

FILE NO: 180750

Petitions and Communications received from July 2, 2018, through July 9, 2018, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on July 17, 2018.

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 Coalition for San Francisco Neighborhoods, regarding Obstructions in Required Setbacks, Yards and Usable Open Space. Copy: Each Supervisor. (1)

From Mari Eliza, regarding the environmental impacts on residents caused by construction projects. Copy: Each Supervisor. (2)

From Tamara and Andrew McClintock Greenberg, regarding air quality, concern for the city, and lack of regulation for Lyft/Uber. Copy: Each Supervisor. (3)

From the Office of the Controller's City Services Auditor, submitting Field-Follow-up of the 2016 Audit of the Airport Commission's Oversight Functions Related to Capital Planning and Construction Projects. Copy: Each Supervisor. (4)

From the Central SoMa Neighbors and SFBlu, regarding the One Vassar Project as part of the Central SoMa Plan. File No. 180651. Copy: Each Supervisor. (5)

From Jamison Wieser, regarding the phrase, "Queers hate Techies" stamped on City sidewalks. Copy: Each Supervisor. (6)

From concerned citizens, regarding a City-wide Project Labor Agreement. File No. 170205. 2 letters. Copy: Each Supervisor. (7)

From Tariq Alazraie, regarding the proposed Charter Amendment to establish a Cannabis Commission. File No. 180501. Copy: Each Supervisor. (8)

From concerned citizens, regarding Proposition F. 2 letters. Copy: Each Supervisor. (9)

From Californians Against Waste, regarding the San Francisco Plastic and Litter Reduction Ordinance. File No. 180519. Copy: Each Supervisor. (10)

From the San Francisco Cannabis State Legalization Task Force, submitting a letter outlining the Task Force's Six recommendations regarding local cannabis taxation. File 180629. Copy: Each Supervisor. (11)

From Donna Williams, regarding needles/trash and the homeless on Beale St. Copy: Each Supervisor. (12)

From concerned citizens, regarding SFMTA. 2 letters. Copy: Each Supervisor (13)

From Veterans Speakers Alliance, regarding the Candlestick/Hunters Point Shipyard project. File No. 180555. Copy: Each Supervisor. (14)

From AJ, regarding the Balboa Reservoir Open Space Project. Copy: Each Supervisor. (15)

From Office of the Controller, submitting the Office of Economic Analysis Impact Report for File No. 180515, 180516, 180475, and 180476. Copy: Each Supervisor. (16)

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Subject:** FW: 2018-0001876PCA (File No. TBD) Obstructions In Required Setbacks, Yards, & Open Space  
**Date:** Tuesday, July 03, 2018 10:51:00 AM  
**Attachments:** [CSFN Obstructions in Required Setbacks Letter.pdf](#)

---

**From:** :) [mailto:gumby5@att.net]

**Sent:** Friday, June 29, 2018 12:10 PM

**To:** Richards, Dennis (CPC) <dennis.richards@sfgov.org>; Koppel, Joel (CPC) <joel.koppel@sfgov.org>; Moore, Kathrin (CPC) <kathrin.moore@sfgov.org>; Johnson, Milicent (CPC) <milicent.johnson@sfgov.org>; Melgar, Myrna (CPC) <myrna.melgar@sfgov.org>; 'Rich Hillis' <richhillissf@gmail.com>; 'Rodney Fong' <planning@rodnevfong.com>

**Cc:** 'Aaron Jon Hyland' <aaron.hyland.hpc@gmail.com>; 'Andrew Wolfram' <andrew@tefarch.com>; 'Diane Matsuda' <dianematsuda@hotmail.com>; 'Ellen Johnck' <ellen.hpc@ellenjohnckconsulting.com>; 'Jonathan Pearlman' <jonathan.pearlman.hpc@gmail.com>; 'Richard Johns' <RSEJohns@yahoo.com>; Black, Kate (CPC) <kate.black@sfgov.org>; Secretary, Commissions (CPC) <commissions.secretary@sfgov.org>; Butkus, Audrey (CPC) <audrey.butkus@sfgov.org>; Rahaim, John (CPC) <john.rahaim@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Sheehy, Jeff (BOS) <jeff.sheehy@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Breed, London (BOS) <london.breed@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; MayorMarkFarrell (MYR) <mayormarkfarrell@sfgov.org>

**Subject:** 2018-0001876PCA (File No. TBD) Obstructions In Required Setbacks, Yards, & Open Space

President Hillis and Members of the Planning Commission:

The Coalition for San Francisco Neighborhoods (CSFN) submits its letter re the "Obstructions" Legislation proposed.

Thank you for your close scrutiny of this issue which is scheduled for August at both the Planning Commission and the Historic Preservation Commission.

Sincerely,

/s

Rose Hillson, CSFN LUC Chair  
for George Wooding, President



June 29, 2018

San Francisco Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Re: Case No. 2018-001987PCA (Board File No. TBD) – Obstructions in Required Setbacks, Yards and Usable Open Space

Dear President Hillis and Members of the Planning Commission,

The Coalition for San Francisco Neighborhoods (CSFN) has several concerns with the proposed “projections of an architectural nature” to be allowed in “required setbacks, yards, and usable open space”. CSFN appreciates the goal for architectural innovation that seeks high quality design; however, the proposed legislative text does not guarantee that. Some of our concerns are as follows:

Appearance of bay windows: Today, everyone is familiar with what bay windows look like, because they have had to conform to objective measurements specified in code. They are proportional to the overall size of the building and are in harmony with the different architectural styles of existing buildings. But the removal of size limits in the proposed legislation leaves it wide open for the obstructions and projections (e.g., bay windows) to become enormous and disproportional to the existing buildings. The end result could create a disconnect between the projections/obstructions and the rest of the existing building massing or style at all levels from the ground up.

Elimination of Side Set-backs: Without limits for side obstructions, two bay windows could meet at a property line such that light wells would be closed up.

De Facto Pop-outs: Some bay windows and projections may indeed turn into front or rear “pop-outs” as the legislation over-rides the current 3-ft. maximum without *any* size limits. Bay window and other projections not subject to finite objective measurements can potentially add substantial square footage to existing buildings.

Open Space that is not really open: With no limitations as to size, “Sunshades, fins and *brise soleils*” could cover the entire lot at levels as high as the building's roof line. This would mean the loss of the real outdoor space and habitat value, and could impact the amount of sunlight in neighbors' yards as well as the enjoyment of their yards.

Overall loss of design standards: When left to subjective criteria such as the undefined “design standards” that the Planning Department would apply – which are not adopted design guidelines – anything can happen.

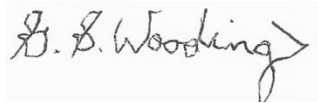
CSFN urges that the Planning Commission and Historic Preservation Commission:

1. Retain the existing code requirements for front obstructions
2. Retain the existing code requirements for rear obstructions
3. Keep side setback areas *as-is*.
4. If square footage is added by projections with no maximums, it should be included to have an accurate quantification of a building square footage.
5. If the current design standards are not adequate, then new ones should be created with meaningful public input and review.

CSFN urges that the Planning and Historical Preservation Commissions scrutinize the potential ramifications of using non-objective, non-measurable methods that may be impactful to existing buildings of various designs known by their architectural style classification as well as resulting in new buildings that are not harmonious additions to an area. Please also examine the impact on open space of this legislation, for the resident, for neighbors, and for loss of habitat.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "G. S. Wooding". The signature is written in a cursive style with a long, sweeping tail on the final letter.

George Wooding  
President

Cc: Historic Preservation Commission, Commissions Secretary, Planning Department, Audrey Butkus (CPC Staff), Board of Supervisors, Clerk of the Board, Mayor

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Subject:** FW: air quality around construction  
**Date:** Tuesday, July 03, 2018 10:46:00 AM

---

**From:** mari@abazaar.com [mailto:mari@abazaar.com]  
**Sent:** Tuesday, June 19, 2018 6:01 PM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Cc:** CohenStaff, (BOS) <cohenstaff@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Breed, London (BOS) <london.breed@sfgov.org>; SheehyStaff (BOS) <sheehystaff@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>  
**Subject:** re: air quality around construction

June 19, 2018

Supervisors:

re: Environmental impacts on residents caused by construction projects need to be considered.

I want to bring to your attention a matter that we are concerned with in the Mission Bay area. The air quality has become so bad that some residents in Mission Bay, including the ones right on the Bay, are considering leaving for health reasons. They find it is impossible to spend any time outdoors due to the bad air. They have given up on walking or taking Muni.

An example of the problems with bad construction management may be seen by observing the mounds of dirt that were apparently moved from the Warriors stadium excavation to the former parking lot across the street. When the dirt was on the stadium site, some effort was made to water it down to lessen the impact of the dirt becoming air born. Now that there are large amounts of dirt piled across the street from the site, there is no effort to water that dirt down.

Since many medical facilities are located in the Mission Bay area, some care may be in order to mitigate these issues, especially if new transportation projects are planned for the area.

Where is the plan to end the construction so people can breathe again?

Sincerely,

Mari Eliza, concerned citizen

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Subject:** FW: air quality, concern for our city, lack of regulation for Uber/Lyft  
**Date:** Tuesday, July 03, 2018 10:49:00 AM

---

---

**From:** tamaragreenberg@gmail.com [mailto:tamaragreenberg@gmail.com]  
**Sent:** Saturday, June 23, 2018 9:30 PM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Subject:** air quality, concern for our city, lack of regulation for Uber/Lyft

Dear Board of Supervisors,

My husband and I have lived here for over 20 years. He is a physician and I am a psychologist. We own a home and pay taxes and we are unsure that we can spend our future here. As you probably know, San Francisco is the most exited city in the country. <http://www.businessinsider.com/why-people-are-leaving-san-francisco-2018-3>

We have been disappointed by many changes in the city, including a kind of economic submission to both tech and development. Building is out of control and continues to take place over landfill, which may result in the death of countless people if we have a major earthquake, as much of this development has taken place in unsafe areas. <https://www.nytimes.com/interactive/2018/04/17/us/san-francisco-earthquake-seismic-gamble.html>

Above irresponsible building, and despite the fact that we are ashamed to have relatives come visit us here because of the homeless and the literal human waste on our streets <http://www.dailymail.co.uk/news/article-5413551/Drug-needles-feces-line-streets-San-Francisco.html>, what concerns us most is the dramatic change in air quality. Experts note the increase in cars in San Francisco has exacerbated health risks. For example today, the air was deemed unhealthy in both the South and East Bay according to local news. For the last two years we have noticed the air is hazy and polluted. My husband, who is a pulmonologist has noticed his patients have have increased symptoms. Our allergies have been worse than ever.

What coincides with the increase in these symptoms is the increase of Uber and Lyft cars on our streets. Why is it that taxis are regulated and not Uber and Lyft? It is abhorrent that you continue to allow these cars on the streets in unregulated numbers. They damage out infrastructure, which you don't fix, they add to pollution, which you do not seem to care about.

People who add to this economy are leaving in droves. People who are raising children are dealing with asthma, pollutants, that are impacting their children. Your



reckless policies are destroying the city and you are losing the very soul of what this place means and meant to people like us, who try to figure out how we are to live in this literal shit hole that you seem to not care about.

Please tell me what you are doing, if anything, to deal with these problems.

Tamara McClintock Greenberg, Andrew McClintock Greenberg




**OFFICE OF THE CONTROLLER**  
CITY AND COUNTY OF SAN FRANCISCO

Ben Rosenfield  
Controller

Todd Rydstrom  
Deputy Controller

## FIELD FOLLOW-UP MEMORANDUM

**TO:** Mr. Ivar Satero, Airport Director  
San Francisco International Airport

**FROM:** Tonia Lediju, PhD, Chief Audit Executive  
Audits Division, City Services Auditor 

**DATE:** July 5, 2018

**SUBJECT:** Field Follow-up of the 2016 Audit of the Airport Commission's Oversight Functions  
Related to Capital Planning and Construction Projects

### SUMMARY

The City Services Auditor (CSA) of the Office of the Controller (Controller) issued a report in May 2016, *Airport Commission: The Airport Improved Its Construction Project Oversight, but Change Management and Data Reliability Procedures Must Be Strengthened*. CSA has completed a field follow-up to determine the corrective actions that the Airport Commission (Airport) has taken in response to the report. The report contains 17 recommendations, all of which have been implemented and have been deemed closed by CSA.

