

From: Simon.Barber@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; [CSLC](#)
[CommissionMeetings](#); Philip.Ginsburg@sfgov.org; simon@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Sunday, October 1, 2023 7:26:58 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Simon Barber
Residing in 94124



BAYVIEW HILL NEIGHBORHOOD ASSOCIATION

Mailing Address: 803 Meade Avenue, San Francisco, CA 94124 Phone: 415-468-9168

Sep 28, 2023

Subject: Community opposition to extending the Vehicle Triage Center (VTC) use within Candlestick Point State Recreational Area (CPSRA)

Dear representatives and decision-makers:

We are a group of residents and members of the Bayview Hill Neighborhood Association and we are vehemently opposed to the extension of the Vehicle Triage Center (VTC) within the Candlestick Point State Recreational Area. While some of us initially supported this project two years ago as a way to address the burgeoning number of people living in their vehicles lining Hunters Point Expressway, particularly given the hardships brought on by the pandemic. Now that real outcome data has been gathered, the VTC is not a viable solution. Moreover, given the VTC's lack of transparency, negligible outcomes, negative environmental impacts, and fiscal unsustainability, we are now unanimously opposed to a continuation of this use.

We urge you and the State Land Commission to not support an extension of this use for the following reasons:

Poor Execution: While the initial intent of the VTC was an understandable response to the shocking increase in vehicle encampments along Hunters Point Expressway (HPE) and nearby streets in the BVHP neighborhood during the pandemic along, execution by the City (HSH, DPW, MTA, SFPD) has proven to be catastrophic. Vehicles were relocated to the VTC and the HPE was cleared, but this was solely the result of massive flooding and the complete closure of the most encampment impacted areas. The VTC was a mandate and less of a choice. To date, the HPE remains closed.

Unfulfilled Promises: With a 'safe and secure' place to go the City promised increased enforcement related to long term vehicle encampments within the BVHP. This has not been the case. Other than on the HPE, vehicle encampments have not significantly decreased. Promised utilities are still not available on the site after nearly 18 months of operations. As stated by HSH, the lack of utilities has resulted in temporary 'workarounds' that have negatively impacted the surrounding community. Very large and invasive lights remain on all night, which led to scoping down the capacity to about one third of the initial expectation (50 vehicles rather than 150).

Harmful to the Health of BVHP: To date, the VTC still lacks PGE supplied power. The solution proposed by HSH was the installation of several diesel-powered generators. These generators are in constant operation and were initially unpermitted. It is widely known that the BVHP is considered an environmentally sensitive community after decades of under regulated

industry uses. Diesel generators require permits precisely to protect this community. Yet, HSH is actively seeking BAAQMD approval to continue diesel emission pollution with a Public Park. Diesel emissions will impact open space users as well as VTC clients and the greater BVHP.

Fiscally Irresponsible: To date the VTC has cost the City tax payers over \$6.1 Million (Source: VTC update by HSH June 12, 2023). The most recent HSH report stated that 13 VTC clients made the transition to stable housing and 4 VTC clients made transition to shelter or transitional housing (Source: VTC update by HSH June 12, 2023). The VTC is proving to be fiscally irresponsible. At less than one placement per month, it would be more cost-effective to provide each VTC client with a monthly rental stipend. Even at market-rate rents, it would be cheaper to pay the rents of 50+ households than to keep operating the VTC. It is inconceivable that the City would continue to extend such a program with metrics of success at this level.

Only in the BVHP?: The VTC as a solution to providing services to those living in vehicles is not scalable or replicable. There are no other Public Open Spaces or City Park options in San Francisco that would allow a VTC to be permitted. The City forced the VTC into the Bayview, the one neighborhood that is widely seen as the path of least resistance. The City sought approval from the State as a way to circumvent what is un-permittable at any other Public Park in San Francisco.

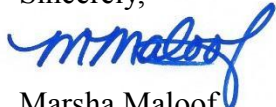
We hope that moving forward that the City will begin to alleviate the social injustice within the Bayview Hunters Point community by years of governmental neglect and systematic racism, starting by NOT adding the extra burden represented by the VTC.

As a community group, active since 1984 and incorporated as a California 501(c)3 non-profit organization in 1990, members of the Bayview Hill Neighborhood Association are residents of the Southeast sector of San Francisco and represent residents/homeowners who live and work in the area from Williams/Van Dyke Avenues to the San Francisco County line and from the Bayshore Freeway to Candlestick Point. We are all committed to making our neighborhood a safe, clean, and well-maintained place to live and raise our children. Our all-volunteer Association meets monthly to discuss neighborhood concerns and provide an opportunity for city and other government agents, developers and other interested parties to meet directly with residents. Our mission is to combat neighborhood deterioration by being a concerned, informed and watchful group of residents that protect the wellbeing of our community through our united voice and actions.

We urge the State Lands Commission to not support the continuation of the VTC within Candlestick Point State Recreational as a show of support as we continue to fight for proper infrastructure, good-quality roads and clean streets, safe and accessible Parks and Open Spaces, and proper public transportation within the Bayview Hunters Point community.

We implore the City of San Francisco to close the Vehicle Triage Center (VTC) within the Candlestick Point State Recreational Area as soon as humanly possible. Use the earmarked money for homelessness to move these people into actual homes. If people don't want to be housed in conventional ways, mobile home parks are available in already established areas. We want the same level of vehicle enforcement in our neighborhood as is standard City wide. We appreciate your prompt consideration of this matter.

Sincerely,



Marsha Maloof
Board President

CC: Bayview Hill Neighborhood Association Board of Directors
Office of the Mayor
OCII Director
District 10 Supervisor and Staff
San Francisco Board of Supervisors President
Department of Public Works
Department of Homelessness and Supportive Housing

From: Hyunghwan.Byun@
To: [CSLC CommissionMeetings](#)
Cc: aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; [CSLC CommissionMeetings](#); phil.ginsburg@sfgov.org; shamann.walton@sfgov.org; Ramirez_Yessica@SLC; eleni.kounalakis@lgt.ca.gov; malia.cohen@sco.ca.gov; [Stephenshaw, Joe](#); [bhhwan@](#)
Subject: SLC: Do not extend the VTC at the CPSRA
Date: Friday, December 1, 2023 11:19:42 PM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

There are many reasons—poor outcomes for permanent housing, excessive costs, and lack of clean primary power to the site—to name a few.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose. The State Parks Commission Board itself toured the area in September 2023 and noted that it had to get the first urban state park "right".

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the State Lands Commission not to extend the VTC beyond its initial 2-year term, ending in January 2024. As representatives of the Public Trust, I implore you to uphold your duties to provide a safe, clean, invested in recreation area, as the CPSRA is intended to be.

Regards,

Hyunghwan Byun
Residing in 94134

Lunetta, Kim@SLC

From: Christine.Franklin@
Sent: Friday, October 6, 2023 7:07 AM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; Efrankli@
Subject: Do not extend the VTC for another 2 year term at the CPSRA

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It should not be the discretion of direct financial beneficiaries to drive this agenda forward at the expense of area residents, as evidenced at the September 29, 2023 Committee Meeting - https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsanfrancisco.granicus.com%2Fplayer%2Fclip%2F44554%3Fmeta_id%3D1025273&data=05%7C01%7CCSLC.Commissionmeetings%40slc.ca.gov%7Ca31823abcce45078dbb08dbc6758d1a%7C5d87bd7bd6df44c49e8fb0895e3dffe7%7C0%7C0%7C638321980413481569%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I1hWwWwLjXVCI6Mn0%3D%7C2000%7C%7C%7C&sdata=uCS2CQw423MXmhGi0HD8cYIFhnsRBqS6FhsZ3dh3o7I%3D&reserved=0.

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Christine Franklin
Residing in 94134



503 DIVISADERO STREET, SAN FRANCISCO, CALIFORNIA 94117-2212
TELEPHONE (415) 913-7800 FACSIMILE (415) 759-4112

December 1, 2023

Via E-Mail

CSLC.Commissionmeetings@slc.ca.gov

**Re: Comments re: December 5, 2023 Meeting re: Amendment of Lease and
Endorsement of Sublease at Bayview Vehicle Triage Center**

Dear State Lands Commission:

Candlestick Heights Community Alliance (the Alliance) provides these comments on the State Lands Commission's (the Commission) re-approval of and CEQA exemption determination for the City of San Francisco's (the City) Bayview Vehicle Triage Center (the Center) dated December 5, 2023.¹ The Commission's re-approval of this heavily polluting project furthers a long history of discriminatory practices in the Bayview-Hunters Point district (Bayview). The Commission's determination—that a nearly \$20 million dollar project located on State-owned public trust land, that will use large diesel generators as its primary source of power, is exempt from CEQA review—is wrong as a matter of law. What's more, the Center violates the public trust doctrine as it is not a public trust use, and in fact substantially impairs the public's ability to engage in public trust uses at the site. The Commission must conduct a thorough review of the Center's significant impacts on the environment and the health of the community.

The Alliance is an all-volunteer unincorporated association whose racially-diverse members live near—many within a mile—of the Center. The Alliance is committed to making the Candlestick Heights and Bayview Hill neighborhoods within Bayview safe, clean, and well-maintained places to live. To advance this goal, the Alliance advocates for fair and inclusive land use planning and protections from industrial and other polluting uses for Bayview communities. The Alliance and its members are directly, adversely, and irreparably affected by the Commission's failure to study the Center's significant environmental impacts. For example, the Alliance has been, and continues to be, directly impacted by the Commission's failure to evaluate the Center's energy needs, which have resulted in the City using diesel generators to provide lighting to the Center for over a year.

¹ See Exhibit 1. Staff Report 55.

BACKGROUND

The Commission unlawfully approved the Center without complying with CEQA or the public trust doctrine in late 2021 and the City has been operating the Center since January 2022. The Commission's determination to extend the Center for two more years violates CEQA and the public trust doctrine yet again.

To date, the Center has been a dismal failure. Although the City will have spent at least \$15.3 million for the first two years of the Center's operation, the Center has space for only 35 vehicles (a cost to date of more than \$437,000 per vehicle). This limited number of spaces for vehicles is a result of the City's failure to consider fire safety and other significant impacts when approving the project.² These are impacts that would have been disclosed had the Commission complied with CEQA when the Center was first approved. Moreover, over the first 18 months of the Center's operation, only 15 of the Center's 113 clients purportedly exited the Center for housing.³

To make matters worse, the Center has had significant impacts on the environment. Despite claims in 2021 that the site had access to grid power, the Center has been without grid power for the last 18 months—and may not receive power for the entirety of the proposed two-year extension of the lease.⁴ The Center has already been operating unpermitted diesel generators to power its lighting for over a year.⁵ ***These generators have emitted 383 times more diesel particulate matter than is allowed under federal law***, and have directly impacted the health of the surrounding community.⁶ And the only foreseeable plan to power the Center going forward has been to apply for additional large diesel generators as primary power.⁷

Because no solution to the lack of grid power at the Center is forthcoming, the Center will either: (1) resort to using large diesel fired generators that expose residents and the community to further toxic and carcinogenic pollution; or (2) the Center will not expand to more than 35 vehicles and will waste even more public money that could have been spent meaningfully addressing the homelessness crisis. In either case, the Commission must conduct CEQA review to analyze the Center's significant environmental impacts before it causes even more harm to the public.

