

CITY AND COUNTY OF SAN FRANCISCO
BOARD OF SUPERVISORS
BUDGET AND LEGISLATIVE ANALYST

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TO: Government Audit and Oversight Committee
FROM: Budget and Legislative Analyst 
SUBJECT: February 6, 2020 Government Audit and Oversight Committee Meeting

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<p>Item 1 File 19-1074</p>	<p>Department: Police Department (Police)</p>
<p>EXECUTIVE SUMMARY</p>	
<p style="text-align: center;">Legislative Objectives</p> <ul style="list-style-type: none"> • The proposed ordinance would amend the Administrative Code to require the San Francisco Police Department (SFPD) to report on a quarterly basis certain crime victim data pertaining to victims of hate crimes and other serious crimes. <p style="text-align: center;">Key Points</p> <ul style="list-style-type: none"> • The Police Department currently tracks the victims of crimes, along with certain demographic information, such as race and gender, in its incident reports, as required by the California Department of Justice standards for Uniform Crime Reporting (UCR). However, in incidents where multiple crimes have been committed, all victims and crimes are included in the same report. The incident report is then characterized by the highest crime on the report, even if all victims in the incident are not victims of that crime. This system makes it difficult for SFPD to fully analyze crime victim data, as some victims may be listed under the wrong crime. • In 2016, the Federal Bureau of Investigation announced that the UCR program would be transitioning to the National Incident-Based Reporting System (NIBRS). Under NIBRS, much greater detail would be included in each incident report. In December 2018, the Board of Supervisors approved the acceptance and expenditure of a grant from the United States Department of Justice in the amount of \$5,304,000 for the planning and development of a NIBRS-compliant reporting system. SFPD’s NIBRS system is expected to be in place by March 2022. <p style="text-align: center;">Fiscal Impact</p> <ul style="list-style-type: none"> • The fiscal impact of the proposed ordinance is dependent on the implementation method, and associated funding. The upcoming NIBRS system, which is grant funded, could comply with the proposed ordinance, and has an estimated implementation date of March 2022. • SFPD would need to modify the current UCR system if the proposed ordinance required tracking and reporting of the additional crime data at an earlier date than the estimated NIBRS implementation date of March 2022. Based on a minimum of two full-time equivalent (FTE) consultants, we estimate the minimum cost would be approximately \$960,000. The estimated cost would likely be higher, based on the actual scope of work needed to modify the current UCR system. <p style="text-align: center;">Recommendation</p> <ul style="list-style-type: none"> • Approval of the proposed ordinance is a policy matter for the Board of Supervisors. 	

MANDATE STATEMENT

According to City Charter Section 2.105, all legislative acts shall be by ordinance and require the affirmative vote of at least a majority of the members of the Board of Supervisors.

BACKGROUND

The San Francisco Police Department (SFPD) tracks the victims of crimes, along with certain demographic information, such as race and gender, in its incident reports, as required by the California Department of Justice standards for Uniform Crime Reporting (UCR). However, in incidents where multiple crimes have been committed, all victims and crimes are included in the same report. The incident report is then characterized by the highest crime on the report, even if all victims in the incident are not victims of that crime. For example, in an event that includes vehicle theft, then burglary, then robbery, the robbery is the highest in the UCR hierarchy. All victims in the incident would be counted as victims of the robbery, even if one victim was only the victim of the vehicle theft. This system makes it difficult for SFPD to fully analyze crime victim data, as some victims may be listed under the wrong crime. For certain crimes, such as homicide, the SFPD relies on staff track crimes throughout the year in order to provide an accurate count of those crimes to the California Department of Justice.

In 2016, the Federal Bureau of Investigation (FBI) announced that the UCR program would be transitioning to the National Incident-Based Reporting System (NIBRS). Under NIBRS, much greater detail would be included in each incident report. Each state is required to set NIBRS standards that are equal to or stronger than federal standards, and local law enforcement agencies must then develop NIBRS systems that comply with state reporting standards. According to Mr. Will Sanson-Mosier, SFPD Acting Chief Information Officer, the California Department of Justice is expected to release its standards in April 2020.