### BACKGROUND, OBJECTIVES & METHODOLOGY

#### Background

CSA engaged Sjoberg Evashenk Consulting, Inc., to audit the oversight functions of the Airport related to capital planning and construction projects at San Francisco International Airport. The 2016 audit found that, although the Airport had begun taking steps to improve its oversight and management of the Airport's Capital Improvement Program (CIP) and employed many leading practices, additional action was needed to address significant change management weaknesses and ensure that complete and accurate records are maintained in project files, among other areas noted for improvement. The audit report made 17 recommendations related to change management practices and strengthening project management over CIP projects.

July 5, 2018

## Objective

The objective of this field follow-up was to determine whether the Airport has taken the corrective actions recommended in CSA’s May 25, 2016, audit report regarding the efficiency, effectiveness, and economy of the Airport’s processes for its CIP and construction management practices. Consistent with Government Auditing Standards, Section 8.05, promulgated by the U.S. Government Accountability Office, the purposes of audit reports include facilitating follow-up to determine whether appropriate corrective actions have been taken.

This field follow-up is a nonaudit service. Government Auditing Standards do not cover nonaudit services, which are defined as professional services other than audits or attestation engagements. Therefore, the Airport is responsible for the substantive outcomes of the work performed during this field follow-up and is responsible to be in a position, in fact and appearance, to make an informed judgment on the results of the nonaudit service.

## Methodology

To conduct the field follow-up, CSA:

- Obtained and reviewed documentary evidence from the Airport.
- Visited San Francisco International Airport to conduct walkthroughs of the Oracle Primavera Unifier system (Unifier) and to understand and verify the status and nature of the corrective actions taken.
- Verified the status of the recommendations that the Airport had reported as implemented.

## RESULTS

The Airport has fulfilled the intent of all 17 recommendations made in CSA’s 2016 audit report. The following table presents the status of each recommendation by its number in the report.

### Closed and Implemented Recommendations

Recommendation	Conclusion
The Airport Commission should:	
1. Identify breakdowns in processes and create solutions that ensure contractors cannot begin change order work prior to receiving documented approval from the Airport.	The Airport implemented Unifier and implemented a new policy for approval of directive change orders, which should ensure change order work does not begin before the Notice to Proceed is issued.
2. Require project manager/construction managers (PM/CMs) to maintain solid project files showing Airport deliberations and the rationale behind change orders affecting project scope of work, cost, and/or timelines.	CSA reviewed project files in Unifier and records of negotiation for Airport projects and concludes that the Airport has fulfilled the recommendation.

3 | Field Follow-up of the 2016 Audit of the Airport Commission’s Oversight Functions Related to Capital Planning and Construction Projects

July 5, 2018

Recommendation	Conclusion
<p>3. Develop and control alternate mechanisms allowing project workflow to proceed as needed while maintaining appropriate levels of control over changes proposed and approved.</p>	<p>The Airport implemented a Directive Change Order process that allows the project to proceed as needed while maintaining control over the process. CSA reviewed the workflow and concludes that the Airport has fulfilled the recommendation.</p>
<p>4. Continue efforts to establish and finalize formal, documented change management policies and procedures that address required process steps and activities as well as the type of documentation that should be retained in project files to support key decisions and modifications.</p>	<p>The Airport implemented a change management business process in Unifier and has controls to ensure all key project files are retained to support key decisions and modifications. The Airport also implemented a Directive Change Order process. CSA reviewed the new system and the Directive Change Order process and concludes that the Airport has fulfilled the recommendation.</p>
<p>5. Implement the policies and procedures, ensuring staff and management are trained on new processes and that external contracted project management support service staff are required to follow established policies and procedures. Firmly set the tone throughout the Airport that established policies and procedures must be consistently applied and followed for all CIP projects.</p>	<p>The Airport developed a summary of the 2016 audit report to communicate to staff the new processes in Unifier. The Airport has also trained staff, contractors, and consultants. CSA reviewed the summary document and the training logs and concludes that the Airport has fulfilled the recommendation.</p>
<p>6. Correctly capture and categorize reasons for change orders—such as unforeseen, design error omission, or owner change in scope—as well as analyze trends and patterns to identify any alterations needed on future projects.</p>	<p>The Airport implemented Unifier, which helps track change requests and approvals and has areas to enter notes and information about each change order. CSA reviewed Unifier and concludes that the Airport has fulfilled the recommendation.</p>
<p>7. Fully implement the automated Unifier system as described with functionality related to change orders, invoicing, budget, and schedule as well as adjust business practices surrounding the structure, organization, and maintenance of project documentation as needed to avoid duplication of efforts and unnecessary voluminous files.</p>	<p>The 2016 audit report included this recommendation to address issues identified in the Airport’s change management processes. The Airport has fully implemented selected business processes in Unifier, including the change management and trade package business processes. The Airport will not be implementing any scheduling functionality within Unifier. The 2016 audit report found the Airport had schedule delays, but they were reasonable. According to management, the Airport is considering a collaborative process called Last Planner for scheduling. The Airport will not implement the payments business process in Unifier and will continue using a manual system for approvals because of delays in the City’s financial</p>

4 | Field Follow-up of the 2016 Audit of the Airport Commission’s Oversight Functions Related to Capital Planning and Construction Projects

July 5, 2018

Recommendation	Conclusion
	<p>system implementation. After each paper approval is complete, the accounting division will then enter it into the City’s financial system. CSA reviewed the business processes implemented in Unifier and the project documentation maintained in the system and concludes that the Airport has fulfilled the recommendation.</p>
<p>8. Establish and use tools and protocols to ensure data is consistent between documents and reliably managed and tracked by PM/CMs.</p>	<p>The Airport implemented Unifier to track, manage, and ensure data is consistent across projects. CSA reviewed Unifier and concludes that the Airport has fulfilled the recommendation.</p>
<p>9. Implement formal document control policies and procedures, including consistent file naming conventions, and ensure that they identify which system or location will serve as the official project record for CIP projects. Once determined, provide details on specific files that should be saved under each folder and subfolder to ensure that files will be saved in an appropriate folder without a single document being saved in multiple locations.</p>	<p>The Airport has implemented Unifier, which is used to maintain project files in appropriate locations. The Airport also distributed a summary of the 2016 audit report to staff to communicate expectations for maintaining project files. CSA reviewed the project files in Unifier and the summary document and concludes that the Airport has fulfilled the recommendation.</p>
<p>10. Employ processes to ensure that summary logs agree with underlying supporting documentation to avoid confusion and potential missteps during the project.</p>	<p>The Airport implemented Unifier, which produces audit logs to help ensure supporting documentation and summary logs agree. CSA reviewed the logs and concludes that the Airport has fulfilled the recommendation.</p>
<p>11. Craft a construction management plan or similar document for each project bringing together details of project scope, roles and responsibilities, baseline schedule, baseline budget information, and other information, procedures, and practices that will be useful, in a single location for easy reference.</p>	<p>CSA reviewed the Airport’s construction management plans for projects to verify that each includes a scope, roles and responsibilities, baseline schedule, and baseline budget. CSA concludes that the Airport has fulfilled the recommendation.</p>
<p>12. Verify that schedule and budget changes receive required Airport Commission approval, when warranted, and approvals are documented in official project records.</p>	<p>CSA reviewed the Airport’s procedures and a sample of signoffs and approvals in Unifier to ensure an approval process exists and approvals are documented. CSA concludes that the Airport has fulfilled the recommendation.</p>
<p>13. Develop and follow close-out practices to ensure all required documents, data, and drawings are properly filed and maintained.</p>	<p>The Airport implemented closeout procedures to ensure all required documents, data, and drawings are properly filed and maintained. CSA reviewed these procedures and concludes that the Airport has fulfilled the recommendation.</p>

5 | Field Follow-up of the 2016 Audit of the Airport Commission's Oversight Functions Related to Capital Planning and Construction Projects

July 5, 2018

Recommendation	Conclusion
14. Tighten invoicing practices to ensure amounts agree with underlying support and/or invoiced amounts are compliant with contract provisions.	CSA tested invoices to ensure that the amounts on each agreed with the underlying support and that the invoiced amounts complied with contract provisions. CSA concludes that the Airport has fulfilled the recommendation.
15. Ensure that reviews are conducted to ensure proposal evaluation documents are maintained, contract terms are consistent with Airport Commission terms, contracts are properly certified, and formal notices to begin work are provided.	CSA reviewed the proposal evaluation documents for projects to ensure a notice to proceed was provided and contracts are certified. CSA concludes that the Airport has fulfilled the recommendation.
16. Closely monitor the newly used construction manager/general contract delivery approach to ensure projects avoid the pitfalls learned from other industry experiences and reap the expected benefits of using the delivery method.	CSA reviewed the Airport's Planning, Design and Construction team's monthly report to determine whether the Airport closely monitors its projects. CSA also reviewed the Airport's use of the Unifier system for construction project management and concludes that the Airport closely monitors all projects, regardless of project delivery method.
17. Measure CIP project delivery performance using suggested performance indicators, or other indicators deemed useful to the Airport.	CSA reviewed the Airport's Planning, Design and Construction team's monthly report to determine whether any performance indicators are monitored. CSA concludes that the Airport tracks measures such as safety, project delivery method, and budget variances.

CSA follows up on recommendations for *open* reports and memorandums every six months after they are issued. CSA extends its appreciation to you and your staff who assisted with this project. If you have any questions or concerns, please contact me at (415) 554-5393 or [tonia.lediju@sfgov.org](mailto:tonia.lediju@sfgov.org) or Mark de la Rosa at (415) 554-7574 or [mark.p.delarosa@sfgov.org](mailto:mark.p.delarosa@sfgov.org).

cc: Airport  
Shane Balanon  
Felicia Bragg  
Sarah He  
Geoff Neumayr  
Leo Fermin  
Wallace Tang

Controller  
Ben Rosenfield  
Todd Rydstrom  
Mark de la Rosa  
Nicole Kelley  
Cherry Bobis  
Snehi Basnet  
Michael Bahler

July 5, 2018

## ATTACHMENT: DEPARTMENT RESPONSE

---



San Francisco International Airport

June 26, 2018

Tonia Lediju  
Chief Audit Executive  
City Hall, Room 476  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

Subject: Field Follow-up of the 2016 Audit of the Airport Commission's Oversight Functions Related to Capital Planning and Construction Projects

Dear Ms. Lediju:

The Airport received and reviewed the final draft audit report regarding the Field Follow-up of the 2016 Audit of the Airport Commission's Oversight Functions Related to Capital Planning and Construction Projects. We have no changes to the draft. This letter is to confirm that, based on the details provided, we agree with the audit results. Please note we have implemented all corrective actions as recommended in the audit.

Thanks to your team on this audit, and they have demonstrated the utmost professionalism in performing their work.

If you have any questions, please contact me at (650) 821-7713 or at [geoff.neumayr@flysfo.com](mailto:geoff.neumayr@flysfo.com).

Very truly yours,



Geoffrey W. Neumayr, SE  
Chief Development Officer

### Attachment

cc: Ivar C. Satero  
Jeff Littlefield  
Leo Fermin  
Wallace Tang  
Joe Birrer  
Felicia Bragg  
Cherry Bobis, CSA

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

MARK FARRELL  
MAYOR

LARRY MAZZOLA  
PRESIDENT

LINDA S. CRAYTON  
VICE PRESIDENT

ELEANOR JOHNS

RICHARD J. GUGGENHIME

PETER A. STERN

IVAR C. SATERO  
AIRPORT DIRECTOR

**From:** [Reports, Controller \(CON\)](#)  
**To:** [Angelique Grellus](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Elliott, Jason \(MYR\)](#); [Leung, Sally \(MYR\)](#); [Hussey, Deirdre \(MYR\)](#); [Canale, Ellen \(ECN\)](#); [Tugbenyoh, Mawuli \(BOS\)](#); [pkilkenny@sftc.org](#); [Campbell, Severin \(BUD\)](#); [Newman, Debra \(BUD\)](#); [Rose, Harvey \(BUD\)](#); [Docs, SF \(LIB\)](#); [CON-EVERYONE](#); [Ivar Satero \(AIR\)](#); [Jeff Littlefield \(AIR\)](#); [Leo Fermin \(AIR\)](#); [Kevin Kone \(AIR\)](#); [Wallace Tang \(AIR\)](#); [Geoff Neumayr \(AIR\)](#); [Felicia Bragg \(AIR\)](#); [Geri Rayca \(AIR\)](#)  
**Subject:** Issued – Field Follow-up: 2016 Audit of the Airport Commission’s Oversight Functions Related to Capital Planning & Construction Projects  
**Date:** Thursday, July 05, 2018 1:23:50 PM

---

The Office of the Controller’s City Services Auditor (CSA) today issued a memorandum on its Field Follow-up of the 2016 Audit of the Airport Commission’s Oversight Functions Related to Capital Planning and Construction Projects. The assessment found that the Airport has successfully implemented all 17 recommendations made in CSA’s 2016 audit report.