² See Exhibit 2. S.F. B.O.S. Budget and Legislative Report Re September 29, 2023 Homelessness & Behavioral Health Select Committee Meeting (dated September 25, 2023) (hereinafter, BLA Report), at p. 3.

³ Id.

⁴ Id. at 1.

⁵ Exhibit 3 at Responses to Interrogatories Nos. 6 & 7.

⁶ Exhibit 4. Report of Ray Kapahi.

⁷ See Exhibit 1 at 7 (“a permit application for portable power generation is being considered by the Bay Area Air Quality Management District.”)

DISCUSSION

I. Approval of a Heavily Polluting Major Vehicle Triage Center Located on State Public Trust Lands Furthers the Long History of Racial Discrimination in the Bayview

The Commission's approval and reapproval of this project in a community of color is indicative of the Commission's unequal treatment of communities of color. The Bayview is a community of color that has been adversely impacted by a long history of government-sponsored racially discriminatory practices.⁸ Today, as a result of these practices, Bayview is overburdened by pollution, poverty, and a lack of resources such as access to greenspace and grocery stores.⁹ 84% of Bayview residents are Asian-American, Black, and Hispanic, according to the most recent census data.¹⁰ Bayview is one of the few remaining areas in the City where Black residents live, including members of the Alliance. The location of the Center in this neighborhood is yet another example of the City and state's discriminatory practice of targeting Bayview for projects that other San Francisco neighborhoods do not want.

Indeed, the Commission has never approved a similar project in a state park used by white and affluent people. The Commission's piecemeal approvals of the project—while refusing to conduct any environmental review whatsoever—fly in the face of the Commission's own "Environmental Justice Policy," which requires the Commission to ensure that "all communities are treated fairly and equitably . . . with an emphasis on ensuring that traditionally disadvantaged groups are not left behind."¹¹ This policy does not appear to apply to the Bayview's disadvantaged communities of color.

The Center is on public trust land within the Commission's jurisdiction and is leased to the California Department of Parks and Recreation.¹² To accommodate the Center, the Commission authorized the Department of Homelessness and Supportive Housing to sublet over seven acres (or 312,000 square feet) of the State Park. The sublease, effective January 11, 2022, expires January 12, 2024.

The State Park was established in 1977 "through the efforts of San Francisco residents organizing for environmental justice in their community."¹³ Despite being underfunded since its founding, the State Park provides a place where Bayview residents, including members of the Alliance, can enjoy the outdoors and the views of the Bay and participate in recreational

⁸ See Exhibit 5. Helen H. Kang, *Looking Toward Restorative Justice for Redlined Communities Displaced by Eco-Gentrification*, 26 Mich. J. Race & L. (2021),

⁹ See Exhibit 6 Declaration of Shirley Moore (September 19, 2022).

¹⁰ Exhibit 7. Census Data.

¹¹ Exhibit 8. California State Lands Commission Environmental Justice Policy.

¹² Exhibit 9. Staff Report 30, at 2. For a map of the State Park, see Exhibit 12 Figure 1-2 at 53.

¹³ Exhibit 10. California Department of Parks and Recreation, Candlestick Point State Recreation Area, Park Info,

activities such as cycling, fishing, running, dog walking, parasailing, windsurfing, and birdwatching.¹⁴

“The walking trails, open lawns, and fishing piers at this 252-acre park offer a chance to get away from it all, answering the human need for fresh air, open space and wholesome leisure activities.”¹⁵ As signage at the State Park states, it is intended to be a “Place for Peace of Mind,” where visitors can get “Fresh Air for Wellness.” In addition to serving visitors and recreational uses, the State Park and its wetlands provide habitat for wildlife. It is “[a] rare open space resource in San Francisco’s southeastern corner,” which “provides habitat for birds, small mammals, and other wildlife.”¹⁶ “The park’s position along the Pacific flyway makes it a valuable stopover for migrating birds.”¹⁷

To the best of our knowledge, no State Recreational Area or other type of state park in the City (or California for that matter) has ever been used for a government-created safe parking and supportive housing for unhoused persons project. The Center at the Candlestick Point State Park is the first and only.

The environmental impacts of the Center are already being felt by the community and members of the Alliance. The Center has already operated unpermitted diesel generators to power its lighting for over a year and will likely operate additional large diesel generators as primary power in the coming years.¹⁸ These generators’ toxic diesel emissions exceed the Air District and Federal toxics thresholds and are harmful to both the Center’s residents and the

¹⁴ Exhibit 11. Park Brochure, at 2; *see also* Park Brochure at 2 (the park’s “location on the western shoreline of the bay—surrounded by millions of urban dwellers—provides a great variety of recreational opportunities, from fishing to windsurfing to strolling”).

¹⁵ *Id.*

¹⁶ Exhibit 12. Candlestick Point State Recreational Area, Final General Plan and Program Environmental Impact Report (Jan. 2013), p. S-1.

¹⁷ *Id.* Despite the historical pollution and other factors contributing to the degraded environment, the habitats provide important resources to wildlife:

The habitat located in Yosemite Slough, however, is fragmented, degraded, and relatively small due to the adjacent and surrounding industrial and urban development. Nevertheless, this coastal salt marsh provides foraging habitat for waterfowl, shorebirds, and wading birds, particularly at low tide when areas of mudflats are exposed and tidal pools are accessible. According to an LSA Associates biologist who conducted wildlife surveys in 2003 and 2004, Yosemite Slough is not an important waterfowl area but can support large numbers of shorebirds, especially when outgoing tides expose foraging areas on the mudflats. However, they also noted that relative to other high-quality salt marsh habitat in the area, shorebird numbers here are typically low except when migratory pulses of shorebirds are present in the region (GGAS 2004).

Candlestick Point State Recreational Area, Final General Plan and Program Environmental Impact Report (Jan. 2013) [State Park General Plan and EIR], 2-26,

¹⁸ See Exhibit 3 at Responses to Interrogatories Nos. 6 & 7 and Exhibit 1 at 7 (“a permit application for portable power generation is being considered by the Bay Area Air Quality Management District.”)

surrounding community.¹⁹ This is particularly egregious given that Bayview has among the highest diesel pollution burdens in California.²⁰

The Air District's Director of Engineering, upon first learning of the City's intent to use diesel generators at the Center, correctly recognized the folly in the City's plan (or lack thereof), stating: "**energize the RV village w/ deadly diesel PM. What is SF doing?**"²¹ The Director of Engineering was not exaggerating: California Air Resources Board recognizes that diesel generators' "engines emit a complex mixture of pollutants, including very small carbon particles, or 'soot' coated with numerous organic compounds, known as diesel particulate matter (PM)."²² More than 40 cancer-causing substances are also emitted.²³

Diesel particulate matter emissions from the Center are a particular concern because the Center's residents are onsite, living adjacent to the generators, and residential housing is close to the Center. Residential areas, indicated in yellow in the map below, are within or close to 1,000 feet of the Center, both on Carroll Street near Yosemite Slough and along Gilman and Jamestown Avenues. Bret Harte Elementary School and the Gilman Playground, where children learn and play, are within 5,000 feet of the Center,²⁴ while the Alice Griffith public housing complex is even closer to the Center.²⁵

¹⁹ Exhibit 4.

²⁰ See Exhibit 13.

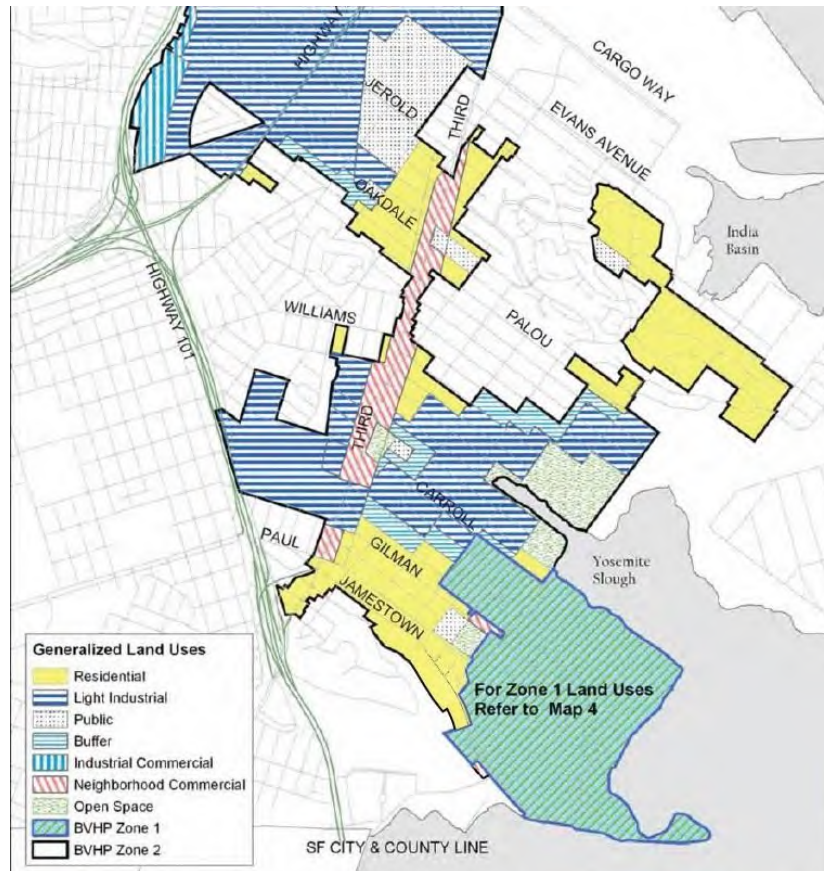
²¹ Exhibit 14.

²² Exhibit 15. California Air Resources Board, Summary: Diesel Particulate Matter Health Impacts,

²³ *Id.*

²⁴ See Exhibit 16. Map 5 from the Bayview Hunters Point Redevelopment Plan (July 16, 2018). The map below is excerpted.

²⁵ Exhibit 12. Figure 1-2 in the State Park General Plan and EIR, at 53,



The Center has also harmed the community’s recreational uses of the State Park. Children from the neighborhood, including from the Alice Griffith public housing, are less able to enjoy one of the few areas in the neighborhood where they can play. The diesel emissions from a substantial number of generators used at the Center have inundated the community, coating community members windows with soot.²⁶ The diesel pollution has prevented them from using the park for fear of risks to their health.²⁷ These fears are not unfounded. The Alliance commissioned an expert report that confirms the emissions from the Center’s use of known diesel generators to date (not including unknown or planned generator uses) **have emitted 383 times more diesel particulate matter than is allowed under federal law.**²⁸ An amount that will only increase with the planned diesel generator use at the Center.²⁹

²⁶ Exhibit 17. Declaration of Shirley Moore (October 30, 2023).

²⁷ Id.

²⁸ Exhibit 4.

²⁹ Exhibit 1 at 7 (“a permit application for portable power generation is being considered by the Bay Area Air Quality Management District.”)

Making matters even worse, the Center is located directly on top of soil that is known to be contaminated with toxic chemicals.³⁰ Yet the City plans to conduct, and may have already started, excavation activities,³¹ that release buried contaminants into the air.