In December 2018, the Board of Supervisors approved the acceptance and expenditure of a grant from the United States Department of Justice in the amount of \$5,304,000 for the NIBRS project (File 18-1086). According to Ms. Catherine McGuire, SFPD Executive Director, Strategic Management Bureau, the grant would provide sufficient funding for both the planning and development of a NIBRS-compliant reporting method. The grant requires that SFPD select a contractor to develop NIBRS through a Request for Proposals (RFP) process, so SFPD may not be able to utilize its existing Oracle contract. The grant term runs through September 2021 but may be extended by one year through September 2022. SFPD would have to provide six months of data by the end of the grant term, so the NIBRS system would have to be in place by March 2022, assuming that the term is extended one year.

DETAILS OF PROPOSED LEGISLATION

The proposed ordinance would amend the Administrative Code to report on a quarterly basis certain crime victim data pertaining to victims of hate crimes and other specified crimes. The other specified crimes are assault, aggravated assault, sexual assault, burglary, theft, motor vehicle theft, robbery, battery, vandalism, domestic violence, and murder. For these crimes, SFPD would be required to report the location of the crime or crimes, the reported crime or

crimes, the race or ethnicity of each victim, the sex and perceived gender identity of each victim, and the age of each victim. For hate crimes, SFPD would have to report the location of the crime or crimes, the reported crime or crimes, the disability (if any) of each victim, the gender or gender identity of each victim, the nationality of each victim, the race or ethnicity of each victim, the religion of each victim, the sexual orientation of each victim, and the association of the victim with a person or group with one or more of these actual or perceived characteristics.

FISCAL IMPACT

The fiscal impact of the proposed ordinance is dependent on the implementation method, and associated funding. According to Mr. Sanson-Mosier, the upcoming NIBRS reporting system, which is grant-funded, could comply with the proposed ordinance, and has an estimated implementation date of March 2022, or approximately two years.

According to Mr. Sanson-Mosier, the Department would need to modify the current UCR system if the proposed ordinance required tracking and reporting of the additional crime data at an earlier date than the estimated NIBRS implementation date of March 2022. Based on a minimum of two full-time equivalent (FTE) consultants, the Department estimates the minimum cost would be approximately \$960,000.¹ The estimated cost could be higher, based on the actual scope of work needed to modify the current UCR system.

RECOMMENDATIONS

Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

¹ According to Mr. Sanson-Mosier, every significant modification to the Crime Data Warehouse requires, at a minimum, two consultants: one developer and one business intelligence analyst. The developer modifies the underlying system code and functionality, and the business intelligence consultant develops the actual data reporting methods.

<p>Item 2 File 19-0418</p>	<p>Department: Department of Homelessness and Supportive Housing</p>
<p>EXECUTIVE SUMMARY</p>	
<p style="text-align: center;">Legislative Objectives</p> <ul style="list-style-type: none"> • The proposed ordinance would amend the Administrative Code to require the Department of Homelessness and Supportive Housing to open Navigation Centers, including: (a) two Navigation Centers in two supervisorial districts (one per district) that had no Navigation Centers as of April 16, 2019, within six months of the approval of the ordinance; and (b) at least one Navigation Center in each supervisorial district that had no Navigation Centers as of April 16, 2019, within 30 months of the approval of the ordinance and service specific population specified in proposed ordinance. The proposed ordinance would require the Department of Homelessness and Supportive Housing to develop a “fair sharing criteria” that will be used to inform the selection sites for the new Navigation Centers required by the proposed ordinance. In addition, the proposed ordinance would revise certain operational standards for Navigation Centers. <p style="text-align: center;">Key Points</p> <ul style="list-style-type: none"> • The Navigation Center model was first piloted in March 2015 to provide a low-barrier alternative to traditional homeless shelters, including service provision, with the goal of transitioning people off the streets and into longer-term housing. As of January 2020, seven Navigation Centers have been opened in three out of the eleven Supervisorial Districts (District 6, District 9, and District 10). <p style="text-align: center;">Fiscal Impact</p> <ul style="list-style-type: none"> • Based on average operating costs of \$4.3 million, operating the two new Navigation Centers required by the proposed ordinance would cost approximately \$8.6 million annually. One-time capital costs to develop a site into a Navigation Center are \$6.3 million, on average, or approximately \$12.6 million for two centers. Estimated staff costs for each Navigation Center are \$1.8 million. • Department staff state that the Department would need 8.25 new positions to implement the ordinance, with estimated costs of approximately \$1.4 million. Any new expenditure and position authority in FY 2020-21 would be subject to Board of Supervisors’ approval. <p style="text-align: center;">Policy Considerations</p> <ul style="list-style-type: none"> • According to the Department, if the Department is not able to locate a Navigation Center site in each of the Supervisorial districts, the Department may not be able to meet the timelines of the proposed ordinance. • There are currently two proposed leases to be approved by the Board of Supervisors for an additional two Navigation Center sites located at 888 Post Street (File 20-0043) and 33 Gough Street (File 20-0044). The proposed Navigation Center at 888 Post Street is in Supervisorial District 3, where no Navigation Center currently exists and is expected to open in Fall 2020, which is beyond the deadline to open two Navigation Centers within six months of enactment of the proposed ordinance. <p style="text-align: center;">Recommendation</p> <ul style="list-style-type: none"> • Approval of the proposed ordinance is a policy matter for the Board of Supervisors. 	

