact Senior Policy Analyst Michael Canning at michael.a.canning@sfgov.org or by phone at 415-252-3100.

Thank you.

LeeAnn Pelham

Executive Director

San Francisco Ethics Commission

415-252-3100 | sfethics.org

leeann.pelham@sfgov.org

cc: Commission and Board Secretaries

From: [Mchugh, Eileen \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Leger, Cheryl \(BOS\)](#); [Young, Victor \(BOS\)](#)
Subject: SOTF - Correspondence to All Members of the Board of Supervisors
Date: Monday, November 21, 2022 9:59:00 AM
Attachments: [SOTF Letter to BOS re Member Hill.pdf](#)

Dear Supervisors,

Please see the attached letter from the Sunshine Ordinance Task Force.

Thank you,

Eileen McHugh
Executive Assistant
Office of the Clerk of the Board
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689
Phone: (415) 554-7703 | Fax: (415) 554-5163
eileen.e.mchugh@sfgov.org | www.sfbos.org

SUNSHINE ORDINANCE TASK FORCE

Tel: 415 554-7724
Fax: 415 554-7854
TDD/TTY: 415 554-5227



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

November 18, 2022

Honorable Members of the Board of Supervisors
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Supervisors:

Article II, Section II of the Sunshine Ordinance Task Force By-Laws (required by Administrative Code Section 67.30(e)) states:

***Attendance.** Members of the Task Force shall notify the Task Force Administrator and the SOTF Chair if a member is unable to attend a regular meeting of the Task Force. The Task Force Administrator shall notify any member who misses two consecutive or three regular meetings in any twelve-month period of time. If a third consecutive or fourth subsequent Absence from a regular meeting occurs in that same twelve-months, the Chair or Vice-Chair (acting in the absence of the Chair) of the Task Force shall notify the Board of Supervisors of the member's lack of attendance.*

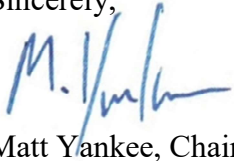
Pursuant to this section, I am writing to inform you that Member Thuan Thao Hill (Seat 10) has missed the following regular meetings of the Sunshine Ordinance Task Force: 8/3/2022, 9/2/2022, 10/5/2022, and 11/2/2022.

Member Hill has explained to the Task Force that his absences are due to a serious medical condition, and he has appropriately communicated that to the Task Force Administrator and the Task Force Chair for each missed meeting. He anticipates returning to his duties on the Task Force in December 2022. However, in the near future, he will need to schedule a subsequent surgery which will require his absence for an additional two months at a minimum.

The full Task Force discussed Member Hill's absences at its meeting on November 2, 2022 and unanimously passed a motion urging your Board to allow Member Hill to retain his seat on the Task Force despite any absences which are due to his extenuating medical circumstances.

Please feel free to contact me via email (myankee.sotf@gmail.com) should you have questions or need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Yankee", with a stylized flourish at the end.

Matt Yankee, Chair
Sunshine Ordinance Task Force

From: [Mchugh, Eileen \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#)
Subject: Director Pelham's Notice of Intent to Resign
Date: Wednesday, November 16, 2022 4:53:00 PM
Attachments: [Sept 30 Letter to Commission.pdf](#)

Dear Supervisors,

Please see the attached notice of intent to resign from Director LeeAnn Pelham.

Thank you,

Eileen McHugh
Executive Assistant
Office of the Clerk of the Board
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689
Phone: (415) 554-7703 | Fax: (415) 554-5163
eileen.e.mchugh@sfgov.org | www.sfbos.org

September 30, 2022

By Electronic Mail Only

Chair Yvonne Lee
Vice Chair Larry Bush
Commissioners Theis Finlev, Argemira Florez-Feng, and Michael Romano
San Francisco Ethics Commission

Dear Chair Lee and Commissioners,

Since my appointment by the Ethics Commission as Executive Director in January 2016, it has been my privilege to direct our programs and operations and lead the staff through an important period of organizational capacity-building, transformation, and achievement.

Over the past three decades, voters in California cities and counties have established ethics commissions as non-partisan citizen oversight bodies to impartially shape, administer, and enforce political reforms in local government. Through their direct voter mandate, these agencies have a unique and vital role in promoting governmental accountability and public trust. With political will, focused purpose, sufficient resources, and a strong legal framework, local ethics commissions can lead needed change by developing, advocating for, and enforcing oversight laws and practices that strengthen the effectiveness of government and its responsiveness to the public.

The resolve of this Ethics Commission and its staff to make and sustain progress toward these ends has been well evidenced, and includes essential new staffing resources secured over the past nearly seven years through which the Commission has:

- developed meaningful public disclosure tools cited as “innovative transparency solutions” for other ethics commissions across the country;
- conducted robust policy work to expose and address ethics laws in need of reform and to strengthen the City’s public campaign financing system to encourage greater participation in local elections;
- improved the level of compliance guidance provided and developed *Ethics@Work*, a new outreach program to better support city officials and employees in navigating ethics in public service;
- strengthened its enforcement policies and oversight practices for heightened transparency, increased due process, and more impactful case resolutions; and
- held those who violate city ethics laws publicly accountable for their actions.

Having made the decision to explore other personal and professional interests in the year ahead, I am providing notice of my intent to resign as Executive Director effective January 23, 2023, and to support the Commission in the interim through this period of executive leadership transition.

Thank you for the opportunity to have been a part of this work. I deeply appreciate your support and partnership in service to the public.

Sincerely,

LeeAnn Pelham

LeeAnn Pelham
leeann.pelham@sfgov.org