The Alliance strongly believes that the homelessness crisis must be addressed. But Bayview is already home to more than its fair share of resources for the unhoused. Bayview currently hosts the following resources, among others, for the unhoused: the Bayshore Navigation Center, the Bayview SAFE Navigation Center, the Central Waterfront Navigation Center, a 120-vehicle RV site at Pier 94, the United Council of Human Services' Mother Brown's Dining Room, and the Catholic Charities Bayview Access Point. Other neighborhoods do not bear their fair share of the burden of addressing the City's homelessness crisis. For instance, while Bayview has three navigation centers, there are no navigation centers in the Sunset, Richmond, Marina, or Chinatown districts. The Alliance would like their community to be treated like other neighborhoods in the City.

II. A Major Vehicle Triage Center Located on State Public Trust Lands Is Not Exempt from CEQA

The Center is not categorically exempt from CEQA under the California Code of Regulations, title 14, division 6, chapter 3 ("CEQA Guidelines"). Specifically, the Center is not a Class 1 categorically exempt "Existing Facilit[y]" as defined by CEQA Guidelines § 15301. The Commission offers no explanation for its assertion that it is. CEQA is designed to force the government to consider the environmental effects of its activities in a meaningful way, to mitigate those effects where feasible, and to give the public access to the decision-making process. *Laurel Heights Improvement Association n. v. Regents of University of California* (1988) 47 Cal. 3d 376, 391-92 (1988). CEQA applies to all "discretionary projects proposed to be carried out or approved by public agencies." Pub. Res. Code § 21080(a). Unless a project falls within a CEQA exemption, the agency must "conduct an initial study to determine if the project may have a significant effect on the environment." CEQA Guidelines § 15063(a). Here, the Center is not an Existing Facility. This is because the conversion of land owned by the State in trust for the public to a major vehicle triage center, powered by diesel generators, that inhibits local residents from using the land is not "negligible or no expansion of [an] existing or former use" of the land.³² Thus, the Commission's unsupported exemption determination is patently wrong.

The Commission does not provide any analysis whatsoever for its determination that the Center is exempt from CEQA. This is likely because each CEQA exemption class, such as the existing facilities exemption, apply only to projects that generally will not have a significant

³⁰ See Exhibit 18.

³¹ See Exhibit 19. Board of Supervisors Draft Resolution at 4. The City plans to repair water mains and sewer lines below the Center.

³² CEQA Guidelines § 15301.

impact on the environment.³³ Under CEQA Guidelines section 15301, CEQA provides an exemption for the permitting of existing facilities involving “negligible or no expansion of existing or former use.”³⁴ The key inquiry is whether the project is “merely the continued operation of an existing facility without significant expansion of use.”³⁵ The exemption does not apply to a project that is a “major change in focus” from the prior use.³⁶

Assuming that the Commission bases its existing facility rationale on the fact that the Center has been operating since 2022, it must fail because the Commission has chosen the incorrect baseline for the “existing use” or “existing facility[y].” The correct baseline is the State Park’s intended use—even if funding problems prevented the site’s full use: a boat launch area within a State Recreational Area.³⁷ The State Park is categorized as a State Recreational Area, which is a state “recreation unit” for providing “outdoor recreational opportunities.”³⁸ The characterization of a center for unhoused individuals living in their vehicles, that is powered by diesel generators, in a space designated as a State Recreational Area as an “existing use” or “existing facility[y]” is bizarre. The project site’s existing use was not a major vehicle triage center that pollutes the neighborhood and inhibits local residents from using the land; it was a boat launch area supporting recreational opportunities of a State Recreational Area.³⁹ The parking lot, which is now the Center, was “underutilized,” but it was not occupied the way it is now.⁴⁰ Now, the City is using it unlawfully. But the City’s unlawful use of the boat launch area does not convert space that supported the State Park’s recreational uses into an existing facility as a homelessness support center.

Similarly, prior to commencement of the Center, the existing use of the site was not a location for unhoused people living in vehicles. Moreover, even if it had been, CEQA Regulation § 15301 applies to “structures, facilities, mechanical equipment, or topographical features.”⁴¹ The unhoused people then residing in their cars were not a structure or facility and to suggest so defies both logic and the law.

³³ See *id.* §§ 15301-15333.

³⁴ *Id.* § 15301.

³⁵ *Communities for a Better Environment v. South Coast Air Quality Management Dist.*, 48 Cal. 4th 310, 326 (2010).

³⁶ *County of Amador v. El Dorado Cnty. Water Agency* (1999) 76 Cal. App. 4th 931, 967. In *Amador*, the existing facilities exemption did not apply to a hydroelectric project that changed the project’s focus from producing power to also providing water supply.

³⁷ See Exhibit 20. VTC-FAQ (Sept. 17. 2021)

³⁸ Cal. Pub. Res. Code § 5019.56.

³⁹ See also Exhibit 12. State Park General Plan and EIR, 1.6.3 (Existing Conditions); 4-7 (Land Use).

⁴⁰ Exhibit 1at Exh. A.

⁴¹ CEQA Guidelines § 15301.

Applying the correct baseline instead, the use of the State Park boat launch area as the Center is plainly a major change in focus involving much more than a “negligible [] expansion of existing or former use.”⁴² The boat launch area parking lot was not intended to accommodate individuals staying overnight for months at a time, receiving meals and other services, powered by diesel generators. Converting it to the Center is a drastic change in focus.

What’s more, assuming the Center is the “existing facility,” now that the City is proposing to add diesel generators, the existing facilities exemption cannot apply.⁴³ The Center did not include diesel generators (which will increase air pollution in the area).⁴⁴ Critically, without electricity, the City cannot accept more residents. The addition of diesel generated electricity will increase the number of residents and increase pollution. Any conclusion that services and resources will not expand or change with the addition of electricity from diesel generators is unavailing. With the addition of massive diesel generators the Center will expand beyond its current operation, and the generators will emit carcinogenic pollution. In short, the Center itself, and not just the site on which it has been located, will see more than a “negligible or no expansion of existing or former use.”⁴⁵

Even assuming a categorical exemption applies (none does), categorical exemptions are subject to the exceptions set forth in the CEQA Guidelines. In particular, a “categorical exemption shall not be used for an activity where there is a *reasonable possibility* that the activity will have a significant effect on the environment due to unusual circumstances.”⁴⁶ Here, a number of unusual circumstances exist. Building the Center transferred land *away* from the State Park, affecting recreational uses and habitat values. Similarly, its new facilities, utilities, and diesel generators will unquestionably result in significant environmental impacts. Additionally categorical exemptions are improper where “the cumulative impact of successive projects of the same type in the same place, over time is significant.”⁴⁷ As detailed in above, this neighborhood already has among the highest diesel pollution burdens in California.⁴⁸ And the City has been operating unpermitted diesel generators at the site for more than a year.⁴⁹ Adding more diesel generators to it will have an adverse cumulative impact on its residents. Consequently, the existing facilities exemption is inappropriate.

⁴² CEQA Guidelines § 15301.

⁴³ Exhibit 1 at 7.

⁴⁴ Applying for the generators is the result of a change in the fundamental project purpose and major shift from the prior use. The “existing use,” even if it is construed to be the Center, was contemplated to have electric power supplied by “existing . . . electrical conduit.” Exhibit 1 at Exh. A. Not large diesel generators.

⁴⁵ CEQA Guidelines § 15301.

⁴⁶ *Id.* § 15300.2(c) (emphasis added).

⁴⁷ *Id.* § 15300.2(b).

⁴⁸ See Exhibit 13.

⁴⁹ See Exhibit 3 at Responses to Interrogatories Nos. 6 & 7

Because the Commission fails to demonstrate in any way that the Center is exempt from CEQA, the Commission must perform CEQA analysis.

III. The Center is Not a Public Trust Use, But in Fact Impedes the Public’s Ability to Engage in Public Trust Uses at the State Park.

The Commission’s approval of the Center violates the public trust doctrine. The State has a duty “to protect the people’s common heritage of streams, lakes, marshlands, and tidelands, surrendering that right of protection only in rare cases when the abandonment of that right is consistent with the purposes of the trust.”⁵⁰ When the government appropriates trust land “from one public use to another,” as in this case, “courts should look with considerable skepticism upon any governmental conduct which is calculated . . . to reallocate that resource to more restricted use”⁵¹

Indeed, the Commission acknowledges that “[t]he use of Public Trust lands for long term private, residential use is generally inconsistent with the purpose of the trust and can significantly impair the public’s right to use and access trust lands.”⁵² Yet the Commission leaps from this mandate, to the conclusion that the conversion of a State Recreation Area owned by the State in trust for the public, to a major vehicle triage center powered by diesel generators, will not “substantially interfere with, or impair, Public Trust uses and values at this location.”⁵³ This conclusion is not supported by any substantial evidence, but relies instead on generalized and conclusory statements that the Center does not impede public uses because it is “one portion of the larger Recreational Area, which presents ample access to Public Trust Lands within the larger Recreational Area,” and “anticipate[d] park enhancements” that may or may not occur “soon after” the dismantling (if ever) of the Center.⁵⁴

The Center’s pollution and other negative impacts paint a much different picture: that the Center violates the public trust doctrine by precluding the community’s enjoyment of the State Park in significant respects.⁵⁵ For example, among other things, the Center physically blocks hiking trails, prevents elderly fisherman from fishing in the Bay, and keeps children living in the Alice Griffith public housing complex from using the State Park.⁵⁶ The Center has also caused

⁵⁰ *San Francisco Baykeeper, Inc. v. State Lands Com. (Baykeeper I)* (2015) 242 Cal.App.4th 202, 234 (citation omitted).

⁵¹ *Id.*

⁵² Exhibit 1 at 5.

⁵³ *Id.*

⁵⁴ *Id.*

⁵⁵ See Exhibit 6 at ¶¶ 11-15.

⁵⁶ *Id.*

several fires and is polluting the air with toxic chemicals.⁵⁷ Residents, including members of the Alliance, actively avoid the State Park because they now know that the Center’s diesel generators emit hazardous air pollution.⁵⁸ The Commission asserts that the Center is “one portion of the larger Recreational Area, which presents ample access to Public Trust Lands within the larger Recreational Area,” but does not account for the blocked trails and carcinogenic pollution that the Center forces visitors and residents of the neighborhood to endure.

The Commission’s argument that the Center will not impede trust resources because the Center is “temporary” is also unavailing as this extension of the Center confirms that the City plans to operate the site for years to come. A “public agency is not permitted to subdivide a single project into smaller individual subprojects in order to avoid the responsibility of considering the environmental impact of the project as a whole.”⁵⁹ The rationale behind this “piecemealing” prohibition is that the “requirements of CEQA cannot be avoided by chopping up proposed projects into bite-size pieces which, individually considered, might be found to have no significant effect on the environment or to be only ministerial.”⁶⁰ Here, the City expressly intends to operate the Center for at least five more years (for a total of seven years) and most likely much longer than that.⁶¹ The Commission’s Staff Report incorrectly characterizes the project as “temporary.” The Staff Report from two years ago also mischaracterized the project as “temporary.” However, this is a long-term project that must be analyzed as such. Calling it “temporary” on each and every two-year approval is disingenuous and misleading to the public and to decisionmakers. In any case, there is no requirement that the State’s actions depriving the community of public trust resources be “permanent” to constitute an impediment to using trust resources.⁶² An activity need not “permanently alienate a trust resource” to implicate the public trust doctrine.⁶³

Thus, the Center violates the public trust doctrine and impedes the public’s ability to engage in public trust uses at the State Park.