To view the memorandum, please visit our website at:  
<http://openbook.sfgov.org/webreports/details3.aspx?id=2600>

This is a send-only e-mail address. For questions about the memorandum, please contact Chief Audit Executive Tonia Lediju at [tonia.lediju@sfgov.org](mailto:tonia.lediju@sfgov.org) or 415-554-5393 or the CSA Audits Division at 415-554-7469.

Follow us on Twitter @SFController.



**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors; BOS Legislation, \(BOS\)](#)  
**Subject:** FW: Central SOMA Neighbors and SFBlu Objection to Designating the One Vassar Project as a Key Development Site in Central SOMA Plan  
**Date:** Tuesday, July 03, 2018 10:50:00 AM  
**Attachments:** [2018.06.26 SFBlu Objection to One Vassar Key Site Des. - Final.pdf](#)

---

**From:** Daniel Charlier-Smith [mailto:[daniel@lozeaudrury.com](mailto:daniel@lozeaudrury.com)]  
**Sent:** Tuesday, June 26, 2018 1:24 PM  
**To:** Board of Supervisors, (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>  
**Cc:** Michael Lozeau <[michael@lozeaudrury.com](mailto:michael@lozeaudrury.com)>; Richard Drury <[richard@lozeaudrury.com](mailto:richard@lozeaudrury.com)>  
**Subject:** Central SOMA Neighbors and SFBlu Objection to Designating the One Vassar Project as a Key Development Site in Central SOMA Plan

Dear Supervisors, Please find the attached letter for your review.

Sincerely,  
Daniel Charlier-Smith

--

Daniel Charlier-Smith  
Paralegal  
Lozeau | Drury LLP  
[410 12th Street, Suite 250](#)  
[Oakland, California 94607](#)  
[\(510\) 836-4200](tel:(510)836-4200)  
[\(510\) 836-4205](tel:(510)836-4205) (fax)  
[Daniel@lozeaudrury.com](mailto:Daniel@lozeaudrury.com)



T 510.836.4200  
F 510.836.4205

410 12th Street, Suite 250  
Oakland, Ca 94607

www.lozeaudrury.com  
richard@lozeaudrury.com

June 26, 2018

Via E-mail and First Class Mail

Board of Supervisors  
City and County of San Francisco  
1 Dr. Carlton B. Goodlett Place  
City Hall, Room 244  
San Francisco, CA 94102-4689  
Board.of.Supervisors@sfgov.org

Re: Central SOMA Neighbors and SFBlu Objection to Designating the One Vassar Project as a Key Development Site in Central SOMA Plan

Dear Supervisors,

I am writing on behalf of the Central SoMa Neighbors (“CSN”) and SFBlu to object to the proposal to designate the One Vassar Project, located at 400 2<sup>nd</sup> Street, as a “key development site” pursuant to the Central SOMA Plan. The purpose of designating key development sites in the Central SOMA Plan is to “maximize public benefits” at certain large underutilized lot areas within the Plan area and to “ensure that their development directly *delivers* critical public benefits.” Central SOMA Plan and Implementation Strategy, Part II, Draft Key Development Site Guidelines, p. 170 (emphasis added). Key sites that are included in the final Central SOMA Plan would be subjected to a streamlined approval process in exchange for delivering critical public benefits. CSN and SFBlu oppose the inclusion of the One Vassar Project as a key development site in the Central SOMA Plan because rather than delivering public benefits, the One Vassar Project, as currently proposed, will adversely affect the 2<sup>nd</sup> and Harrison area.

First, CSN and SFBlu do not believe the potential public benefits cited in the Implementation Strategy are likely to come to fruition. No commitments have been forthcoming from the developer of the site. The excessive height limits proposed for this Project are not necessary to secure potential public benefits from this site. Indeed, CSN and SFBlu do not believe there is any public benefit in constructing a large hotel at this site. Numerous other hotel projects already are underway or will be spurred on by the Central SOMA Plan in other more appropriate locations. Accelerating the approval of this controversial Project will lessen the likelihood that public pressure would be brought to bear to ensure any heightened public benefits from the Project.

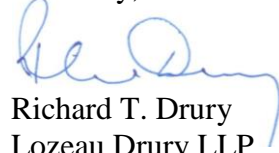
Second, rather than provide public benefits to the area around 2<sup>nd</sup> Street and Harrison Street, the One Vassar Project and its 4,000 plus commercial and residential occupants will

overwhelm the surrounding neighborhood and degrade the quality of life of existing residents. CSN and SFBlu are concerned that the number of occupants envisioned by this Project in this location is out of balance with the surrounding area. In order to restore consistency in this portion of the Central SOMA Plan, the One Vassar Project parcel should be limited to a maximum height of 130-feet. CSN and SFBlu believe that height limit would better balance the number of commuters and visitors accessing the Project, be more in keeping with adjacent projects, and ensure that the Project provides public benefits rather than disproportionately overwhelm public transit and the local neighborhood.

Third, it is CSN's and SFBlu's understanding that the One Vassar project does not intend to further a clear public benefit of ensuring good jobs in either the construction or operation of the Project. CSN and SFBlu are extremely concerned that identifying this site at this planning stage for special treatment as a key development site is premature. It is our understanding that the Planning Commission has endorsed the preparation of Community Good Jobs Employment Plans ("Good Jobs Plans") for any non-residential development over 25,000 square-feet. *See, e.g.* <https://hoodline.com/2018/05/planning-commission-unanimously-approves-central-soma-plan>. These Good Job Plans would be subject to public review and comment prior to a project being considered for approval by the Planning Department. The Good Jobs Plan would provide details of a project's strategy for providing permanent jobs for SOMA residents paying good living wages and benefits. The plan would also explain how a project planned to engage with the local, concerned community and other civic and labor organizations. Prior to identifying this site as a key development site, the City should require the One Vassar Project to prepare a Good Jobs Plan in order to identify and lock in actual public benefits to the community of this oversized development proposal, not merely the potential for such benefits.

Given the current likelihood that the One Vassar Project, as currently designed and envisioned will more likely bestow significant burdens rather than benefits on this portion of Central SOMA, CSN and SFBlu respectfully request that the Board of Supervisors remove this site from the list of key development sites currently proposed in the Central SOMA Plan.

Sincerely,



Richard T. Drury  
Lozeau Drury LLP

on behalf of Central SoMa Neighbors and SFBlu

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Subject:** FW: City refusal to remove QUEERS HATE TECHIES graffiti?  
**Date:** Tuesday, July 03, 2018 10:27:00 AM

---

**From:** Jamison Wieser [mailto:jamison@fattrash.com]  
**Sent:** Sunday, July 01, 2018 8:13 AM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Subject:** City refusal to remove QUEERS HATE TECHIES graffiti?

To whom it doesn't concern.

Every day for the last nine days, I've reported to 311 that Dolores Park was covered in "QUEERS HATE TECHIES" graffiti. It was abundantly clear when the City wouldn't remove it during Pride Weekend that I can go screw myself because I work in tech, but why is it so important to the City that it not be removed?

I do not believe for a single second 311's claim they can't find it in and around Dolores Park, so what gives?

Why does San Francisco endorse this message? And on Pride Weekend?

Why does SF want to pit tech workers against the LGBTQ community?

Jamison Wieser  
237 Noe Street  
San Francisco, CA 94114

[jamison@fattrash.com](mailto:jamison@fattrash.com)  
(831) 295-3681







**From:** [Board of Supervisors \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Subject:** FW: Why does SF protect "QUEERS HATE TECHIES" graffiti?  
**Date:** Friday, July 06, 2018 8:53:00 AM

---

**From:** Jamison Wieser [mailto:jamison@fattrash.com]  
**Sent:** Friday, July 06, 2018 8:29 AM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Subject:** Why does SF protect "QUEERS HATE TECHIES" graffiti?

To whom it doesn't concern,

Two weeks after Pride, Dolores Park is still full of and surrounded by "QUEERS HATE TECHIES" which the City has been unwilling to remove. Over 10 days, I made hundreds of reports, but 311 alternated between telling me it would be removed in 2 days, and that Dolores Park wasn't a precise enough location.

I got the message loud and clear during Pride weekend that I'm not welcome here. 14 days later, why is it so important to the City that tech workers believe that the LGBTQ community hates them?

Would the City still refuse to remove the graffiti if it read "TECHIES HATE QUEERS" instead?

Jamison Wieser  
237 Noe Street  
San Francisco, CA 94114







QUEERS &  
HATE  
TRUCKIES

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors; Carroll, John \(BOS\)](#)  
**Subject:** FW: Concern about the City-wide PLA affecting small firms  
**Date:** Monday, July 02, 2018 1:22:00 PM

---

**From:** Madeleine Corson [mailto:madeleine@corsondesign.com]  
**Sent:** Thursday, June 21, 2018 10:15 AM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Subject:** Concern about the City-wide PLA affecting small firms

Dear Supervisors,

The proposed law that would impose a City-wide Project Labor Agreement on most public works projects would mean that LBEs who participate in the projects must sign an agreement with a union.

As a small environmental design studio, signing agreements with unions seems like a very burdensome process. I appreciate that the City is watching out for small businesses and giving us all opportunities to work on City projects.

However, adding processes as being proposed (which make the already intense paperwork involved in such projects) is a sure way of losing some of us LBEs because we are **small** offices and usually do not have the front office administrative staff needed to handle this sort of work.

Thank you for listening,

- Madeleine

Madeleine Corson Design  
25 Zoe Street  
San Francisco CA 94107  
415-777-2492 fx 415-495-6495  
[madeleine@corsondesign.com](mailto:madeleine@corsondesign.com)  
[corsondesign.com](http://corsondesign.com)

*Home is the moment  
the quail arrive*

~ Joanne Kyger, *West Marin Review*

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors; Carroll, John \(BOS\)](#)  
**Subject:** FW: SF Citywide Project Labor Agreement  
**Date:** Tuesday, July 03, 2018 10:44:00 AM

---

**From:** Billy Vaughn [mailto:billyvaughn@dtui.com]  
**Sent:** Monday, June 18, 2018 3:55 PM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Subject:** SF Citywide Project Labor Agreement

This letter is a request for the Board of Supervisors to reject the proposed changes PLA that requires prime and subcontractors to sign on with a union to get access to projects. Such a requirement will put an undue burden on Micro-LBEs to compete in an already difficult process. We want to contribute as much as possible in offering our labor, competencies, and skills. Having to meet the additional constraints of being part of a union will likely harm our ability to compete and negotiate from a place of strength.

Large firms may be able to withstand the changes, however requiring Micro-LBEs to do so will likely undermine the inherent intent of the designation.

Please honor our request to be excluded or send the writers back to the drawing board with us at the table to hash out the proposal in a more equitable way.

#Civility Matters

Best,

Dr. Billy

See my Tech Inclusion (Ted) Talk - <https://dtui.com/about-dtui-com/billy-e-vaughn-biography/>

*Want to learn about our human resource management, training, diversity certification, cultural audit, and employee engagements solutions? Contact us to learn more!*

Billy Vaughn, Ph.D. CDT CDE, Senior Managing Partner  
DTUI.com LLC | Diversity Officer Magazine.com  
350 Townsend Street, Suite 255  
San Francisco, CA. 94107 USA  
+1.415.692.0121 | +1.888.288.1603  
[billyvaughn@dtui.com](mailto:billyvaughn@dtui.com)

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors; Somera, Alisa \(BOS\)](#)  
**Subject:** FW: File 180501 Charter Amendment, Cannabis Commission  
**Date:** Tuesday, July 03, 2018 10:45:00 AM

---

**From:** Tariq Alazraie [mailto:tariq@trybasa.com]  
**Sent:** Tuesday, June 19, 2018 4:33 PM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Subject:** File 180501 Charter Amendment, Cannabis Commission

Hello Ms Calvillo

BASA Inc, urges the Rules Committee to table the proposed Charter amendment to establish a cannabis commission. The cannabis industry should operate as closely as possible to any other local business. We do not have a local liquor commission or pharmacy commission – we do not see a need for a local cannabis commission. Please, give this industry more time to grow within the current regulatory environment without proposing to the voters a new oversight commission.

Tariq Alazraie

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Subject:** FW: Fund Prop F Implementation  
**Date:** Tuesday, July 03, 2018 10:50:00 AM

---

**From:** Harvey Milk LGBT Democratic Club [mailto:correspondent@milkclub.org]  
**Sent:** Tuesday, June 26, 2018 10:58 AM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Subject:** Fund Prop F Implementation

Dear Board of Supervisors,

At our June 19th meeting, the Harvey Milk LGBTQ Democratic Club voted in favor of appropriating \$5.6 million in the addback budget for the implementation of universal right to counsel. As you are well aware, Prop F, which requires that every tenant who is facing eviction free of charge, has passed by a decisive margin. Given that there is a presumption of victory, the city should waste no time in making sure that the program is funded and implemented.