MANDATE STATEMENT

City Charter Section 2.105 states that all legislative acts shall be by ordinance, approved by a majority of the members of the Board of Supervisors.

BACKGROUND

The Navigation Center model was first piloted in March 2015 to provide a low-barrier alternative to traditional homeless shelters, including service provision, with the goal of transitioning people off the streets and into longer-term housing. Since then, the Department of Homelessness and Supportive Housing (“Homelessness and Supportive Housing”) has opened nine Navigation Centers, six of which are still in operation as of January 2020.

As of January 2020, seven¹ Navigation Centers have been opened in three out of the eleven Supervisorial Districts (District 6, District 9, and District 10). Table 1 below shows the current active Navigation Centers, where they are located, the nonprofit operator, and the number of beds at each center.

Table 1. Active Navigation Centers in San Francisco (as of January 2020)

Navigation Center	Operator	Beds	Location	District	Square Feet
<i>Homelessness and Supportive Housing</i>					
Bayshore	Five Keys Schools and Programs	128	125 Bayshore	10	31,200
Central Waterfront	Episcopal Community Services	64	600 25 th Street	10	13,715
Bryant	Episcopal Community Services	84	680 Bryant Street	6	15,000
Civic Center	Community Housing Partnership	113	20 12 th Street	6	N/A
Division Circle	St. Vincent De Paul Society	186	224 South Van Ness	9	78,000
Embarcadero SAFE ²	Five Keys Schools and Programs	200	555 Beale Street	6	46,659
<i>Public Health</i>					
Hummingbird	Baker Places, Inc.	29	Zuckerberg San Francisco General Hospital	10	8,746

Source: Department of Homelessness & Supportive Housing

¹ The Department of Homelessness and Supportive Housing funds and operates six Navigation Centers. The Department of Public Health funds and operates one Navigation Center (Hummingbird).

² This Navigation Center opened in December 2019.

DETAILS OF PROPOSED LEGISLATION

The proposed ordinance would amend the Administrative Code to require the Department of Homelessness and Supportive Housing to open Navigation Centers, including:

- (a) two Navigation Centers in two supervisorial districts (one per district) that had no Navigation Centers as of April 16, 2019, within six months of the approval of the ordinance; and
- (b) at least one Navigation Center in each supervisorial district that had no Navigation Centers as of April 16, 2019, within 30 months of the approval of the ordinance.

As noted above, as of January 2020, seven Navigation Centers were operating in three supervisorial districts. Therefore, under the proposed ordinance, Navigation Centers would be opened in eight additional supervisorial districts within 30 months.

The proposed ordinance requires at least one Navigation Center to serve the following populations: (a) homeless persons with alcohol dependency; (b) homeless persons between the ages of 18 and 29; (c) homeless transgender and gender non-conforming persons; (d) individuals who live in cars and recreational vehicles, (e) persons aged 62 and above, and (f) a specific population to be determined by the Department of Homelessness & Supportive Housing. Under the proposed ordinance, prior to opening a new Navigation Center, the Department of Homelessness and Supportive Housing must coordinate with the Supervisor of the relevant district and conduct at least three community meetings.

The proposed ordinance would require the Department of Homelessness and Supportive Housing to develop a “fair sharing criteria” that will be used to inform the selection sites for the new Navigation Centers required by the proposed ordinance.