In sum, the Commission’s support of the Center furthers the City and State’s discriminatory practices in the Bayview-Hunters Point district, its exemption determination is unlawful because the Center does not meet with CEQA’s existing facilities exemption, and its facilitation of the Center violates the public trust doctrine. The Commission must conduct CEQA review before the Center’s lease extension can be approved.

⁵⁷ *Id.*

⁵⁸ Exhibit 17. [Moore Decl. [mjop]].

⁵⁹ *Orinda Assn. v. Board of Supervisors* (1986) 182 Cal.App.3d 1145, 1171; see also *Berkeley Keep Jets Over the Bay Com. v. Board of Port Cmrs.* (2001) 91 Cal.App.4th 1344, 1358.

⁶⁰ *Orinda*, at 1171.

⁶¹ See Exhibit 21.

⁶² *San Francisco Baykeeper, Inc. v. State Lands Com. (Baykeeper II)* (2018) 29 Cal.App.5th 562, 570.

⁶³ *Id.*

Yours very truly,



Lucas Williams
Lexington Law Group

Attorneys for CANDLESTICK HEIGHTS
COMMUNITY ALLIANCE

Exhibit 1

Staff Report 55

LESSEE/SUBLESSOR:

California Department of Parks and Recreation

SUBLEESSEE:

City and County of San Francisco

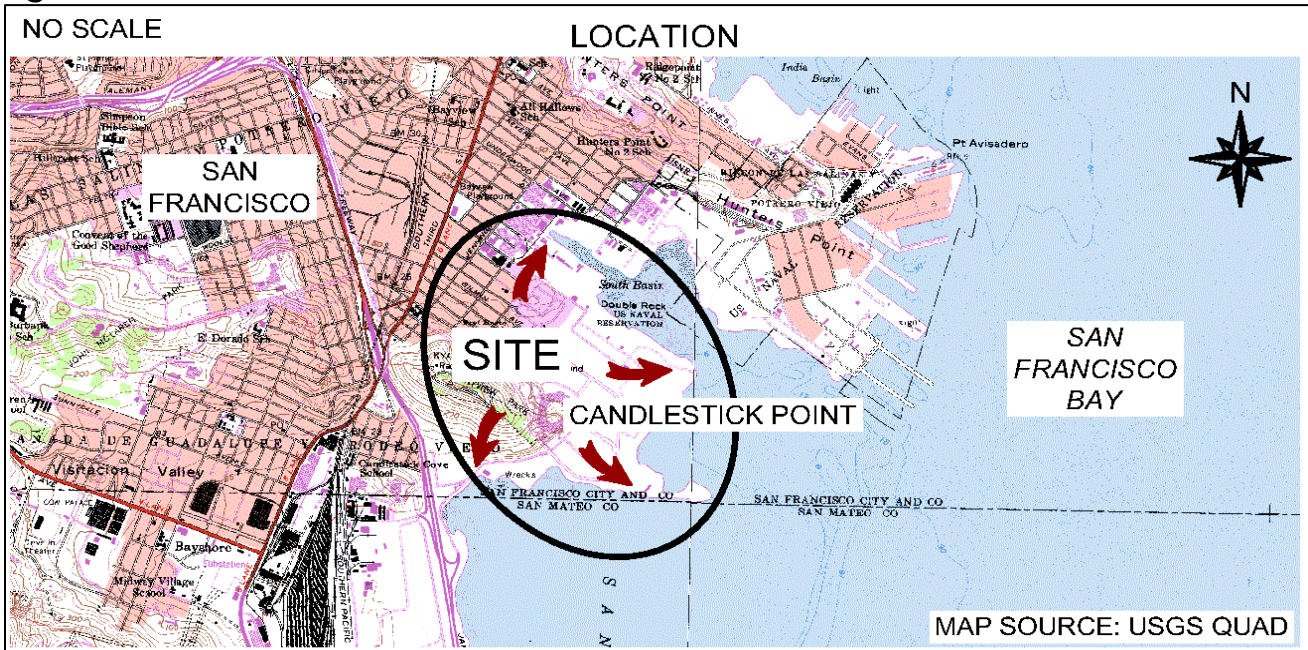
PROPOSED ACTION:

Amendment of Lease and Endorsement of Sublease.

AREA, LAND TYPE, AND LOCATION:

Filled sovereign land within the Candlestick Point State Recreation Area in San Francisco, City and County of San Francisco (as shown in Figure 1).

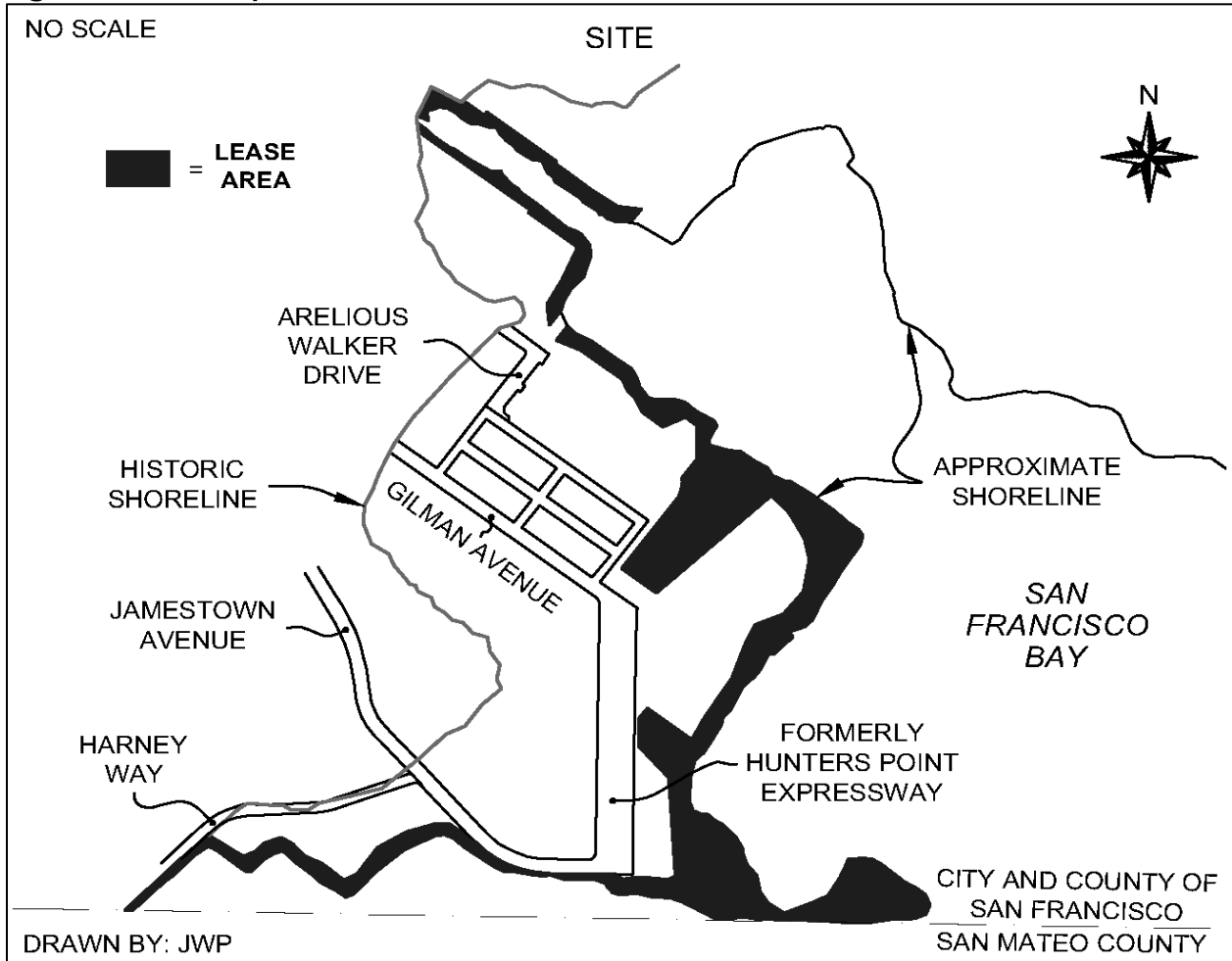
Figure 1. Location



AUTHORIZED USE:

Public recreational uses at Candlestick Point State Recreational Area, restoration and remediation of Yosemite Slough, and sublease to the City and County of San Francisco for the Bayview Vehicle Triage Center (Bayview VTC) (location shown in Figure 2).

Figure 2. Site Map



NOTE: This depiction of the lease premises is based on unverified information provided by other parties and is not a waiver or limitation of any State interest in the subject or any other property.

TERM:

Lease: 66 years, beginning July 1, 2014.

Sublease: 2 years.

CONSIDERATION:

The public use and benefit, with the State reserving the right at any time to set a monetary rental if the Commission finds such action to be in the State’s best interests.

PROPOSED AMENDMENT:

Authorize use of the Bayview VTC for the duration identified in the Sublease to be endorsed. In this case, two additional years through January 2026.

STAFF ANALYSIS AND RECOMMENDATION:

AUTHORITY:

Public Resources Code sections 6005, 6216, 6301, 6501.1, 6503, and 6503.5; California Code of Regulations, title 2, sections 2000 and 2003.

PUBLIC TRUST AND STATE’S BEST INTERESTS:

On April 6, 2011, the Commission authorized Lease No. PRC 6414, a General Lease – Public Agency Use to the Lessee as a result of a Title Settlement, Public Trust Land Exchange and Boundary Line Agreement ([Item 67, April 6, 2011](#)). On October 21, 2021, the Commission authorized amendment of the lease and endorsement of a sublease for the temporary (2-year) use of an existing paved parking lot and installation of public utilities for the development, operation, and maintenance of a Low Barrier Navigation Center ([Item 30, October 21, 2021](#)). The sublease will expire in January 2024. The City and County of San Francisco (Sublessee) has applied for consideration of a new sublease with the Lessee for 2 years, through January 2026. The Lessee has approved the Sublessee’s request and is now requesting the Commission’s endorsement of the sublease.

San Francisco and the Bay Area remain in a housing affordability crisis. Approximately 7,700 people are unhoused, and of those 4,000 are unsheltered. In July 2023, 1,058 inhabited vehicles were identified, including 507 inhabited vehicles in San Francisco Supervisorial District 10, which encompasses Candlestick Point State Recreation Area. Since 2021, the site (more commonly known as the Bayview Vehicle Triage Center or VTC), has served 113 unique households. Fifteen guests have moved into permanent housing and 88 guests have had problems resolved through screening.

The Sublessee would continue to provide a safe space for the VTC guests to park vehicles and get access to services, including restrooms, showers, and food. The VTC is staffed 24 hours a day, seven days a week. VTC staff includes service

practitioners familiar with vehicle residency who provide onsite social services to connect guests with housing assistance, health services, and public benefits where the guests reside and ensure the site is safe. In addition, janitorial service is provided at the site. Food delivery and hygiene services (porta-potties and shower services) are also provided. Additional support services, including transportation needs, power, and water resources are under evaluation by the Sublessee.