We are in a housing crisis in this city, and the massive displacement of low-income, black, brown, Asian, disabled, and LGBTQ people from this city counts as an emergency that needs immediate triage - the heart of the city is bleeding. Given that our city is almost 2/3 renters, this is a program that will be of great help to the vast majority of our residents, and will save the city money, as homelessness and the concomitant health and services costs, and loss of economic livelihood, are extremely expensive.

An ounce of prevention is worth a pound of cure, and the tenants of this city are watching, as well as the nation. Please do the right thing for our tenants and fund this crucial program.

Sincerely,

Honey Mahogany  
Co-President  
Harvey Milk LGBTQ Democratic Club

--

Kevin Bard  
Vice President of Internal Affairs  
Harvey Milk LGBTQ Democratic Club  
[correspondent@milkclub.org](mailto:correspondent@milkclub.org)  
[www.milkclub.org](http://www.milkclub.org)

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Subject:** FW: Universal Right To Counsel  
**Date:** Tuesday, July 03, 2018 10:42:00 AM

---

**From:** Jordan Davis [mailto:jodav1026@gmail.com]  
**Sent:** Monday, June 18, 2018 3:24 PM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Farrell, Mark (MYR) <mark.farrell@sfgov.org>  
**Subject:** Universal Right To Counsel

All,

At today's Budget & Finance Committee, I mentioned the need for the \$5.6 million to implement universal right to counsel. Although the election results have not been certified yet, and counting continues as I type this, it should be a presumption that Prop F passed (given the margin and ballots outstanding).

I should not have to remind people that we are in an eviction crisis, and that this is a real emergency that we need to factor into our budget. Although no funding stream or set-asides were dedicated, an ounce of prevention is worth a pound of cure, and that this is an investment that would actually SAVE the city money.

In addition to this crucial appropriation, I would like to ask Mayor-Elect Breed to make sure that the Mayor's Office on Housing implements this in a way that does not unnecessarily carve out people and is equitable and low-threshold. In other words, I want a tenant who has received an eviction notice to be able to go to an access point, show the front desk or attorney an eviction notice at their San Francisco residence, and get helped without onerous paperwork and proof on the tenant's end (means testing is not acceptable)

Mayor-Elect Breed, many progressive tenants like myself put their trust in you and put you over the top, and I do not want you to let us down on this or any other crucial renter issue. The community is watching, the nation is watching, please do right by the tenants.

-Jordan

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Subject:** FW: Letter of Support- SF Plastic and Litter Reduction Ordinance  
**Date:** Tuesday, July 03, 2018 10:51:00 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[CAW Support Letter SF Plastic and Litter Reduction Ordinance.pdf](#)

---

---

**From:** Melissa Romero [mailto:[melissaromero@cawrecycles.org](mailto:melissaromero@cawrecycles.org)]  
**Sent:** Thursday, June 28, 2018 12:06 PM  
**To:** Board of Supervisors, (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>  
**Subject:** Letter of Support- SF Plastic and Litter Reduction Ordinance

San Francisco Board of Supervisors,  
Please accept the attached letter in support for the Plastic and Litter Reduction Ordinance scheduled to be considered by the Board in the coming weeks.

Thank you,

**Melissa Romero**

Californians Against Waste

921 11<sup>th</sup> Street, Suite 420

Sacramento, CA 95814

(916)-443-5422





# Californians Against Waste

Conserving Resources. Preventing Pollution. Protecting the Environment.

June 28, 2018

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

## **RE: Plastic and Litter Reduction Ordinance—SUPPORT**

Dear Board of Supervisors,  
Californians Against Waste (CAW) is an environmental policy and advocacy organization with thousands of members across the Bay Area. We respectfully urge your support of the Plastic and Litter Reduction ordinance, sponsored by Supervisor Katy Tang.

Plastic pollution poses serious threats to human health, marine wildlife, and California's multi-billion dollar ocean-based economy. According to the US EPA, local governments in California spend as much as \$411 million each year to prevent plastic food packaging and other commonly littered items from ending up in streets, storm drains, beaches, rivers, bays, and the ocean. An estimated 12.2 million metric tons of plastic enters the oceans every year, and over 80% of this comes from land-based sources. Lightweight plastic materials, such as those targeted in this ordinance, are easily transported to waterways through urban runoff. Once in the environment this plastic material eventually breaks up into microplastics, which have the ability to absorb and transport toxic pollutants from surrounding waters. Microplastics are bioavailable for marine species to ingest, from zooplankton to fish and shellfish targeted for human consumption. This raises important questions about the long term health effects that marine plastic pollution may have on humans.

Plastic pollution is a global problem with local solutions. Takeout food packaging is a major, and easily preventable, source of this pollution. Eliminating these commonly littered items from the source is the most effective method of reducing plastic litter. One hundred and sixteen local jurisdictions in California, including San Francisco, have successfully implemented local ordinances regulating the use of expanded polystyrene, with many of those cities considering expansions of these ordinances to include other commonly littered plastic items such as plastic straws. These local ordinances have been very successful in removing these litter prone plastics from the waste stream without increasing the pollution of food packaging alternatives. Such an accomplishment is a proven solution for combating waste as well as the costs associated with cleanup.

As we saw with the San Francisco ordinance on plastic bags, which led to a wave of ordinances and, ultimately statewide action, this ground breaking policy will drive significant policy change far outside the borders of the City. San Francisco also has the opportunity to expand this ordinance in order further reduce the impact of single-use food ware. Additional provisions that should be considered include requirements for reusable food ware for on-site dining, and customer charges for single-use cups and containers in order to encourage reusable programs and the practice of bringing one's own reusable to-go ware. We commend the City's leadership with the source reduction of plastic waste and urge you to adopt the Plastic and Litter Reduction Ordinance as well as consider further provisions to reduce waste.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Murray".

Mark Murray  
Executive Director



**From:** [Calvillo, Angela \(BOS\)](#)  
**To:** [Mchugh, Eileen \(BOS\)](#)  
**Subject:** FW: Local Cannabis Taxation in San Francisco  
**Date:** Tuesday, July 03, 2018 11:50:19 AM  
**Attachments:** [CTF letter to BoS --Taxation -- 7.2.18.pdf](#)

---

**From:** Tim Morrison [mailto:tmorrison@harderco.com]  
**Sent:** Monday, July 02, 2018 5:00 PM  
**To:** BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative\_aides@sfgov.org>; BOS-Everyone <bos-everyone@sfgov.org>  
**Cc:** DPH - terrance <terrance@sequelmedia.com>; DPH - jen.garcia7 <jen.garcia7@yahoo.com>; DPH - sara2 <sara@sarapayan.com>; Elliott, Nicole (ADM) <nicole.elliott@sfgov.org>; DPH - mmagee <mmagee@harderco.com>  
**Subject:** Local Cannabis Taxation in San Francisco

Dear Mayor-Elect Breed and Honorable Members of the San Francisco Board of Supervisors:

On behalf of the San Francisco Cannabis State Legalization Task Force, please find a letter attached outlining the Task Force's six recommendations regarding local cannabis taxation.

Should your offices have any questions about this letter, please do not hesitate to reach out to any of the Chair, Co-Chairs or Nicole Elliott at [Nicole.Elliott@sfgov.org](mailto:Nicole.Elliott@sfgov.org) or 415-554-4684.

Sincerely,  
Tim Morrison  
Task Force co-facilitator

CC: Terrance Alan, Task Force Chair, Seat 19  
Jennifer Garcia, Task Force Co-Chair, Seat 20  
Sara Payan, Task Force Co-Chair, Seat 12  
Nicole Elliott, Director, Office of Cannabis  
Michelle Magee, Harder+Company Community Research, Task Force Facilitator

**Tim Morrison, MPP | Research Associate**  
**Harder+Company Community Research**  
299 Kansas Street, San Francisco, CA 94103  
(415) 522-5400 | [www.harderco.com](http://www.harderco.com) | [@HarderCo](https://twitter.com/HarderCo)

## San Francisco Cannabis State Legalization Task Force

Terrance Alan, Chair | Seat 19: Individual working in entertainment or nightlife industry

Jennifer Garcia, Co-Chair | Seat 20: Labor union representative for cannabis industry

Sara Payan, Co-Chair | Seat 12: Individual who uses cannabis, with at least 2 years' cannabis legislative advocacy experience

July 2, 2018

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

### Re: Local Cannabis Taxation in San Francisco

Dear Mayor-Elect Breed and Supervisors:

Between April and June 2018, the Cannabis Task Force discussed local cannabis taxation through the lens of our guiding principles to: (1) promote health and safety and design policy options that reduce youth exposure and access to cannabis; (2) rely upon sound, evidence-based or experiential information and data, and (3) design policy options that seek to reduce the illicit market. As a result of our deliberations and our guiding principles, we offer the following recommendations:

- 1. Tax rate:** If San Francisco decides to implement local adult use cannabis taxes, the City should consider a 0 to 3% tax at the point of sale. The State has imposed a 15% excise tax on adult use cannabis. Therefore, the local point of sale tax should not exceed 3%, to prevent consumers from purchasing from the illicit market due to taxes that are perceived to be too high.
- 2. Collection mechanism:** Given that the cannabis industry currently operates primarily on a cash-only basis, San Francisco's Office of the Treasurer and Tax Collector should create a mechanism to collect local cannabis taxes locally.
- 3. Compassion incentives:** San Francisco should provide incentives (e.g. tax and licensing incentives) to cannabis organizations that provide compassion programs.
- 4. Employment incentives:** Provide employer financial incentives for hiring populations impacted by the war on drugs (e.g., fee discounts and tax breaks, such as Enterprise zone tax credit, payroll/gross receipt tax)
- 5. Data collection:** San Francisco should use an evidence-based approach to inform future adult use cannabis tax policies and legislation. The City should engage key stakeholders to identify and collect appropriate data points to assess the impact of cannabis legalization.
- 6. Revenue allocation:** San Francisco should consider allocating its local adult use cannabis tax revenue towards the City's local regulatory, policy, and programmatic goals with respect to cannabis legalization. Allocation of funds shall be directed towards community identified priorities including, but not limited to:
  - Workforce development
  - Entrepreneurial opportunity fund and reinvestment fund
  - Education, counseling and treatment services for students and youth directed towards substance use/abuse programs that emerge from cannabis legalization
  - General education and city college education
  - Education and training for formerly incarcerated persons

Thank you for your consideration, and please feel free to contact us with any concerns, comments or questions. We look forward to working closely with you to establish an environment where consumers, patients, and workers can thrive in San Francisco's regulated cannabis industry.

Sincerely,

Terrance Alan, Seat #19 & Chair - [terrance@sequelmedia.com](mailto:terrance@sequelmedia.com)  
Sara Payan, Seat #12 & Co-chair - [sara@sarapayan.com](mailto:sara@sarapayan.com)  
Jennifer Garcia, Seat #20 & Co-chair - [jen.garcia7@yahoo.com](mailto:jen.garcia7@yahoo.com)  
San Francisco Cannabis State Legalization Task Force

CC: Nicole Elliott, Director, Office of Cannabis, [nicole.elliott@sfgov.org](mailto:nicole.elliott@sfgov.org)

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Subject:** FW: Needles / Trash / Homeless on Beale St. completely out of hand  
**Date:** Tuesday, July 03, 2018 10:52:00 AM

---

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

From: Donna Williams [<mailto:dsw.librarian@gmail.com>]  
 Sent: Tuesday, July 03, 2018 8:13 AM  
 To: mayorlondonbreed@sfgov.org; Board of Supervisors, (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>  
 Subject: Needles / Trash / Homeless on Beale St. completely out of hand

Greetings Mayor Breed and Board of Supervisors,

I am writing yet again to bring attention to the filth on Beale St. around Harrison to Bryant. I live at 400 Beale and I'm sending you pictures of what I see EVERY SINGLE DAY. It's disgusting, with health concerns every day. Our building maintenance staff should not have to put up with cleaning the filth that the homeless dump on our sidewalks every day.

You, the leaders of SF, have to do something already. The transients have taken over almost every part of our city. They filth it up and taxpaying citizens have to live in their stench making SF a giant health hazard. Conventions are cancelling, people don't want to live here with children, the car break-ins are completely out of hand. What are you waiting for? Take a tough stance already! Enough is enough!