The proposed ordinance would also revise the operational standards for Navigation Centers in the following ways:

- 1) Requiring Navigation Centers to perform a comprehensive assessment of a resident’s needs within 72 hours of the resident’s admission to the Center
- 2) Requiring the preparation of an individualized plan (Care Plan) that lists the services and programs necessary to support stabilization and providing one on one intensive case management
- 3) Increasing the number beds allowed at a Navigation from 100 to 130, and requiring the City Administrator to include the reasons for exceeds the bed cap in documenting the need to do so
- 4) Requiring Navigation Centers to conduct regular wellness checks of residents and provide access to laundry facilities, transportation to programs and services required by a resident’s Care Plan, and daily activities related to wellness
- 5) Requiring Navigation Centers to have at least one staff person on-site at all times who is responsible for addressing resident concerns and responding to emergencies
- 6) Requiring Navigation Centers to allow residents to stay for an initial stay of not less than 90 days and to remain at the Center so long as the resident is in compliance with their Care Plan

- 7) Requiring Navigation Centers to establish written grievance policies and develop a “Good Neighbor Policy” and outreach plan
- 8) Requiring a community outreach process with neighboring residents and businesses, neighborhood associations and merchant associations on the site selection, consisting of no fewer than three community meetings
- 9) Allow members of the Shelter Monitoring Committee to visit and monitor conditions at Navigation Centers³
- 10) Accept referrals from the Departments of Public Works, Police, Homelessness & Supportive Housing, and service providers and require the City to transport such referrals to a Navigation Center.
- 11) Conduct an exit interview with residents and develop a plan for accessing services

The proposed ordinance would also affirm the Planning Department’s determination that the legislation does not require California Environmental Quality Act review.

FISCAL IMPACT

The proposed ordinance would require opening at least two new Navigation Centers within six months of the effective date of the proposed ordinance, or approximately Summer 2020. Based on average operating costs of \$4.3 million noted in Table 2 below, operating the two new Navigation Centers required by the proposed ordinance would cost approximately \$8.6 million annually. One-time capital costs to develop a site into a Navigation Center, which are summarized in Table 3 below, are \$6.3 million, on average, or approximately \$12.6 million for two centers. There could be additional capital costs incurred with the expedited timelines as proposed in this legislation.

Operating Costs

According to the Department of Homelessness and Supportive Housing, the total FY 2019-20 costs to operate each of the department’s six Navigation Centers range from \$6,557,583 at Division Circle to \$3,005,230 at Central Waterfront. The average cost across all six Homelessness and Supportive Housing-operated Navigation Centers is \$4,288,147. According to the Department of Public Health (DPH), the total FY 2019-2020 cost to operate the Hummingbird Navigation Center is \$3,267,500.

³ The powers and membership of the Shelter Monitoring Committee are defined in Sections 20.304 and 20.305 of the Administrative Code.

Table 2. FY 2019-20 Operating Costs for Existing Navigation Centers

Operating Costs	Civic Center	Central Waterfront ⁴	Division Circle	5th and Bryant (SOMA)	125 Bayshore	Embarcadero SAFE ⁵	Hummingbird (DPH)	Average ⁶
Salaries and Benefits	\$803,516	\$1,958,540	\$4,052,366	\$1,919,232	\$2,097,473	\$2,177,803	\$2,303,302	\$2,168,155
Operating Expense	2,682,898	911,093	874,171	349,747	1,044,491	330,334	538,001	\$1,032,122
Indirect Cost	401,633	344,357	460,350	272,278	389,794	376,221	426,197	\$374,106
Operating Cost Subtotal	3,888,047	3,213,990	5,386,887	2,541,257	3,531,758	2,884,358	3,267,500	\$3,574,383
Other Costs								
Rental of Property	408,000	75,707	2,012	2,012	518,780	442,327	0	\$241,473
Storage	0	0	0	501,948	0	0	0	\$83,658
Neighborhood Cleaning Program ⁷	190,000	190,000	176,585	190,000	190,000	190,000	0	\$187,764
Security ⁸	0	105,000	489,342	105,000	106,798	260,832	0	\$177,829
Other Cost Subtotal	598,000	370,707	667,939	798,960	815,578	893,159	0	\$690,724
Total Cost	\$4,486,047	\$3,584,697	\$6,054,826	\$3,340,217	\$4,347,336	\$3,777,517	\$3,267,500	\$4,265,107

Source: Department of Homelessness & Supportive Housing

In addition, the Department of Homelessness and Supportive Housing estimates the annual cost of meals across all six department-operated Navigation Centers to be approximately \$2,207,885⁹.

Section 106.2 of the Administrative Code, which sets operating requirements, states Navigation Centers may have between 40 and 100 beds, unless the City Administrator documents the need to exceed the cap. The proposed ordinance increases the cap on the number of beds to 130 and requires the City Administrator to include the reasons for exceeding the bed cap. The Navigation Centers at Embarcadero, Hummingbird, and Division Circle fall outside the current and proposed bed range. If those Navigation Centers' operating costs are excluded from the

⁴ Costs annualized to reflect the cost for whole year.