Guidelines, procedures, and policies have been developed for site operations. These include items such as people and vehicle sign-in and sign-out procedures, vehicle standards with recommendations from the State and local fire departments, length of stay and duration of absence policies. The VTC guests are required to sign participation agreements outlining the mentioned guidelines before receiving admittance to the site.

The Sublessee has developed the site to include site striping, site lighting, mobile shower and toilet trailers, potable water hose bibbs, recreational vehicle (RV) sewer discharge service, power device charging stations, trash containers, site operator offices and storage, designated accessible RV sites and pathways, and perimeter fencing.

The site striping included blackout of unwanted existing paint lines, and painting of new site lines. This included the addition of numbered parking and crossing off the unavailable parking spaces to maintain spatial distances. The site striping also included lettering required by the fire department. The site lighting included new solar poles that have been installed throughout the site and driveway to provide adequate lighting for the VTC.

The Sublessee anticipates the installation of utility grade electric power to the VTC site, established by Pacific Gas and Electric, and in preparation has applied for a proposed lease for utility and access in support of the VTC. These improvements are being considered as part of a separate lease application by the City of San Francisco which is also being considered by the Commission on this December 5, 2023 agenda.

Mobile shower and toilet trailers are available to guests for health and hygiene. These come in sets of four to eight units within a mobile trailer. The shower and toilets connect into the existing sewer system located at the site. The RV sewer discharge service allows guests who own RVs to discharge into a mobile pumping truck for offsite discharge. The power device charging stations are for the VTC guests to charge their mobile devices and have been installed adjacent to the existing restrooms. Trash containers have been provided throughout the site for guests' waste disposal, which are collected on a weekly basis. The site operator's temporary office has been parked on site to monitor guests, and storage

containers have been provided to store health and safety supplies for guests. Perimeter fencing has been installed. Approximately 46 guests currently utilize the site. Thus far, fifteen (15) VTC guests have been placed into permanent housing and four have been placed into shelter or transitional housing. Overall, housing placements are anticipated to increase with the provision of electric utilities. The proposed amendments will facilitate the sublease.

The use of Public Trust lands for long term private, residential use is generally inconsistent with the purposes of the trust and can significantly impair the public's right to use and access trust lands. However, while filled sovereign lands have traditionally not been used for addressing homelessness, the Commission has authority to approve such uses where "it appears that the execution of such leases and the operations thereunder will not interfere with the trust upon which such lands are held or substantially impair the public rights to navigation and fishing." (*San Francisco Baykeeper, Inc. v. State Lands Comm.*, (2015) 242 Cal.App.4th 202, 232).

Staff believes the proposed, new sublease for operation of the site will not substantially interfere with, or impair, Public Trust uses and values at this location. The proposed endorsement is for a limited 2-year duration and does not grant long term or permanent rights to the property. The Commission managed parcel subject to the VTC sublease is one portion of the larger Recreational Area, which presents ample access to Public Trust lands within the recreational area. The California Department of Parks and Recreation Final General Plan anticipates park enhancements to begin soon after the expiration of the 2-year sublease that will improve the recreational opportunities and ecological values within the area. In addition, the Sublessee has developed a schedule for resident transition and relocation and VTC demobilization within six months of the proposed sublease expiration to aid in restoring the site. In the interim, the sublease would allow the Sublessee to continue to improve vehicular and pedestrian safety for people visiting the Candlestick Point State Recreational Area, the surrounding community, and the unhoused utilizing the site. Further, the new sublease will allow the Sublessee to provide VTC guests the ability to have continued access to social services and utilities. The continuance of refuse collection and sanitation will help protect the environment and Public Trust resources. Maintaining clearance of the adjacent roadways, by providing space for inhabited vehicles, will ensure public access is provided to the adjoining state recreation area and the Bay. Overall, staff finds endorsement of the sublease and short-term use of sovereign land at this time to be a statewide benefit and in the best interests of the State.

CLIMATE CHANGE:

Climate change impacts, including sea level rise, more frequent and intense storm events, and increased flooding and erosion, affect both open coastal areas and inland waterways in California. The facilities are located adjacent to San Francisco Bay, in a tidally influenced site vulnerable to flooding at current sea levels; therefore, this area will likely be at a higher risk of flood exposure given projected scenarios of sea level rise.

The California Ocean Protection Council updated the *State of California Sea-Level Rise Guidance in 2018* to provide a synthesis of the best available science on sea-level rise projections and rates. Commission staff evaluated the “high emissions,” “medium-high risk aversion” scenario to apply a conservative approach based on both current emission trajectories and the lease location and structures. The San Francisco tide gauge was used for the projected sea level rise scenario for the lease area as listed in Table 1.

Table 1. Projected Sea Level Rise for San Francisco

Year	Projection (feet)
2030	0.8
2040	1.3
2050	1.9
2100	6.9

Source: Table 13, [State of California Sea-Level Rise Guidance: 2018 Update](#)

Note: Projections are with respect to a 1991 to 2009 baseline.

As stated in the [Safeguarding California Plan: 2018 Update](#) (California Natural Resources Agency 2018), climate change is projected to increase the frequency and severity of natural disasters related to flooding, drought, and storms (especially when coupled with sea level rise). The combination of these conditions will likely result in increased wave run up, storm surge, and flooding in coastal areas. Climate change and sea level rise will further influence coastal areas by changing erosion and sedimentation rates. Beaches, coastal landscapes, and near-coastal riverine areas will be exposed to increased wave force and run up, potentially resulting in greater beach or bank erosion than previously experienced. The combination of increased wave action, storm activity, and sea level rise could result in additional damage or degradation to the park facilities.

The combination of these projected conditions could increase the likelihood of damage to the lease area, but not within the temporary term of the lease.

Regular maintenance of the facilities may reduce the likelihood of severe structural degradation or dislodgement. Pursuant to the lease, the Lessee/Sublessor

acknowledges that the lease premises are located in an area that may be subject to the effects of climate change, including sea level rise.

ENVIRONMENTAL JUSTICE:

Consistent with the Commission’s Environmental Justice Policy, staff reviewed environmental justice data that indicated high pollution burdens to the surrounding communities. These burdens may result in impacts to health such as asthma, low birth weight, and cardiovascular disease. In addition, the same data showed high burdens related to groundwater threats, impaired waters, solid waste, and hazardous waste. Furthermore, the data revealed that the neighboring communities are disadvantaged. As part of an environmental justice outreach and engagement effort, staff contacted environmental justice organizations in Bayview-Hunters Point on August 22, 2023, providing notification of the proposed endorsement of a sublease and requesting input. The outreach included a brief description of the sublease and conveyed a desire to learn from the perspectives of the local community.

Staff received a letter from Bayview Hill Neighborhood Association urging the Commission not to support endorsement of the sublease. The letter provides the following reasons as to why the sublease should not be extended “poor execution, unfulfilled promises, harmful to the health of BVHP (Bayview Hunters Point), and fiscally irresponsible.” Staff also received an email from the Coalition on Homelessness supporting the sublease endorsement. They indicate that the VTC provided a huge improvement from an environmental and humanitarian perspective.

On October 4, 2023, Commission staff joined the City and Parks staff at a site visit of the VTC. The site visit included interviewing on-site service providers, touring the site, and developing a context for the planned uses over the sublease period. Staff’s impression is that the site appears well maintained, facilities adequate, guests are provided appropriate space for accommodation and storage, and service providers seem motivated to help guests, prioritizing those with children. Staff learned from the service providers the challenges guests often face such as fear of transitioning to a permanent home when they consider their inhabited vehicle as their “home.”

Staff understands that establishing the VTC and its associated infrastructure has created challenges which the Sublessee is addressing. Planning for permanent electric power by Pacific Gas and Electric Company continues and a permit application for portable power generation is being considered by the Bay Area Air Quality Management District. Lighting is provided by solar systems, and adjustments

have been made to decrease light pollution. The Sublessee engages with community stakeholders monthly to hear and address concerns.

CONCLUSION:

For all the reasons above, staff believes the endorsement of a sublease for the temporary use of sovereign land in support of transitioning unhoused people living in their vehicles will not interfere with, or impair, Public Trust values and resources at this time and is in the best interests of the State.

OTHER PERTINENT INFORMATION:

1. Approval or denial of the application is a discretionary action by the Commission. Each time the Commission approves or rejects a use of sovereign land, it exercises legislatively delegated authority and responsibility as trustee of the State’s Public Trust lands as authorized by law. The Sublessee has no right to a new sublease or other entitlement.
2. The City and County of San Francisco Board of Supervisors approved (11-0) entering to the sublease with Parks on October 3, 2023 ([Item 230974, October 3, 2023](#)). Parks, consistent with the Public Contract Code, will submit the sublease to the Department of General Services for approval.
3. This action is consistent with the “Meeting Evolving Public Trust Needs,” “Prioritizing Social, Economic and Environmental Justice,” “Committing to Collaborative Leadership,” and “Leading Climate Activism” Strategic Focus Area of the Commission’s 2021-2025 Strategic Plan.
4. Staff recommends that the Commission find that the proposed amendment and endorsement of sublease is exempt from the requirements of the California Environmental Quality Act (CEQA) as a categorically exempt project. The project is exempt under Class 1, Existing Facilities; California Code of Regulations, title 14, section 15301.

Authority: Public Resources Code section 21084 and California Code of Regulations, title 14, section 15300.

APPROVAL OBTAINED:

City and County of San Francisco

APPROVAL REQUIRED:

California Department of Parks and Recreation

EXHIBITS:

- A. Amendment to Lease 6414
- B. Endorsement of Sublease

RECOMMENDED ACTION:

It is recommended that the Commission:

CEQA FINDING:

Find that the activity is exempt from the requirements of CEQA pursuant to California Code of Regulations, title 14, section 15061 as a categorically exempt project, Class 1, Existing Facilities; California Code of Regulations, title 14, section 15301.

PUBLIC TRUST AND STATE'S BEST INTERESTS:

For all the above reasons, staff believes that the amendment to lease and endorsement of a sublease will not substantially impair Public Trust resources and is in the best interests of the State.

AUTHORIZATION:

Authorize the Executive Officer or designee to execute an amendment to lease 6414 and an endorsement of a sublease between Parks and the City for a period of 2 years for the temporary use of an existing paved parking lot and public utilities for the Bayview Vehicle Triage Center.