Think about this: If you give away 400,000 needles a month, guess what, you're going to have that many needles dropped. If you gave away that many water bottles or pens or whatever, you would have that much litter. Are you waiting for a lawsuit of people who've stepped on needles? I know 2 people already, one was a 4 year old girl! If it was my daughter, I'd be suing SF! It's appalling! Do you actually think after they shoot up, they are going to worry about disposing of their needles properly? Seriously? They are so out of it they don't know what they are doing and many become violent.

Do you realize when the police turn a blind eye, because if they arrest or cite drug dealers or addicts, they will be out on the streets tomorrow, it makes law abiding citizens realize that since those people don't need to follow the law or any rules of any kind, and nothing ever happens to them, why on earth should I follow laws when they can break them and the city is just fine with that. Is it because I have a job that I work very hard at, you know I'll pay fines? That is not right. Do you see the disparity?

To add to my disgust, I work in the State Building at 350 McAllister/455 Golden Gate. Have you walked by the bus stop at the corner of McAllister & Larkin? Hold your breath if you do because it's a giant port-a-potty. Fitting for the seat of government, eh? Please have Muni remove it. Our building management has been trying to work with the city since that covered stop was installed. It has to be removed already.

So with all these complaints, I beg you, please have SF stop being the bird feeder. If you provide needles, they will come. They will come in DROVES. Do you understand the relation of needles and filth and drug dealers and drug users and homeless transients that do not want to work or contribute to a health society?

I love SF but I cannot wait to move out of our filthy, disgusting, health hazard of a stinky city. You, the leaders, can change things around. Look at what NYC has done and other large cities. Please for the love of SF do your jobs and take a tough stance.

Thank you,  
 Donna Williams

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Subject:** FW: SFMTA  
**Date:** Tuesday, July 03, 2018 10:26:00 AM

---

**From:** Marianne Mullen [mailto:marianmullen1719@gmail.com]  
**Sent:** Sunday, July 01, 2018 6:55 PM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Subject:** SFMTA

Stop their insane ideas! All their fabulous ideas ARE NOT WORKING!!! Nothing but more congestion - LOTS OF IT! And too many have suffered from the loss of business! FOR WHAT? A few extra minutes when they can't fix their broken system. Shame on all of you. Spend some time in the neighborhoods you represent. Oh wait you did. But DID NOT LISTEN. AGAIN, shame on all of you!

**From:** Christina Marie Frank  
**To:** [Board of Supervisors, \(BOS\)](#)  
**Subject:** SFMTA METERS 25th Ave  
**Date:** Thursday, July 05, 2018 11:02:52 AM

---



SUNSET/PARKSIDE Neighborhood has had enough with SFTMA taking away all of our parking.

The SFMTA and the Board of Directors is a rogue agency with no oversight and no regard for business owners or residents of the central parkside and sunset. They disregarded the strong voice of small business owners on Taraval Street. They paid no mind to the financial impact in changing Taraval Street would have on residents and business alike. SFMTA eliminated customer parking meters on Taraval Street at our cost despite our voices.

Now, people are parking illegally, double parking, blocking our driveways and congesting parking for the people that live here. AND NOW, because SFMTA is not getting the same revenue they were before on Taraval Street they have just installed meters on 25th Avenue at Taraval Street in front of our residential homes. When will this madness stop? When will we the people of this city get our voice back. Enough is Enough MTA. We want our streets back!

These new meters in front of homes on the 2300 block of 25th Avenue have to be taken out. No one told us about this new change. WE DONT EVEN HAVE 2 hour parking permits, but now we have meters in front of our homes?! Make this area 2 hour parking so the people that live here can park in front of their own homes, enough is enough. SFMTA does not own our streets.

I'm tired of this agency doing whatever they want in my neighborhood.

Thanks.  
Christina  
RESIDENT at 2387 25th Avenue

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Subject:** FW: Veterans For Peace re Hunters Point Naval Shipyard  
**Date:** Tuesday, July 03, 2018 10:49:00 AM

---

**From:** Arla Ertz [mailto:arlasusan@gmail.com]  
**Sent:** Thursday, June 21, 2018 9:25 AM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Subject:** Veterans For Peace re Hunters Point Naval Shipyard

Veterans Speakers Alliance  
VFP CHAPTER 69  
401 Van Ness, Room 101  
San Francisco, California 94102  
510-418-3436

June 21, 2018

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

Dear Hon. Board of Supervisors Members:

The San Francisco chapter of Veterans For Peace, chapter 69, urges you to honor the demands of the Hunters Point community regarding the Hunters Point Naval Shipyard safety issues of toxicity and radioactivity by taking immediate and decisive action to:

- (1) Ensure that the ENTIRE naval base area is retested with community oversight, including parcels that have already been transferred to the City and developer;
- (2) Stop the building of houses on toxic and radioactive contaminated land;
- (3) Require a cleanup that adequately addresses the threat of sea level rise, which pushes toxic and radioactive contaminants into the community and the Bay; and
- (4) Demand the re-establishing of the Restoration Advisory Board (RAB), to provide the community with an effective mechanism for oversight.

The reprehensible mismanagement and falsification of results of the cleanup of the Naval Shipyard are now well known and widely acknowledged. Additional delay in addressing the

community's very valid concerns and specifically outlined remedial measures would pile irresponsible governance on top of the already unconscionable fraud endangering the health and welfare of so many San Franciscans.

Given that the Naval Radiological Defense Laboratory conducted radiation testing at the Hunters Point Naval Shipyard from 1946 to 1969, and ships contaminated with radiation from atom bombs dry docked there, Veterans For Peace chapter 69, in furtherance of the Veterans For Peace organizational Statement of Purpose to work with others to increase public awareness of the total costs of war, including environmental costs of war and militarism, calls upon the Board of Supervisors to act on the above-listed four points with maximum speed and conviction.

Sincerely,

San Francisco Veterans For Peace, Chapter 69

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Subject:** FW: Written comment on Reservoir Open Space  
**Date:** Tuesday, July 03, 2018 10:48:00 AM  
**Attachments:** [2018-6-19 WRITTEN COMMENT ON BALBOA RESERVOIR OPEN SPACE.pdf](#)  
[2017-10-25 updated version-- UNADDRESSED FLAWS IN BALBOA RESERVOIR PROJECT.docx](#)

---

---

**From:** aj [mailto:ajahjah@att.net]  
**Sent:** Tuesday, June 19, 2018 8:54 PM  
**To:** balboareservoir@gmail.com; BRCAC (ECN) <brcac@sfgov.org>; Hood, Donna (PUC) <DHood@sfgov.org>; Secretary, Commissions (CPC) <commissions.secretary@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Cc:** Yee, Norman (BOS) <norman.yee@sfgov.org>; Low, Jen (BOS) <jen.low@sfgov.org>; Maybaum, Erica (BOS) <erica.maybaum@sfgov.org>; Choy, Jarlene (BOS) <jarlene.choy@sfgov.org>; Rafael Mandelman <rafaelmandelman@gmail.com>  
**Subject:** Written comment on Reservoir Open Space

PUC, Planning Commission, Board of Supervisors, BRCAC, Reservoir Community Partners, LLC:

Attached is comment on Balboa Reservoir Open Space, solicited by Reservoir Community Partners, LLC for 6/23/2018 meeting.



## WRITTEN COMMENT ON BALBOA RESERVOIR OPEN SPACE

The fundamental issue of privatization of public assets has never been addressed throughout the Reservoir Project's public engagement process.

The PUC Reservoir parcel 3180 is zoned as a P (Public) District according to the Planning Code. The use of this "P" parcel for private ownership is not allowed under the Planning Code.

The Planning Code further requires that:

If the accessory nonpublic use is located on a lot with an OS Height and Bulk designation per Section 290 of this Code, it shall occupy a *de minimis* amount of space so that it does not detract from the lot's principal or exclusive purpose as open space. In no case may accessory nonpublic uses occupy more than 1/3 of the total lot area occupied by the principle use;

Also, being adjacent to the Westwood Park Residential Character District, the Planning Code furthermore requires that:

If the accessory nonpublic use is located within 1/4 mile of a Restricted Use Subdistrict listed in Article 2 or 7, then no use prohibited in such Subdistrict may be permitted as an accessory nonpublic use;

I expect that the Reservoir Project intends to rezone the PUC Reservoir from public "P" zoning and for removal of the 40-X height limit zoning to a substantially higher bulk-height zoning. The Planning Commission and Board of Supervisors should not allow this. Planning Commission and Board of Supervisors should not be facilitating the privatization of public property.

The Balboa Park Station Area Plan has been used to justify the development of the Reservoir by Reservoir Community Partner, LLC. However, the citation of the BPS Area Plan has been selective and distorted. From my submission entitled "Unaddressed Flaws in Balboa Reservoir Project" (attached), I had written the following which relates to the BPS Area Plan's call to consider Housing and Open Space:

10. Best use of PUC Reservoir:

Under Objective 1.4 of the Balboa Park Station Area Plan, Policy 1.3.2 [sic] states "*POLICY 1.3.2 Develop the west basin of the reservoir [for] the greatest benefit of the city as a whole as well as for the surrounding neighborhoods.*"

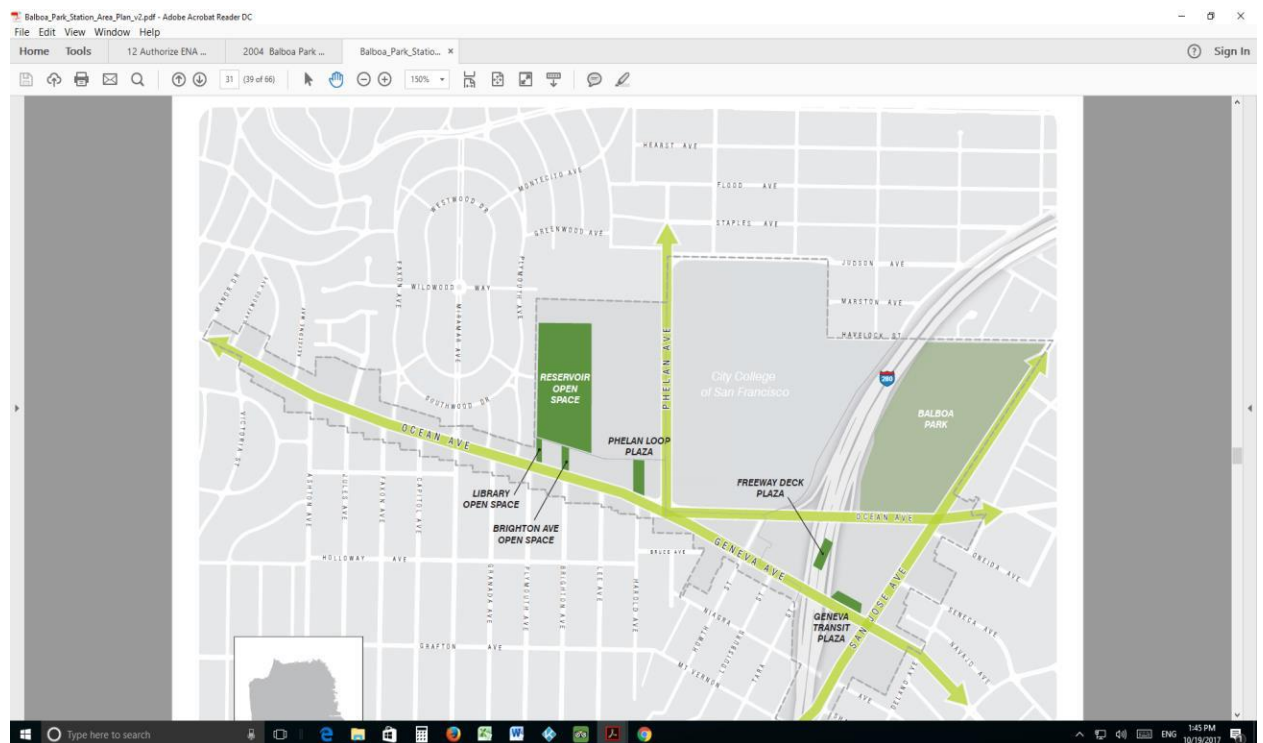
☒ There has never been any discussion about what constitutes "greatest benefit." The City/Mayor simply declared by fiat that it would be used for housing (without mandating compliance with the intent of State and City Public Lands laws regarding legally-defined Affordable Housing).