⁵ Costs reflect opening of Navigation Center in December 2019.

⁶ Average costs exclude Hummingbird as it is not operated by the Department of Homelessness and Supportive Housing.

⁷ The Department of Homelessness and Supportive Housing states that the contract for Neighborhood Cleaning Services is sub-contracted through the site's nonprofit provider. Neighborhood Cleaning Services support Navigation Center clients by offering a workforce component. Neighborhood Cleaning Services employ Navigation Center clients, providing clients an opportunity to earn income while providing essential services and engaging with the neighborhood.

⁸ Security hours and coverage varies by site based on Program needs.

⁹ The Department of Homelessness and Supportive Housing estimates meal cost is \$5.26 per person per meal. Each Navigation Centers is expected to serve two meals per client per day. The cost of two meals per day per client for all active Navigation Centers is covered by HSH's contract with Meals on Wheels.

average analysis, the average operating cost for the remaining four facilities is \$3.9 million annually.

Capital Costs

According to the Department of Homelessness and Supportive Housing, the one-time capital costs for the existing Navigation Centers vary by many factors, such as the location, condition of the sites, size of the facility, and need for tenant improvements. For example, the Civic Center Navigation Center was a building that had existing utilities and infrastructure on-site, whereas the Division Circle Navigation Center was a vacant lot with no permanent utilities (e.g., power, water). Table 3 below shows capital costs to develop the existing Navigation Centers.

Table 3. One-Time Capital Costs for Homelessness and Supportive Housing Navigation Centers

Navigation Center	Capital Costs	Year of Construction
Division Circle	\$9,764,145	FY 2018-19 and FY 2019-20 ¹⁰
5th and Bryant (SOMA)	6,124,177	FY 2018-19
125 Bayshore	4,727,672	FY 2018-19
Central Waterfront	3,129,444	FY 2016-17
Civic Center	1,416,740	FY 2016-17 and FY 2019-20 ¹¹
Embarcadero SAFE	12,460,000	FY 2019-20
Average	\$6,270,363	

Source: Department of Homelessness & Supportive Housing

Capital costs include scoping, design and construction work, as well as tenant improvements. According to the Department of Homelessness & Supportive Housing and as shown above, the total one-time capital costs to operate each of the department's six Navigation Centers range from \$12,460,000 at Embarcadero SAFE to \$1,416,740 at Civic Center. The average capital cost across all six HSH-operated Navigation Centers is \$6,270,363. If the Navigation Centers that are outside the current and proposed bed cap are excluded from analysis, average capital costs to open a Navigation Center are \$3.8 million.

Homelessness and Supportive Housing Staff Costs

Department of Homelessness and Supportive Housing staff also state that there would be additional on-going personnel costs of approximately \$1.4 million for 8.25 FTEs annually for real estate and facilities, contract, shelter programs staff, external affairs staff, and program staff to support the 72-hour time limit for the intake process and comprehensive assessment for each Navigation Center. Table 4 below shows the additional annual, on-going personnel costs and FTE positions.

¹⁰ \$6,164,145 in FY 2018-19 and \$3,600,000 in FY 2019-20 for expansion

¹¹ \$1,078,065 in FY 2016-17, and \$338,675 in FY 2019-20 for expansion

Table 4. Additional HSH Personnel Costs and FTE Positions

Job Class and Position	FTE	FY 19-20 Salary	FY 19-20 Fringe	Total Cost
1823 Senior Administrative Analyst	0.5	\$59,605	\$47,684	\$107,289
1824 Principal Administrative Analyst	1.25	\$172,543	\$55,214	\$227,757
2917 Program Support Analyst	1	\$122,538	\$49,015	\$171,553
7203 Buildings and Grounds Maintenance Supervisor	0.5	\$62,582	\$50,066	\$112,648
7334 Stationary Engineer	1.5	\$150,891	\$40,238	\$191,129
2917 Program Support Analyst	2.5	\$306,345	\$134,792	\$441,137
2913 Program Specialist	1	\$99,814	\$43,918	\$143,732
Total	8.25	\$974,318	\$420,927	\$1,395,245

Source: Department of Homelessness & Supportive Housing

Any new expenditure and position authority in FY 2020-21 would be subject to Board of Supervisors' approval.