EXHIBIT A

RECORDED AT THE REQUEST OF
AND WHEN RECORDED MAIL TO:
STATE OF CALIFORNIA
State Lands Commission
Attn: Title Unit
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

STATE OF CALIFORNIA
OFFICIAL BUSINESS
Document entitled to free
Recordation pursuant to
Government Code Section 27383

SPACE ABOVE THIS LINE FOR RECORDER'S USE

A.P.N. 4886-009
County: San Francisco

STATE OF CALIFORNIA
STATE LANDS COMMISSION

THIRD AMENDMENT OF LEASE NO. PRC 6414

WHEREAS, the State of California, acting through the State Lands Commission, hereinafter called Lessor, and, the California Department of Parks and Recreation hereinafter called the Lessee, have heretofore entered into an agreement designated as Lease No. PRC 6414 (Lease), authorized by the State Lands Commission on April 6, 2011, whereby Lessor granted to Lessee a General Lease – Public Agency Use covering certain State lands situated in the Candlestick Point State Recreation Area (CPSRA), City and County of San Francisco; and

WHEREAS, the City and County of San Francisco Department of Homelessness and Supportive Housing (City) proposed a Safe Parking Area and Bayview Vehicle Triage Center (VTC), within the CPSRA, on an existing underutilized paved parking lot with driveway including existing public utilities consisting of an 8-inch diameter water line, 3-inch diameter sanitary sewer line and sewer lift station, and electrical conduit; and

WHEREAS, on October 21, 2022, the Lessor endorsed a sublease between the Lessee and City for the development and operation of the VTC for a period of two years, and authorized a second amendment of the Lease to authorize the VTC; and

WHEREAS, the VTC has operated on the Lease and allowed the City to actively provide aid and assistance to unhoused members of the community for nearly two years, and

WHEREAS, the Lessee is amenable to entering a new sublease with the City, for a period of two additional years, the temporary use of the VTC conditioned on the coordinated effort of the City departments in providing high quality municipal services to ensure safety and cleanliness in the CPSRA; and

WHEREAS, Section 4, Paragraph 15(e) provides that the Lease may be terminated and its terms, covenants and conditions amended, revised or supplemented only by mutual written agreement of the Lessor and the Lessee (hereinafter referred to as the Parties); and

WHEREAS, by reason of the foregoing, it is now the desire of the Parties to amend the Lease.

NOW THEREFORE, the Parties hereto agree as follows:

1. Lease Section 1, Term is amended by striking out "Sublease: 2 years" and replacing with "Sublease for the duration endorsed by the Lessor."
2. Lease Section 1, Authorized Improvements is amended by removal of the words identified by strikeout, ". . . and Temporary ~~(2-year)~~ Improvements for the Bayview . . .

The effective date of this Amendment to the Lease shall be, December 5, 2023.

This Amendment is a portion of Lease No. PRC 6414, with a beginning date of July 1, 2014, consisting of four (4) sections with a total of (19) pages.

All other terms and conditions of the Lease shall remain in full force and effect.

This Amendment will become binding on the Lessor only when duly executed on behalf of the State Lands Commission of the State of California. This Amendment may be executed in any number of counterparts and by different parties in separate counterparts. Each counterpart when so executed shall be deemed to be an original and all of which together shall constitute one and the same agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the dates hereafter affixed.

LESSEE:
CALIFORNIA DEPARTMENT OF
PARKS AND RECREATION

LESSOR:
STATE OF CALIFORNIA
STATE LANDS COMMISSION

By: _____

By: _____

BRIAN DEWEY

ROBERT BRIAN BUGSCH

Title: Assistant Deputy Director

Title: Chief, Land Management Division

Date: _____

Date: _____

ACKNOWLEDGMENT

Execution of this document was authorized by
the California State Lands Commission on

(Month Day Year)

EXHIBIT B - SUBLEASE ENDORSEMENT

**STATE OF CALIFORNIA –
STATE LANDS COMMISSION**

Pursuant to Commission Staff Report No. _____, dated December 5, 2023, the herein Sublease between the California Department of Parks and Recreation and the City and County of San Francisco, under a portion of State Lease 6414, is hereby approved.

By: _____

**ROBERT BRIAN BUGSCH, Chief
Land Management Division**

Exhibit 2

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET AND LEGISLATIVE ANALYST

1390 Market Street, Suite 1150, San Francisco, CA 94102 (415) 552-9292
FAX (415) 252-0461

September 25, 2023

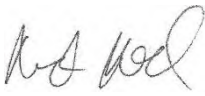
TO: Homelessness & Behavioral Health Select Committee
FROM: Budget and Legislative Analyst 
SUBJECT: September 29, 2023 Homelessness & Behavioral Health Select Committee Meeting

TABLE OF CONTENTS

Item	File	Page
1	23-0927 Sublease Agreement - California State Lands Commission - Candlestick Point State Recreation Area - Vehicle Triage Center - Base Rent of \$312,000	1

Item 1 File 23-0974	Department: Department of Homelessness and Supportive Housing (HSH)
EXECUTIVE SUMMARY	
<p style="text-align: center;">Legislative Objectives</p> <ul style="list-style-type: none"> • The proposed resolution would authorize the Director of Property, on behalf of the Department of Homelessness and Supportive Housing (HSH), to negotiate and enter into a sublease with the California Department of Parks and Recreation for 312,000 square feet of property to continue the City’s use of the Bayview Vehicle Triage Center at Candlestick Point State Recreation Area (CPSRA), for a term of two years from approximately January 13, 2024 through January 12, 2026, for annual base rent of \$312,000. <p style="text-align: center;">Key Points</p> <ul style="list-style-type: none"> • In April 2019, the Board of Supervisors approved an ordinance that required HSH to establish a Safe Overnight Parking Pilot Program to provide homeless people a safe place to park and sleep in their vehicles. The City identified an underutilized parking lot at CPSRA, and the Board of Supervisors approved a resolution authorizing the Director of Property to negotiate a two-year sublease for the site, with rent paid by in-kind law and parking enforcement services. The California Department of Parks and Recreation has agreed to a new sublease for an additional two years. • The Bayview Vehicle Triage Center opened in January 2022. The site initially had anticipated capacity for 78 parking spaces with a goal of expanding to 150 parking spaces after site improvements were completed by July 2022. However, due to the size of vehicles and vehicle spacing required by the State Fire Marshal, capacity has been limited to 35 vehicles and final capacity is now anticipated to be approximately 69 vehicles. HSH is awaiting PG&E approval for power connections to meet the expanded capacity. <p style="text-align: center;">Fiscal Impact</p> <ul style="list-style-type: none"> • Over the two-year term of the proposed sublease, HSH would pay \$624,000 in total rent. In addition to rent, the Budget and Legislative Analyst estimates that total costs for operating the Bayview Vehicle Triage Center though between FY 2023-24 – FY 2025-26 are approximately \$12.2 million. <p style="text-align: center;">Policy Considerations</p> <ul style="list-style-type: none"> • Given that PG&E often has long lead times for power connection projects, it is possible that site capacity may not expand during the two-year term of the proposed sublease. Assuming an ongoing capacity of 35 vehicles per night, the cost per vehicle is approximately \$140,000 per year, which is by far the most expensive homeless response intervention. <p style="text-align: center;">Recommendations</p> <ul style="list-style-type: none"> • Request the Department of Homelessness & Supportive Housing report to the Board of Supervisors on the costs and benefits of lower cost service models to operate vehicle triage centers by June 2024, as part of the Department’s budget proposal. • Approve the proposed resolution. 	

MANDATE STATEMENT

City Administrative Code 23.27 states that any lease with a term of one year or longer and where the City is the tenant is subject to Board of Supervisors approval by resolution.

BACKGROUND

In April 2019, the Board of Supervisors approved an ordinance that required the Department of Homelessness and Supportive Housing (HSH) to establish a Safe Overnight Parking Pilot Program to provide homeless people a safe place to park and sleep in their vehicles (File 19-0141). The City identified an underutilized parking lot at Candlestick Point State Recreation Area (CPSRA), which is owned by the California State Lands Commission and leased to the California Department of Parks and Recreation. In October 2019, the Board of Supervisors approved a resolution authorizing the Director of Property, on behalf of HSH, to negotiate and enter a sublease for 312,000 square feet of property at CPSRA to use as a vehicle triage center for an initial term of two years, with rent to be paid as in-kind law enforcement and parking enforcement services valued at \$1,796,090 (File 21-0966). To prepare the site, HSH installed a perimeter fence, solar lighting, guard shack, mobile trailers, potable water bibs, and portable toilets, and repainted the existing public restrooms. In April 2022, the Board of Supervisors authorized HSH to enter into a Standard Agreement with the California Department of Housing and Community Development (HCD) to accept and expend up to \$5,600,000 in grant funds to fund these improvements (File 22-0293). According to HSH, the Department has spent approximately \$4.6 million in grant funds and approximately \$1 million is available for future improvements, discussed below section below.

With the closure of the original vehicle triage center on San Jose Avenue, the Bayview Vehicle Triage Center is currently the only one operating in San Francisco. According to the 2022 Point-in-Time Homeless Count, there were approximately 1,055 homeless people living in vehicles in San Francisco. Similarly, the City's July 2023 Tent, Structure, and Vehicle Count identified 1,058 inhabited vehicles, of which 507 were located in District 10. The California Department of Parks and Recreation has agreed to a new sublease for an additional two years.

DETAILS OF PROPOSED LEGISLATION

The proposed resolution would authorize the Director of Property, on behalf of HSH, to negotiate and enter into a sublease with the California Department of Parks and Recreation for 312,000 square feet of property to continue the City's use of the Bayview Vehicle Triage Center at CPSRA, for a term of two years from approximately January 13, 2024 through January 12, 2026, for annual base rent of \$312,000.¹ The proposed resolution would also authorize the Director of Property to execute documents, make certain modifications, and take certain actions in furtherance of the sublease, affirm findings under the California Environmental Quality Act

¹ Because the proposed rent is below \$45 per square foot annually, an appraisal is not required under Chapter 23 of the City's Administrative Code.

(CEQA), and find that the proposed sublease is in conformance with the General Plan and eight priorities of Planning Code Section 101.1.

The key terms of the proposed lease are shown in Exhibit 1 below.

Exhibit 1: Key Terms of Proposed Sublease

Term	Two years
Premises	312,000 square feet
Annual Rent	\$312,000
Capacity	150 parking spaces stated in lease, actual final capacity likely 69 spaces
Options to Extend	None
Utilities	Paid by City
Disposition of Improvements	City must remove all improvements and property at end of lease

Source: Proposed sublease

As noted above, HSH would no longer pay in-kind rent through law enforcement and parking enforcement services. According to HSH staff, the City would continue providing these services but HSH has not estimated the costs.

Vehicle Triage Center

The Bayview Vehicle Triage Center opened at the site in January 2022. The site initially had anticipated capacity for 78 parking spaces with a goal of expanding to 150 parking spaces after site improvements were completed. However, due to the size of vehicles and vehicle spacing required by the State Fire Marshal, capacity has been limited to 35 vehicles and final capacity is now anticipated to be approximately 69 vehicles, pending connection to a permanent power source. HSH is awaiting PG&E approval for power connections, and also plans to repair water and sewer mains and pave a road. The remaining \$1 million from the HCD grant is available for these improvements, according to HSH staff.

According to Bryn Miller, HSH Senior Legislative Analyst, the triage center is typically filled to capacity and served 96 clients from 73 households in FY 2022-23, with an average stay of 218 days. Guests are often referred to the site by the Homeless Outreach Team, with a focus on homeless residents living in vehicles near Candlestick Point State Recreation Area.