It can be legitimately argued that **using the west basin for educational purposes would be the "greatest benefit."**

11. Balboa Station Area Plan does not mandate housing at Reservoir

Proponents of the Reservoir Project refer to the Balboa Park Station Area Plan as calling for housing on the Reservoir. This is inaccurate. The BPS Area Plan actually used the term "consider." It called for housing to be considered. It was not a mandate. In addition to housing, there was something else that the BPS Area Plan asked to be considered: OPEN SPACE. The BPS Area Plan contains several elements, among which are the Housing Element and the Open Space Element.

The Open Space Element of the BPS Area Plan includes discussion of the western Reservoir as open space and includes this map, yet this section of the BPS Area Plan has been ignored.



And then again, on a broader perspective, the BPS Area Plan has asked that the "best use" be considered for the Reservoir. Instead of "best use" or "open space" as presented by the BPS Area Plan, the City jumped directly to housing as the sole consideration.

I took an Anthropology class that was taught on the 3<sup>rd</sup> floor of the Science Building in Fall 2017. From the classroom, we were able to take in the view of the Pacific Ocean out to the Farallon Islands. This view will be lost with the high-density Reservoir development.

Avalon-Bridge's plan to offer 4 acres of open space out of the Reservoir's 17.4 fails to address the Reservoir Project's impact on the existing neighborhood character, context and setting.

CALL FOR RESERVOIR COMMUNITY PARTNERS,LLC, OEWD, PLANNING DEPT, and PUC TO DESIST IN THE MISREPRESENTATION OF "50% AFFORDABLE"

The Reservoir Project has been able to gain traction because of the deceptive marketing of "50% affordable." The fact is that the Reservoir Project's own Development Overview provides only for:

- 50% (550 units) market-rate;
- 18% (198 units) low-income (80% AMI-- \$64,500)
- 15% (165 units) moderate-income (120% AMI-- \$97,000)
- **HYPOTHETICAL (not funded or planned by the private developer)** "additional affordable" middle-income (150 AMI-- \$121,000)

SINCE RESERVOIR COMMUNITY PARTNERS, LLC HAS NO RESPONSIBILITY TO ACTUALIZE THE 17% "ADDITIONAL AFFORDABLE" (for those of up to \$121,000 annual income), the deceptive misrepresentation of "50% affordable" needs to be corrected. "50% affordable" is fundamentally deceptive advertising.

Submitted by:

Alvin Ja

Sunnyside resident, City College stakeholder

June 19, 2018

## **UNADDRESSED FLAWS IN BALBOA RESERVOIR PROJECT (updated 10-25-2017)**

The Balboa Reservoir Project has been presented to the community essentially as a done-deal. It has been justified by referencing the Balboa Park Station Area Plan and the Public Land for Housing Program.

However, there has been no fact or evidence-based analysis of the assumptions and premises involved in the Reservoir Project's so-called affordable housing. The Project has been framed as an affordable housing effort; it has also been framed as providing affordable housing "in perpetuity." Yet when deeper analysis is made, only 33% of the housing on public land will be legally-defined Affordable Housing. When you read the fine print, "in perpetuity" only means "for the useful life of the buildings."

Objective 1.4 of the Balboa Park Station Area Plan called for using the Reservoir for the "best benefit of the neighborhood, the city, and the region as a whole." Yet the Balboa Reservoir Project has failed to assess the relative harms and benefits of the proposed housing development versus the educational needs of the city and the Bay Area. As envisioned, the Reservoir Project will harm City College of San Francisco which serves the broadest public interest and benefit to the entire Bay Area.

During the course of the public engagement process, much input has been provided to the City Team regarding flaws in the Reservoir Project. However, fundamental questions and concerns regarding the validity of the Project have not been addressed.

Here is an updated digest of critiques have remained unaddressed by the City Team.

### **CONCEPTUAL FRAMEWORK: PUBLIC LAND FOR THE PUBLIC GOOD**

1. Public land should be used for the public good.
2. Affordable housing for homeless, low-income and moderate-income people contributes to the public good.
3. The California State Surplus Land Statute and the City's Surplus City Property/Public Lands Ordinance were set up to help address housing targeted for homeless, low-income and moderate-income people.
4. The intent of both State and City laws were not meant to subsidize high-cost housing.
5. As defined by law, "Affordable Housing" covers moderate-income housing going up to 120% Area Median Income only.
6. Balboa Reservoir Project only requires that 33% of the BR housing to be legally-defined "Affordable Housing." The remaining 67% of housing falls outside the bounds of the original intent of State and City targets of Affordable Housing--as defined by State law--for low-income, and moderate-income people.
7. The result of this 33% Affordable Housing/67% non-Affordable Housing ratio is that public land will be transferred to private interests/higher income owners in the guise of "Affordable Housing."
8. Using 33% "Affordable Housing" to subsidize the 67% high-cost housing is contrary to the intent of the original legislation.
9. Distorted meaning of "in perpetuity": Affordable units are supposedly going to be deed-restricted "in perpetuity." Yet, contrary to the normal meaning of "in perpetuity", the City/RFQ defines it as

follows: "The project's affordable housing units must remain affordable in perpetuity (i.e. throughout the useful lives of the buildings in which those units are located), ..." What this really means is that after 55-75 years, or even sooner--depending on how the developer defines "useful life"-- even the 33% Affordable will no longer be in existence. The entire Reservoir property will be owned free and clear by private interests with no requirements for affordability: It's the pot at the end of the rainbow for private interests that are willing to make a short-term sacrifice in exchange for a long-term bonanza.

10. Best use of PUC Reservoir:

Under Objective 1.4 of the Balboa Park Station Area Plan, Policy 1.3.2 [sic] states "*POLICY 1.3.2 Develop the west basin of the reservoir [for] the greatest benefit of the city as a whole as well as for the surrounding neighborhoods.*"

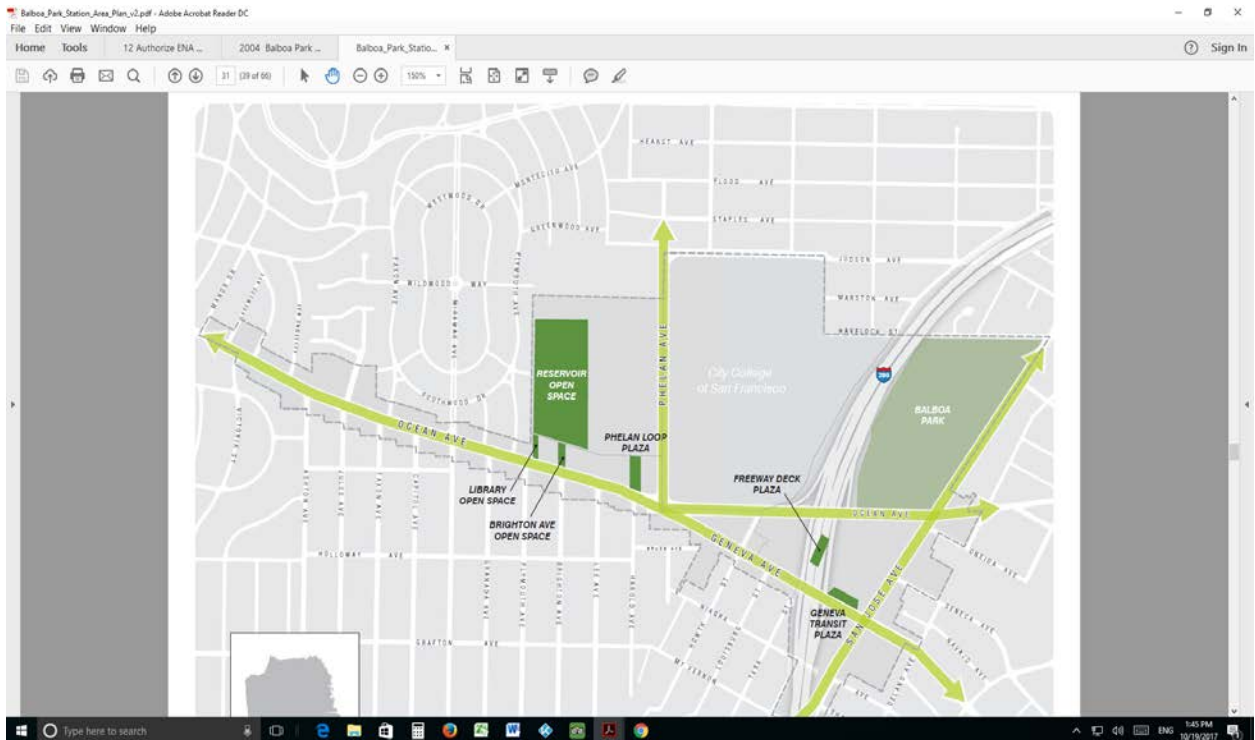
- There has never been any discussion about what constitutes "greatest benefit." The City/Mayor simply declared by fiat that it would be used for housing (without mandating compliance with the intent of State and City Public Lands laws regarding legally-defined Affordable Housing).
- It can be legitimately argued that **using the west basin for educational purposes would be the "greatest benefit."**

11. Balboa Station Area Plan does not mandate housing at Reservoir

Proponents of the Reservoir Project refer to the Balboa Park Station Area Plan as calling for housing on the Reservoir. This is inaccurate. The BPS Area Plan actually used the term "consider." It called for housing to be considered. It was not a mandate. In addition to housing, there was something else that the BPS Area Plan asked to be considered: OPEN SPACE.

The BPS Area Plan contains several elements, among which are the Housing Element and the Open Space Element.

The Open Space Element of the BPS Area Plan includes discussion of the western Reservoir as open space and includes this map, yet this section of the BPS Area Plan has been ignored.



And then again, on a broader perspective, the BPS Area Plan has asked that the "best use" be considered for the Reservoir. Instead of "best use" or "open space" as presented by the BPS Area Plan, the City jumped directly to housing as the sole consideration.

## CEQA CONSIDERATIONS

1. CEQA requires public agencies to avoid or mitigate significant adverse environmental impacts caused by a project.
2. City College is a critical public service that serves the entire Bay Area. CCSF is the central economic, educational and cultural feature of the Reservoir vicinity. However the Balboa Reservoir Project has failed to acknowledge CCSF's primacy.
3. Housing on Balboa Reservoir is a component of the Balboa Park Station Area Plan, based on an Initial Study conducted in 2006, referenced in the BPS Final EIR.
4. The proposal of 425-500 units in the Reservoir was arbitrary. There was no documentation, evidence, or argumentation presented to support the proposal for 425-500 units in the 2006 BPS Initial Study/BPS Final EIR/BPS Area Plan.
5. The BPS Area Plan, Final EIR/Initial Study determined that, on the BPS Program-Level, that there would be no significant impact to school facilities.

6. The BR Project's 2014 AECOM Study incorrectly extended the Program-Level determination of non-significance to the Balboa Reservoir Project's Plan-Level. This has caused the BR Project to ignore adverse impacts that the Project will have on City College and neighboring schools.
7. The City Team has refused to acknowledge the reality that the use of the Reservoir for student parking is an existing public benefit. It is a benefit that helps provide access to quality education.
8. Instead, the Balboa Park Station Area Plan mischaracterizes the Reservoir as simply being an "unpleasant void in the neighborhood" despite the reality that it serves an important and needed public purpose for students.
9. The Balboa Reservoir Project can be characterized as constituting an **eviction of an important Bay Area-wide public service**--City College. A public good is being eliminated for the benefit of private developer interests.
10. The City Team operates on the unfounded assumption that housing on the Reservoir is of higher importance than the importance of City College to the community.
  - The City Team shifts the burden of mitigation of impending adverse impacts of the Project onto the surrounding neighborhoods and CCSF stakeholders. It addresses the BR Project's adverse impacts by calling for the impactees to bear the burden by practicing TDM ("*reduce single-occupant vehicle trips by college staff, faculty, students, and neighborhood residents*") and requesting Residential Permit Parking.
11. The City Team argues that it is too expensive to build parking. If the Reservoir were to be left as-is to provide student access to education, there would be no need to build new parking. It's cheaper to keep it as-is.
12. Eviction of CCSF from western Reservoir will harm student access to education.
13. The State Surplus Property Statute (Govt Code 54220) targets use of housing for those of "low" or "moderate" income (up to 120% of Area AMI). It was under this concept that San Francisco's Public Lands for Housing Program was originally formulated. The idea was for surplus public property to be used for the public good to create Affordable Housing (120% AMI).
14. "Affordable Housing" is legally defined as up to 120% AMI (Administrative Code 23.A.4) The Principles & Parameters only requires 33% to be legally-defined Affordable Housing.
15. In reality 67% will be unaffordable housing. Although the City Team presents the Project as market-rate housing subsidizing affordable housing, this is an inversion of reality. In reality, the 33% affordable housing is cover for the reality that this transfer of public property will benefit private interests at the expense of the public. The reality is that the 33% "affordable housing" will be subsidizing private interests.