Estimated Increase in Service Provider Operating Costs

In addition, the Department states that there would be an additional estimated cost of approximately \$1,797,000 annually for staffing and resources for the nonprofit operators per Navigation Center to meet the proposed operational requirements. Table 5 below shows the additional estimated annual, ongoing operating costs per Navigation Center.

Table 5. Additional Estimated Operating Costs per Navigation Center

Operating Costs	FTE	Total Cost	Description
Front Desk Clerk	1	\$70,000	Estimated salary for 1.0 FTE Front Desk Clerk. 4.2 FTEs are currently needed for 5 day business hour coverage; this would increase to an estimated 6.4 FTEs if intake was extended to 24/7 coverage.
Case Manager	1	\$78,000	Current case manager to client ratio at centers is 1:25. If case managers are to be available 24/7 and run front desk, this position would increase by 1.0 FTE or more if case managers were to be responsible for all client intake in addition to case management.
Coordinated Entry Staff/Resources	TBD	\$300,000	Cost per center to ensure 100 percent of clients are assessed by Coordinated Entry and provided with housing navigators as eligible.
Problem Solving Staff /Resources	TBD	\$200,000	Cost per center to ensure 100 percent of clients identified as “problem solving status” have access to problem solver staff.
Janitorial Maintenance Staff	TBD	\$225,000	Annual nonprofit provider’s facility staffing and associated costs for an 85-bed center. This cost would likely increase with increased bed capacity.
Storage Cost (facilities and staff)	TBD	\$500,000	Annual cost per center for storage facilities and staff for an 85-bed center. This may increase with increased capacity or additional requirements/expansion of storage.
Intensive Case Manager	TBD	\$95,000	HSH does not currently utilize the Intensive Case Management (ICM) model. Estimates indicate that 1.0 FTE would cost \$95,000 annually (salary and benefits). It is unknown at this time how many FTEs would be required to fulfill the proposed requirements.
Intensive Case Manager Supervisor	TBD	\$150,000	HSH does not currently utilize the Intensive Case Management (ICM) model. Estimates indicate that 1.0 FTE ICM supervisor would cost \$150,000 annually including salary and benefits. It is unknown at this time how many FTEs would be required to fulfill the proposed requirements.
Transportation (driver)	TBD	\$72,000	Estimated cost for a dedicated driver for transportation per center. This does not include benefits, supervision, or indirect costs.
Vehicle	TBD	\$27,000	Estimated cost for an accessible vehicle at a minimum of one per site if daily, accessible transportation is required.
Activities Coordinator	TBD	\$80,000	Estimated salary for 1.0 FTE Activities Coordinator at a minimum estimated 1.0 FTE per site if daily activities required.
Total		\$1,797,000	

Source: Department of Homelessness & Supportive Housing

Available Funds in FY 2019-20 Budget

According to Department of Homelessness and Supportive Housing staff, the Department’s FY 2019-20 budget has funding to open one to two more Navigation Center sites in 2020. Those sites have already been identified (one in District 3 and one in District 6) and are coming to the Board for approval to lease the site. Additional funding would be needed, subject to Board of Supervisors approval, to secure and develop any additional sites in accordance with the proposed ordinance.

POLICY CONSIDERATIONS**Timing of Opening Navigation Centers**

The Board of Supervisors approved an ordinance in March 2019 (File 19-0047, Ordinance 61-19) to streamline the process for entering into leases and contracts for homeless shelters in order to expedite the opening of shelters (including Navigation Centers). According to Ms. Dylan Rose Schneider, Manager of Policy and Legislative Affairs at the Department of Homelessness and Supportive Housing, if the Department is not able to locate a Navigation Center site in each of the Supervisorial districts, the Department may not be able to meet the timelines of the proposed ordinance.

Proposed Leases on Navigation Center Sites

There are currently two proposed leases to be approved by the Board of Supervisors for an additional two Navigation Center sites located at 888 Post Street (File 20-0043) and 33 Gough Street (File 20-0044). The proposed Navigation Center at 33 Gough Street is located in Supervisorial District 6, where there are currently three Navigation Centers. The proposed Navigation Center at 888 Post Street is in Supervisorial District 3, where no Navigation Center currently exists and is expected to open in Fall 2020, which is beyond the deadline to open two Navigation Centers within six months of enactment of the proposed ordinance.

RECOMMENDATION

Approval of the proposed ordinance is a policy matter for the Board of Supervisors.