Service Providers

HSH has contracts with the Bayview Hunters Point Foundation and Urban Alchemy to operate the triage center. Urban Alchemy operates the site, including site maintenance, reservations, storage, entry and exit, and laundry. Bayview Hunters Point Foundation provides engagement, case management, benefits navigation, wellness checks, emergency response and conflict resolution, children’s and youth services, exit planning, and two daily meals for guests. The service agreements for both organizations require that both provide intake, orientation, assessments and individual service plans, referrals and coordination of services, and support groups and activities. The contracts with Urban Alchemy and Bayview Hunters Point Foundation expire in January 2024 and June 2024, respectively. According to Senior Legislative Analyst Miller, HSH plan to extend the contracts through the proposed sublease term.

Performance Monitoring

FY 2022-23 performance monitoring for Urban Alchemy indicated that it met all four service objectives but did not meet its two outcome objectives. Only 25 percent of guests were deemed to have a “positive exit” from the site, which is defined as an exit to shelter, housing, homeward bound, or a successful problem-solving resolution, which is below the goal of 50 percent.² HSH staff reported to our office that they still considered 25 percent of positive exits (4 of which were to housing) a sign that the program is working. We note this percentage is similar to the number of exits to housing observed in the Controller’s 2021 evaluation of the Vehicle Triage Center on San Jose Avenue.³

FY 2022-23 performance monitoring for Bayview Hunters Point Foundation indicated that it met all three service objectives and one outcome objective. There were no findings or required corrective actions.

Fiscal & Compliance Monitoring

The Department of Public Health (DPH) reviewed Bayview Hunters Point Foundation’s financial documents as part of the FY 2020-21 Citywide Fiscal and Compliance Monitoring program and identified four findings that were not yet in conformance and noted that failure to conform may result in “elevated concern” status. Bayview Hunters Point Foundation was one of two nonprofits on elevated concern status in the Controller’s Citywide Nonprofit Monitoring and Capacity Building Program Report FY 2021-22, based on their lack of compliance with a grant agreement to provide fiscal sponsor service to United Council of Human Services, invoicing departments for costs not yet incurred, and turnover in leadership.⁴ The Controller’s Office, HSH, and DPH are each providing technical assistance to improve the organization’s financial condition and grant performance. HSH provided a status report from July 2023 that showed progress towards the goals of the technical assistance, including completion of an audited financial statement for FY 2020-21 and successful registration with the state as a charitable nonprofit, though the financial audit for FY 2021-22 and a complete cash flow analysis is still pending.

HSH reviewed Urban Alchemy’s financial documents as part of the FY 2022-23 Citywide Fiscal and Compliance monitoring program and identified 10 findings. All findings have been addressed and Urban Alchemy is now deemed to be in conformance.

FISCAL IMPACT

Over the two-year term of the proposed sublease, HSH would pay \$624,000 in total rent. In addition to rent, the Budget and Legislative Analyst estimates that total costs for operating the

² In addition, 70 percent of guests who completed the quarterly satisfaction survey rated the treatment of staff, connection to services, and safety as good or excellent, which is slightly below the goal of 75 percent. There were no findings for FY 2022-23 but a required follow-up from FY 2021-22 that case files are reviewed by a supervisor and that a form is created by September 30, 2022, was implemented.

³ Controller’s Office, “Vehicle Triage Center Evaluation,” February 1, 2021

⁴ These issues are also noted in the Controller’s November 2022 audit, “The City Must Determine Whether United Council of Human Services Should Continue Providing Services to San Francisco Residents Despite Continuing Noncompliance with City Grants.”

Bayview Vehicle Triage Center though between FY 2023-24 – FY 2025-26 are approximately \$12.2 million.

Exhibit 2: Estimated Bayview Vehicle Triage Center Costs

	FY 2023-24	FY 2024-25	FY 2025-26	Total
Rent	\$130,000	\$312,000	\$182,000	\$624,000
Urban Alchemy	2,881,203	2,989,356	1,796,105	7,666,664
Bayview Hunters Point	1,237,715	775,171	452,124	2,465,010
Service Contract Contingency (20%)	823,784	752,905	449,646	2,026,335
Total	\$5,072,702	\$4,829,432	\$2,879,875	\$12,782,009

Source: BLA estimates from HSH sources

Note: FY 2025-26 figures are through January 2026.

Service contract estimates are based on HSH estimates, which show a decrease in the Bayview Hunters Point contract, and include a 20 percent contingency for unforeseen costs. Not included in the table above are law and parking enforcement costs which are at least \$900,000 per year. All lease and service contract costs would be funded by Proposition C funds, a gross receipts tax that funds homeless housing and services.

POLICY CONSIDERATION

Site Capacity

As stated above, the Bayview Vehicle Triage Center was planned to open with capacity for 78 parking spaces and expand to 150 spaces after improvements were expected to be complete by July 2022. However, due to the size of vehicles and spacing required by the State Fire Marshal, capacity is currently limited to 35 spaces, or 23 percent of originally anticipated capacity. HSH estimates that after power connections are completed, capacity would expand to approximately 69 vehicles, or 46 percent of originally anticipated capacity. Given that PG&E often has long lead times for power connection projects, and that the Bay Area Air Quality Management District (BAAQMD) has not given approval to use interim power generators, it is possible that site capacity may not expand during the two-year term of the proposed sublease. HSH staff report that they have not yet found another site suitable for a vehicle triage center.

Cost

Assuming an ongoing capacity of 35 vehicles per night, the cost per vehicle is approximately \$140,000 per year, which is by far the most expensive homeless response intervention. According to the Place for All report, the cost of shelter and supportive housing ranges from approximately \$40,000 to \$60,000 per slot and the cost of a safe sleeping site is \$87,600 per slot. If this site’s capacity increases to 69 spots, the annual cost per spot would be \$70,000.

The operating costs of \$400 per night (with 35 spaces) are also an increase from approximately \$105 per vehicle per night in the 2021 Controller’s Assessment of the original San Jose Avenue vehicle triage center. The original Vehicle Triage Center did not have on-site case management, which was estimated would increase costs to \$117 per spot per night.

We are recommending approval of the proposed resolution because operating a vehicle triage center is consistent with Administrative Code Chapter 119. However, given the high costs of this program, the Board should request HSH to report back on costs and benefits of lower cost service models to operate vehicle triage centers by June 2024 as part of the Department's budget request.

RECOMMENDATIONS

1. Request the Department of Homelessness & Supportive Housing report to the Board of Supervisors on the costs and benefits of lower cost service models to operate vehicle triage centers by June 2024, as part of the Department's budget proposal.
2. Approve the proposed resolution.

Exhibit 3

1 DAVID CHIU, State Bar #189542
City Attorney
2 ROBB W. KAPLA, State Bar #238896
KATHY J. SHIN, State Bar #318185
3 Deputy City Attorneys
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kathy.shin@sfcityatty.org
7

8 Attorneys for Defendant
CITY AND COUNTY OF SAN FRANCISCO
9

10
11 UNITED STATES DISTRICT COURT
12 NORTHERN DISTRICT OF CALIFORNIA

13 CANDLESTICK HEIGHTS COMMUNITY
14 ALLIANCE, an unincorporated association,

15 Plaintiff,

16 vs.

17 CITY AND COUNTY OF SAN
18 FRANCISCO, a municipal corporation,

19 Defendant.

Case No. 3:23-cv-00082-SK

**DEFENDANT’S RESPONSE TO PLAINTIFF’S
SECOND SET OF INTERROGATORIES**

Trial Date: May 7, 2024

20
21
22 PROPOUNDING PARTY: Plaintiff Candlestick Heights Community Alliance

23 RESPONDING PARTY: Defendant City and County of San Francisco

24 SET NUMBER: Two (2)

25 Pursuant to Rule 33 of the Federal Rules of Civil Procedure, Defendant CITY AND COUNTY
26 OF SAN FRANCISCO (“Defendant” or the “City”) responds and objects to Plaintiff’s Second Set of
27 Interrogatories as follows:
28

1 **PRELIMINARY STATEMENT**

2 The City has not yet completed its investigation of the facts or legal issues relating to this case
3 or completed its preparation for trial. Accordingly, the City’s responses are based only upon such
4 information of which it is currently aware and which is reasonably available to the City as of the date
5 of these responses. The City’s responses are true and correct to the best of the City’s knowledge,
6 information, and belief at this time, and they are subject to correction for any inadvertent errors or
7 omissions, if such errors or omissions are found. The following responses and objections are thus
8 given without prejudice to the City’s right to rely on subsequently discovered information and
9 evidence. The City reserves the right to make use of, or to introduce at any hearing and at trial,
10 subsequently discovered facts, or facts that are already known but whose relevance, significance or
11 applicability has not yet been ascertained, including, without limitation, any information or documents
12 responsive to the following interrogatories discovered subsequent to the date of these responses and
13 any other information or documents obtained in discovery or by further investigation of this matter.

14 **GENERAL OBJECTIONS**

15 1. The City objects to each interrogatory to the extent that it may be construed as calling
16 for information that is subject to any claims of privilege, including, without limitation, the attorney-
17 client privilege, attorney work product doctrine, official information privilege, and deliberative
18 process privilege. The City will construe each request as excluding from its scope any such
19 information, and its responses, as set forth below, should not be construed as an express or implied
20 waiver of any applicable privilege.

21 2. The City objects to each interrogatory to the extent it seeks information that violates
22 third parties’ rights to privacy under the Constitutions and laws of the United States and the State of
23 California. *See, e.g.*, U.S. 4th Amend.; Cal. Const. art. 1, § 1.

24 3. The City objects to each interrogatory to the extent that it seeks information that is not
25 relevant to any claim or the subject matter of the present action and not reasonably calculated to lead
26 to the discovery of admissible evidence.

27 4. The City reserves all objections to the competency, relevancy, materiality, privilege,
28 and/or admissibility as evidence of the following responses, and any document or thing identified in

1 any responses to the following interrogatories at any subsequent proceeding in, or trial of, this and any
2 other matter for any purpose whatsoever.

3 5. The City objects to each interrogatory and each instruction and definition to the extent
4 it purports to impose obligations in excess of those imposed by the Federal Rules of Civil Procedure or
5 other applicable law. To the extent the City accepts any definition contained in these requests, it does
6 so only for the purpose of providing a response thereto; the City does not admit the accuracy of any
7 such definition.

8 6. The City reserves the right to seek to recover all costs and fees associated with its
9 response to these interrogatories based on Plaintiff's lack of a good faith basis to maintain the action
10 since the Bay Area Air Quality Management District ("Air District" or "BAAQMD") provided
11 Plaintiff with its determination that the permit at issue was not required.

12 7. The City objects to each interrogatory to the extent that it misleadingly fails to reflect
13 that the "generators" at issue in this case are portable light towers powered by small 5.1 horsepower
14 engines.

15 8. The City's investigation, discovery, and preparation for trial in this case is ongoing, and
16 this response is based only on information presently available to the City. The City therefore reserves
17 the right to rely on and make use of any information the City should discover after the date of this
18 response.