## PUC LAND USE POLICY

1. The RFQ's section on Applicable Land Use Policies makes no reference to the PUC's own "Framework for Land Use and Management."

2. From the PUC website: By adoption of [the Framework](#), the Commission is seeking to advance the analytical and decision-making process surrounding the administration of real estate assets under the SFPUC's exclusive jurisdiction.
3. PUC's Land Use Framework policy allows sale only if: *"Use of the land sold will not result in creating a nuisance."*
4. Even though the PUC Land Use Framework was formulated to focus on "Land Management Guidance for...Disposition of SFPUC Lands," The City Team has dismissed the importance of this policy document: *"It is not necessary, or feasible, for an RFQ to name all of the City policies and procedures that apply to the project."* [ from Staff Response to *"Why doesn't the RFQ discuss the SFPUC Land Use Framework?"* ]

Importantly, Staff misstated the essence of the question. **The real question was whether or not the intended disposition of the PUC Reservoir property complies with PUC's policy on "Disposition of SFPUC Lands"; the question was not whether the Land Use Framework policy is "named."**

#### **PARKING vs. TDM**

1. The City Team argues that it is too expensive to build parking. If the Reservoir were to be left as-is to provide student access to education, there would be no need to build new parking. If construction cost is the consideration, then the best option is to leave the western Reservoir as-is.
2. TDM is the third component of the City's Transportation Sustainability Program. TDM requires new developments to provide on-site amenities that prioritize sustainable alternatives to driving.
3. The Balboa Reservoir Project will not exist in isolation from the surrounding neighborhoods. The TDM outcomes within the boundaries of the Project itself will probably be highly successful. However, BR Project's internal TDM success will come at the expense of the surrounding neighborhoods when BR residents park their privately-owned vehicles and drive their privately-owned vehicles outside the Reservoir Project's own boundaries.
4. FROM EARLIER SUBMISSION TO CAC REGARDING TDM:
  - Most importantly: TDM Study is not a comprehensive and unbiased assessment of parking and circulation issues in the Reservoir vicinity; and it was never meant to be a comprehensive study. The scope/parameters of Nelson-Nygaard's study were very specific according to SFCTA documentation:
    - The Planning Department and SFMTA are proposing a Transportation Demand Management (TDM) study in coordination with CCSF Ocean Campus to **reduce single-occupant vehicle trips by college staff, faculty, students, and neighborhood residents.**

#### ○ **PROJECT DESCRIPTION AND BENEFITS**

The Balboa Area Transportation Demand Study will **develop clear strategies for reducing single-occupant vehicle trips** and outline a coordinated framework for future TDM programs and policies between CCSF, the Balboa Reservoir project, and the City of San Francisco. Potential TDM activities will produce a wide-range of benefits to individuals and the transportation system as a whole, from reducing traffic congestion, vehicle emissions, and fuel consumption to supporting physical activity and enhancing safety. Additionally, TDM activities will make



*existing transportation investments perform better, extending the life of existing infrastructure and improving the outcomes for new transportation investments.*

- **TDM Program:** proposing **TDM solutions** unique to the area comprising CCSF Ocean campus, Balboa Reservoir and neighborhoods **as consistent with emerging TDM policy.**

**Bottom-line: TDM solutions, by definition and intent, exclude parking. Within TDM parameters, the issue of parking is given significance only via the TDM solution of making parking "more difficult and expensive." That's why the elimination of student parking is ignored. That's why the City Team promotes 0.5 parking spaces per residential unit.**

- Fatuous TDM arguments:
  - "Parking Produces Traffic Congestion--Every parking space is a magnet for cars" and "If you build it.....they will come."
  - In earlier submissions I had written:

*As I have pointed out in another e-mail, there are 3 main traffic magnets in our area: schools, freeway entrance/exits, and the BP Station transit hub. If reduction of car traffic in the area is the goal, these magnets need to be removed. Obviously, this is neither an appropriate nor realistic solution.*

*BP Station and freeway entrance/exits are part of transportation infrastructure. However CCSF is different. CCSF is not transportation infrastructure. People are not just passing through on the way to someplace else. CCSF is a destination in and of itself.*

Rather than parking producing congestion, it's the existence of a desired destination that induces traffic. Parking is but a means to accommodate those who want to get to the desired destination.

Case-in-point: When school is not in session, there are very few cars in the Reservoir parking lot and there's very little traffic on Phelan. This demonstrates the falsehood of the "parking produces traffic congestion" premise.

**Bottom line: Parking, in and of itself, does not promote congestion. Rather, congestion is the product of people trying to get to a desired destination. Student access to education, which includes driving and parking, should not be subordinate to the Balboa Reservoir Project.**

- "Spillover [parking] from City College"
  - Both Sunnyside Neighborhood Assn and Westwood Park Assn have made clear that the neighborhood supports CCSF and its students. The Nelson-Nygaard Study calls for

preventing "spillover from City College" by making parking for them difficult via RPP and enforcement. Rather than making parking difficult for students, the neighbors have called for the Balboa Reservoir Project to provide adequate on-site parking for student needs.

**Bottom line: Instead of shifting the burden of mitigation for the elimination of student parking by the TDM solution of "reducing single-occupant trips by college staff, faculty, students, and neighborhood residents", the Reservoir Project needs to take responsibility for replacing lost student parking.**

--aj

BOS-11,  
pages, File Nos.  
180515, 516, 475  
3476

# Candlestick Point/Hunters Point Shipyard Project

Economic Impact Report



**CITY & COUNTY OF SAN FRANCISCO**

Office of the Controller

Office of Economic Analysis

Items # 180515, 180516, 180475, 180476

06.25.2018



# Introduction

- There are four proposed ordinances related to the facilitation of the Candlestick Point/Hunters Point phase 2 development project (“the project”) in two redevelopment plan areas, the Hunters Point Shipyard Redevelopment (HPS Plan) and the Bayview Hunters Point Redevelopment Plan (BVHP Plan).
- On May 15, 2018, the Mayor introduced ordinance #180515 which approves and adopts amendment to the Redevelopment Plan for the HPS project area to reflect that 49ers have already built a stadium in Santa Clara and it is no longer an option at the project site. The ordinance proposes to amend the HPS Plan to accommodate revised street grid, rearrangement of development blocks, reconfiguration of open space, and revised land uses. The ordinance would also reduce the amount of R&D/office space currently permitted under the plan.
- The 2010 amendments to the BVHP Redevelop Plan divided the BVHP project area into Zone 1 and Zone 2. Zone 1 is commonly referred as Candlestick Point and the rest of the BVHP project area is in Zone 2. The Office of Community Investment and Infrastructure (OCII) retains land use authority within Zone 1, while the Planning Department retains jurisdiction over Zone 2.
- On May 15, 2018, the Mayor also introduced ordinance #180516 to move the Jamestown parcel from Zone 1 to Zone 2 of the BVHP Plan area, resulting in a shift of land use jurisdiction from the OCII to the Planning Department.



## Introduction: Continued

- On May 15, 2018, the Planning Commission introduced ordinance #180475 to amend the General Plan for the Candlestick Point and Hunters Point Shipyard Phase 2 Project to conform to the shift of the Jamestown Parcel from Zone 1 to Zone 2.
- On the same day, the Planning Commission also introduced ordinance #180476 to make planning code and zoning changes to Candlestick Point Activity Node to move the Jamestown Parcel from Zone 1 to Zone 2 and change its height and bulk district from CP (65' to 85' as outlined in D4D document) to 40-X.
- Under the proposed change, the development of the Jamestown parcel will now happen under the planning code instead of the land use controls governed by the project area. Even though the parcel's height has been reduced, the parcel's potential has been increased because it will no longer be subject to the redevelopment plans overall 10,500 units cap.
- The redevelopment plan amendments do not change the total amount of commercial space. However, the R&D/Office space will be reduced by 735,000 sq. ft. while other commercial uses for hotel, retail, and institutional will increase by 735,000 sq. ft. The total number of residential units under the redevelopment plans also remain unchanged.





## Introduction: Continued

- As a result of proposed changes at the DDA level and moving of Jamestown parcel from Zone 1 to Zone 2, the total project area would gain additional commercial and residential space.
- Under the 2010 Disposition and Development Agreement (DDA), planned R&D/Office development was less than what was allowed under the overall redevelopment plan, but the new 2018 DDA now maximizes that development potential fully. Furthermore, the residential development potential of the area will be higher because the Jamestown parcel can now be developed as a separate project and not as a part of the HPS project.
- The Office of Economic Analysis has determined that the proposed ordinances and associated changes at the DDA level\* could have a material economic impact on the city's economy if enacted, and prepared this report.

*\* Note that the DDA level changes are not part of the proposed ordinances for approval with the Board of Supervisors.*



# Project Background and Timeline

- 1997: HPS Redevelopment Plan approved.
- 2004: The first land transfer to the city happens.
- 2005: HPS Phase 1 approved.
- 2008: Prop G (Bayview Jobs, Parks and Housing Initiative) passes.
- 2010: CP/HPS2, Phase 2 is approved.
- 2012: Redevelopment Agency is dissolved but DOF determines that CP/HPS DDAs are enforceable obligations. Creation of OCII, successor agency.
- 2013: HPS Phase 1 groundbreaking happens.
- 2016: Prop O (CP/HPS Jobs Stimulus Proposition) passes.
- 2017: Updated HPS2 master plan community outreach commences.
- 2018: Current project as proposed without stadium, revised street grid, rearrangement of development blocks, reconfiguration of open space and revised land uses.

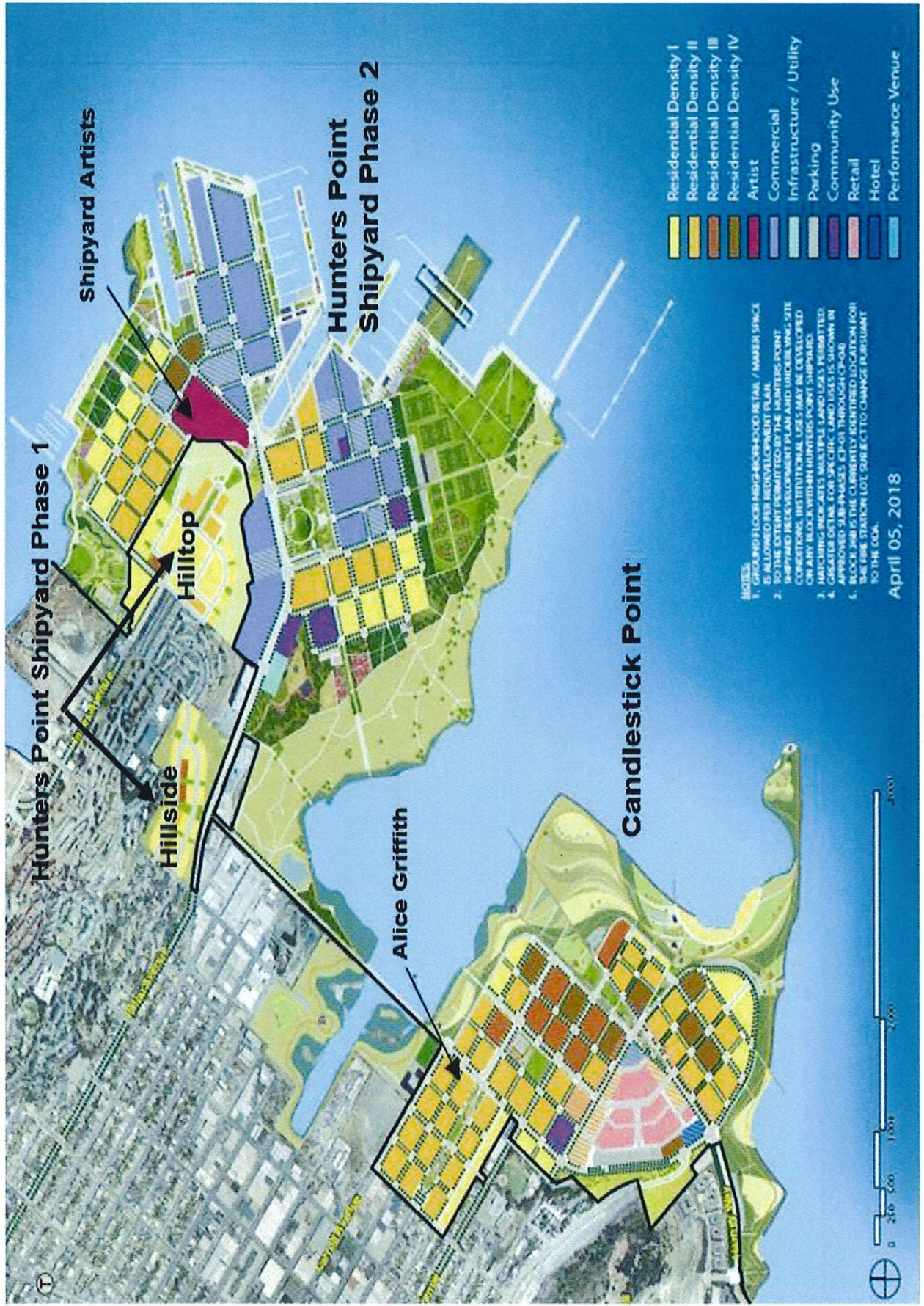


# Description & Overview of the Revised Project: 2018

- The project consists of approximately 702 acres in the city's Bayview Hunters Point and HPS neighborhoods as governed by the redevelopment plans. The 2010 amendments to the BVHP Redevelopment Plan divided the BVHP Project Area into Zone 1 (commonly referred as Candlestick Point) and Zone 2. The project will be developed with a mix of uses, including residential, retail, office, and parks & open spaces.
- The detailed summary of the project as proposed under the Disposition and Development Agreement (DDA) is presented on slide 9. A total of 10,672 residential units will be built and of those about 32 percent will be affordable at below market rates, including workforce and public housing & agency units. Under the DDA, 172 additional units that were already included in the HPS redevelopment plan as part of the Phase 1 project will now be part of the CP/HPS2 project.
- Overall about 6.7 million square feet of commercial space is planned in the project area. Out of this, over 1.6 million square feet will be dedicated to hotel and retail uses, and over 4.4 million square feet will be planned for R&D/Office space. Over 900,000 square feet of space will be dedicated to a film & arts center, artist studios, maker spaces, community facilities, and institutional uses.



# Project as Proposed (No Stadium): 2018







# Total Redevelopment Plan Proposed Changes

Uses	2010	2018	Change
RESIDENTIAL (Units)	12,100	12,100	0
COMMERCIAL (Sq. ft.)			
Hotel	150,000	270,000	120,000
Regional Retail	635,000	735,000	100,000
Neighborhood Retail	330,000	351,000	30,000
Film & Arts Center	75,000	75,000	0
Community Use	152,000	152,000	0
R&D/Office	5,150,000	4,415,000	-735,000
Artist Studio	255,000	255,000	0
Maker Space	0	75,000	75,000
Institutional	0	410,000	410,000
<b>Total Commercial (Sq. ft.)</b>	<b>6,686,000</b>	<b>6,686,000</b>	<b>0</b>

Note that the developer proposed planned commercial development in 2010 under the Disposition and Development Agreement (DDA) was less than what was allowed under the Redevelopment Plan (see the next slide). The revised DDA now maximizes the Redevelopment Plan potential.



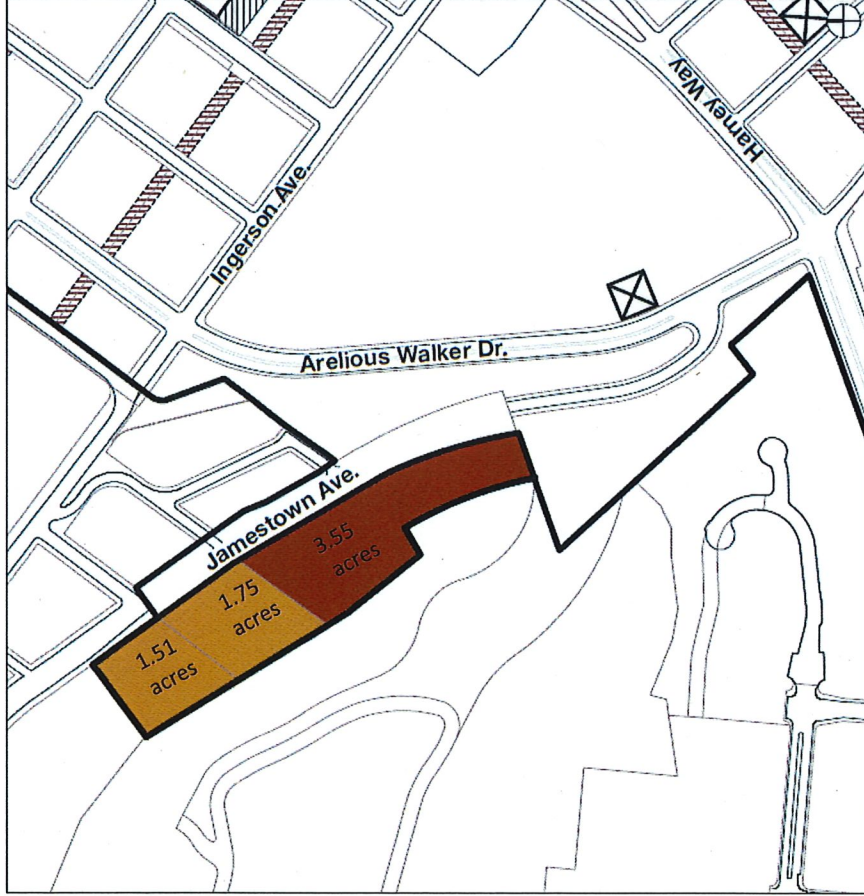
# CP/HPS2 Proposed Changes Under the DDA

Uses	2010 Development Program at Buildout (Non-Stadium)	2018 Development Program at Buildout (Non-Stadium)	Difference
<b>RESIDENTIAL (Units)</b>			
Market-Rate			
For-sale	6,043	5,874	-169
Rental	1,113	1,435	322
<b>Market-Rate Subtotal</b>	<b>7,156</b>	<b>7,309</b>	<b>153</b>
Below Market-Rate			
For-sale	446	584	138
Rental	362	243	-119
<b>Below Market-Rate Subtotal</b>	<b>808</b>	<b>827</b>	<b>19</b>
Workforce Units	892	892	0
Public Housing & Agency Units	1,644	1,644	0
<b>Total Residential (Units)</b>	<b>10,500</b>	<b>10,672</b>	<b>172</b>
<b>COMMERCIAL (Sq. ft.)</b>			
Hotel	150,000	270,000	120,000
Regional Retail	635,000	735,000	100,000
Neighborhood Retail	250,000	351,000	101,000
Film & Arts Center	75,000	75,000	0
Community Use	100,000	100,000	0
R&D/Office	3,150,000	4,415,000	1,265,000
Artist Studio	255,000	255,000	0
Maker Space	0	75,000	75,000
Institutional	0	410,000	410,000
Football Stadium	0	0	0
<b>Total Commercial (Sq. ft.)</b>	<b>4,615,000</b>	<b>6,686,000</b>	<b>2,071,000</b>



# Jamestown Parcel: Proposed Zoning Change Impact

Figure 7.2 Building Heights



Legend  
Low and Mid-Rise Maximum Height  
65 ft  
85 ft  
High-Rise Tower Location\*  
Fixed High-Rise Location

- The total area of the Jamestown parcel (Block 4991/Lot 276) is 6.8 acres. As proposed, the parcel will be removed from the project area Zone 1 and will shift to Zone 2 of the BVHP Plan Project Area B.
- The parcel was originally planned to be developed only under the stadium alternative with 325 units within the overall 10,500 unit cap in the project area.
- The RH-2 zoning of the parcel will now be governed by 40' height instead of 65'-85' as shown on the map.
- The parcel can now yield up to 300 units as part of Zone 2 since it will not be subject to 10,500 unit cap in the project area.



# Difference in Total Development Capacity\*

Uses under CP/HPS2 DDA	2010 Development Program at Buildout (Non-Stadium)	2018 Development Program at Buildout (Non-Stadium)	Difference
Residential (Units) in Phase 2	10,500	10,500	0
Residential Units Moving from Phase 1 to Phase 2	-170	170	0
Jamestown Parcel Units as a Separate Project in Zone 2		300	300
<b>COMMERCIAL (Sq. ft.)</b>			
Hotel, Retail, Institutional, & Maker Space	1,035,000	1,841,000	806,000
R&D/Office	3,150,000	4,415,000	1,265,000
Artist Studio, Performance Venue, & Community Use	430,000	430,000	0
Football Stadium	0	0	0
<b>Total Commercial (Sq. ft.)</b>	<b>4,615,000</b>	<b>6,686,000</b>	<b>2,071,000</b>

\* Including Jamestown Parcel's 300 unit potential as a separate project in Zone 2. In 2010, the parcel was only planned to be developed under the stadium alternative with 325 units, within the overall 10,500 unit cap in the project area.





# Economic Impact Factors

12

- The proposed development is expected to affect the local economy in two major ways:
  1. The re-zoning in conjunction with proposed changes to land uses under the Disposition and Development Agreement (DDA) will increase the residential and commercial potential of the site. This will put downward pressure on prices and rents for residential and commercial real estate across the city, making it more attractive for businesses.
  2. The investment activity following the rezoning and development agreement will generate additional construction activity.
- The OEA analyzed and modeled the difference in development potential of the site under the proposed rezoning and the DDA in 2018 compared to what was allowed and proposed in 2010 (see slide 11).



# Impact of New Housing

- An increase in the housing supply will put downward pressure on residential rents and home prices in San Francisco.
- The proposed re-zoning and development agreement in 2018 compared to what was proposed under 2010 agreement have a potential to expand the city's housing development capacity by 300 units.
- The OEA estimates that the expanded development capacity created by the re-zoning and proposed changes to the project would result in a decline in housing prices by 0.12%.
- Note that the overall impact of the project on housing prices will be much larger. The overall impact of the building more than 10,800 units (including the Jamestown parcel) on housing prices is estimated to be around -4.4%.



# Impact of Affordable Housing Subsidy

- Increasing the number of affordable (inclusionary) housing units will particularly benefit low-income households, who experience higher housing burdens than higher-income households in the city.
- The shifting of Jamestown parcel from Zone 1 to Zone 2 creates an additional potential of 300 units. Out of those additional units, 54 would be affordable at an 18% inclusionary requirement.
- The OEA further estimates that at build-out these additional affordable units would reduce low-income housing payments by \$0.4 million annually to the households who would occupy these units.



# Impact of Commercial Space

- Increase in the non-residential supply will put downward pressure on commercial office, retail and other non-residential rents in San Francisco.
- The project area is expected to increase total commercial space by about 2.1 million square feet under the disposition and development agreement (DDA).
- The OEA estimates that commercial citywide rents would decline by 1.5% as a result of this additional space. These rent declines reflect a combined weighted average rent decline for R&D/office, retail and other non-residential space.
- This citywide decline in rents due to added space will result in total citywide rent savings for the commercial space by \$140 million annually.





# REMI Model Inputs

- The OEA uses the REMI model\* to simulate the impact of the proposed re-zoning and the development agreement on the city's economy. The simulation inputs are shown below.

Inputs	Value
Housing Price Change	-0.12%
Affordable Housing Subsidy Value (\$ million)	0.4
Value of Residential Investment (\$ million)	270
Value of Non-Residential Investment (\$ million)	1,292
Change in Rent for Office Space (\$ million)	-121
Change in Rent for Retail Space (\$ million)	-10
Change in Rent for other Commercial Space (\$ million)	-9

\*The REMI model is a dynamic forecasting and economic policy analysis tool based on econometric and input-output modeling framework. The REMI model belongs to the class of models generally known as a computable general equilibrium (CGE) models.



# Economic Impact Assessment

- The project was assumed to develop over a twenty-year period, from 2019-2038. The city-wide impacts as at buildout (as of 2038) are shown in the table below.

Citywide Impacts	Value
Employment Change	558
Population Change	852
GDP Change (\$2017, million)	101
Output Change (\$2017, million)	163
Change in Disposable Personal Income per Capita (\$2017)	7
Housing Price Change	0.01%
Change in Real Disposable Personal Income per Capita with Housing price Change (\$2017)	6



# Conclusions

- The proposed CP/HPS2 rezoning and the associated disposition and development agreement (DDA) changes will expand the city's economy, by accommodating the city's growing demand for housing and office space.
- Employment, population, disposable per capita income, disposable per capita income reflecting housing prices, GDP and total output are all expected to rise as a result of the proposed ordinances, the associated zoning, land use, and the DDA changes.
- We estimate that economy will add 558 jobs and \$163 million to the local output at the build out as of 2038. To put things in perspective, this job gain represents only 0.1% growth in the citywide employment.



# Staff Contacts

Asim Khan, Ph.D.  
Senior Economist  
[asim.khan@sfgov.org](mailto:asim.khan@sfgov.org)