19 Subject to and without waiving the above Preliminary Statement and General Objections, the
20 City responds to each interrogatory as follows:

21 **RESPONSES AND OBJECTIONS TO INTERROGATORIES**

22 **INTERROGATORY NO. 6:**

23 Identify all GENERATORS by manufacturer, fuel-type, and horsepower located within the
24 Vehicle Triage Center in Candlestick Point State Recreation Area during the time period beginning
25 January 1, 2022 through July 19, 2023. For the purposes of these interrogatories, "GENERATORS"
26 means any engine that burns fuel to produce electricity. The term "GENERATORS" is not limited to
27 "portable light tower[s] powered by a diesel generator" or "portable diesel-powered light towers." See
28 Defendant's Responses to Interrogatories Nos. 1 and 3. For the purposes of these interrogatories, the

1 Vehicle Triage Center in Candlestick Point State Recreation Area is referred to as the “VTC.”

2 **RESPONSE TO INTERROGATORY NO. 6:**

3 The City incorporates the foregoing Preliminary Statement and General Objections as though
4 fully set forth herein. The City objects that Plaintiff’s definition of “GENERATORS” as “any engine
5 that burns fuel to produce electricity” is vague and overbroad and, as drafted, the interrogatory
6 precludes the City from providing a complete and accurate response because it exceeds the reasonable
7 scope of the City’s knowledge, information, and belief. The City will interpret “GENERATORS” to
8 mean the following: the 16 diesel-engine light towers that are the subject of this action, the two prime
9 generators for which the City has applied for permits from BAAQMD, and four personal generators
10 belonging to VTC guests that are subject to rules enforced by the State Fire Marshal and placed in
11 locked storage at the VTC. The City objects that this interrogatory is unduly burdensome and not
12 proportional to the needs of the case because it is duplicative of Plaintiff’s First Set of Interrogatories,
13 including Interrogatory No. 3, in response to which the City has already provided Plaintiff with
14 detailed cut sheets that identify the manufacturer, fuel-type, and horsepower of the 16 diesel-engine
15 light towers. The interrogatory is also duplicative of information in the City’s permit application to
16 BAAQMD and BAAQMD evaluations already in Plaintiff’s possession, which provide the requested
17 information for the two prime generators. The City objects that this interrogatory is unduly
18 burdensome and not proportional to the needs of the case because, insofar as it is not duplicative, it is
19 irrelevant to any claim in Plaintiff’s Complaint, seeks information about “generators” that were not
20 operated at the VTC and did not result in an emissions violation under the Clean Air Act, and demands
21 information that exceeds any reasonable expectation of business records maintained for the VTC. The
22 City further objects to the extent that this interrogatory seeks information protected by the attorney-
23 client privilege, work product doctrine, and the constitutional right to privacy. The City objects to the
24 extent that this interrogatory seeks information that is not relevant to any claim or defense in the
25 present action and is not reasonably calculated to lead to the discovery of admissible evidence.

26 Subject to and without waiving these objections, and consistent with the above interpretation of
27 the interrogatory, the City responds: (i) for each of the 16 diesel-engine light towers: Allmand, ultra-
28 low sulfur diesel fuel, 5.1 horsepower; *see also* CCSF 000002–CCSF 000005 produced as Exhibit B to

1 the City’s response to Plaintiff’s First Set of Interrogatories; (ii) for the two prime generators: a) John
2 Deere engine, ultra-low sulfur diesel fuel, 215 horsepower, and b) Isuzu engine, ultra-low sulfur diesel
3 fuel, 170.8 horsepower; *see also* CCSF 000024–CCSF 000031 produced as Exhibit A to these
4 responses; (iii) for the four personal generators belonging to VTC guests that are in locked storage at
5 the VTC, the City cannot testify to the accuracy of any technical specifications, and based solely on
6 non-expert visual inspection, the City responds that these appear to be four small generators ranging
7 from 1200 watt to 5000 watts, requiring gasoline fuel, and bearing the following manufacturer names:
8 PowerStar Plus, Honda, Predator, and RYOBI.

9 **INTERROGATORY NO. 7:**

10 Identify all sources of electricity used to provide power for ACTIVITIES at the VTC between
11 January 1, 2022 to July 19, 2023. For the purposes of this interrogatory, “ACTIVITIES” includes but
12 is not limited to lighting, wireless internet services, shower and bathroom services, and security and
13 support services.

14 **RESPONSE TO INTERROGATORY NO. 7:**

15 The City incorporates the foregoing Preliminary Statement and General Objections as though
16 fully set forth herein. The City objects that this interrogatory is unduly burdensome and not
17 proportional to the needs of the case in that the requested information is entirely irrelevant to any
18 claim or defense in the present action. Plaintiff purports to bring a citizen suit under the Clean Air
19 Act, which requires Plaintiff to serve the City and regulatory bodies with a 60-day notice prior to
20 commencing suit identifying the specific emissions standard or limitation under the Act at issue and
21 the activity alleged to be in violation. Plaintiff’s 60-day notice for this action pertains to the operation
22 of 16 diesel-engine light towers at the VTC about which the City has already furnished Plaintiff with
23 detailed technical and operational information. The City objects that “all sources of electricity” used
24 to provide power for activities broadly defined is vague and overbroad and, as drafted, the
25 interrogatory precludes the City from providing a complete and accurate response because it exceeds
26 the reasonable scope of the City’s knowledge, information, and belief. The City will interpret “all
27 sources of electricity used to provide power for ACTIVITIES at the VTC” to mean the sources of
28 electricity for lighting at the VTC and the electrical service existing at the VTC used to power an

1 installed guard shack and office trailer and possibly wireless internet services, a phone charging
2 station, and other operational services at the site. The City objects that this interrogatory is unduly
3 burdensome and not proportional to the needs of the case because it is duplicative of Plaintiff's First
4 Set of Interrogatories, including Interrogatory No. 3, in response to which the City has already
5 provided Plaintiff with detailed cut sheets that identify the manufacturer, fuel-type, and horsepower of
6 the 16 diesel-engine light towers; it is also duplicative of Interrogatory No. 6 above. The City objects
7 that this interrogatory is unduly burdensome and not proportional to the needs of the case because,
8 insofar as it is not duplicative, it is irrelevant to any claim in the present action, seeks information for a
9 time period that extends beyond the filing of Plaintiff's Complaint, and demands information that
10 exceeds any reasonable expectation of business records maintained for the VTC. The City further
11 objects to the extent that this interrogatory seeks information protected by the attorney-client privilege,
12 work product doctrine, and the constitutional right to privacy. The City objects to the extent that this
13 interrogatory seeks information that is not relevant to any claim or defense in the present action and is
14 not reasonably calculated to lead to the discovery of admissible evidence.

15 Subject to and without waiving these objections, and consistent with the above interpretation of
16 the interrogatory, the City responds: from mid to late January 2022 until approximately December 22,
17 2022, lighting at the VTC was powered by the 16 diesel-engine light towers (specifications at CCSF
18 000002–CCSF 000005); thereafter, until approximately February 28, 2023, it was powered by seven
19 of the 16 diesel-engine light towers and eight permanent solar light fixtures (specifications at CCSF
20 000091–CCSF 000131 produced as Exhibit B to these responses); until approximately March 22,
21 2023, it was powered by one of the 16 diesel-engine light towers and 16 of the permanent solar light
22 fixtures; thereafter through the present, the lighting was powered by one of the 16 diesel-engine light
23 towers and 17 of the permanent solar light fixtures. From approximately mid to late January 2022 to
24 the present, electrical service of 240V, single phase, 200amp existing at the site of the VTC has been
25 used to power a guard shack and office trailer and possibly wireless internet services, a phone charging
26 station, and other operational services at the site.

27 **INTERROGATORY NO. 8:**

28 Describe in detail the reason or reasons why diesel fueled GENERATORS were used at the

1 VTC instead of renewable energy sources of electricity including but not limited to solar powered
2 lighting.

3 **RESPONSE TO INTERROGATORY NO. 8:**

4 The City incorporates the foregoing Preliminary Statement and General Objections as though
5 fully set forth herein. The City objects that this interrogatory is unduly burdensome and not
6 proportional to the needs of the case in that the requested information is entirely irrelevant to any
7 claim or defense in the present action. Plaintiff purports to bring a citizen suit under the Clean Air
8 Act, which requires Plaintiff to serve the City and regulatory bodies with a 60-day notice prior to
9 commencing suit identifying the specific emissions standard or limitation under the Act at issue and
10 the activity alleged to be in violation. Plaintiff's 60-day notice for this action pertains to the operation
11 of 16 diesel-engine light towers at the VTC about which the City has already furnished Plaintiff with
12 detailed technical and operational information. The City objects that Plaintiff's definition of
13 "GENERATORS" as "any engine that burns fuel to produce electricity" is vague and overbroad and,
14 as drafted, the interrogatory precludes the City from providing a complete and accurate response
15 because it exceeds the reasonable scope of the City's knowledge, information, and belief. The City
16 will interpret "diesel fueled GENERATORS . . . used at the VTC" to mean the Allmand diesel-engine
17 light towers more specifically described at CCSF 000002–CCSF 000005, which are the subject of this
18 action, as the City is unaware of other diesel fueled generators used at the VTC. The City objects that
19 this interrogatory is unduly burdensome and not proportional to the needs of the case in that it
20 demands information that exceeds the burdens and expectations of records reasonably maintained in
21 the ordinary course of business, fails to specify the city departments from which it seeks information,
22 and is unlimited in time. The City further objects to the extent that this interrogatory seeks
23 information protected by the attorney-client privilege, work product doctrine, and the constitutional
24 right to privacy. The City objects to the extent that this interrogatory seeks information that is not
25 relevant to any claim or defense in the present action and is not reasonably calculated to lead to the
26 discovery of admissible evidence.

27 Subject to and without waiving these objections, and consistent with the above interpretation of
28 the interrogatory, the City responds: the City's phased build-out of the VTC included plans to install

1 permanent solar light fixtures at the site, a process that required several months of lead time, including
2 time to fabricate the fixtures. On or about February 28, 2022, the City placed an order for the
3 permanent light poles and solar panels and completed the first part of the phased installation on or
4 about December 22, 2022. Until the lights were completely installed, the City required the use of
5 temporary light towers to ensure sufficient nighttime lighting for the safety and security of VTC guests
6 and staff. Faced with the limited availability of alternative light sources and budget constraints, the
7 City procured Tier 4 Final diesel-engine lights operated on ultra-low sulfur diesel fuel to satisfy the
8 need for temporary security lighting at the VTC until permanent solar light fixtures were installed.

9
10 Dated: August 18, 2023

11 DAVID CHIU
12 City Attorney
13 ROBB W. KAPLA
14 KATHY J. SHIN
15 Deputy City Attorneys

16 By:  _____

17 KATHY J. SHIN

18 Attorneys for Defendant
19 CITY AND COUNTY OF SAN FRANCISCO
20
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28

1 VERIFICATION

2 I, Louis Bracco, declare as follows:

3 I am the Shelter Programs Supervisor for the San Francisco Department of Homelessness and
4 Supportive Housing and I am authorized to make this verification on behalf of Defendant City and
5 County of San Francisco. I have read DEFENDANT'S RESPONSE TO PLAINTIFF'S SECOND
6 SET OF INTERROGATORIES and know its contents. These responses are true to the best of my
7 knowledge, information, and belief, recognizing that no individual City employee has personal
8 knowledge of all matters stated in these responses, and some such matters are not within my personal
9 knowledge. These responses were further prepared with the assistance of counsel for the City based
10 on information and documents discovered to date in responding to discovery in this action. The
11 responses are thus subject to correction for any inadvertent errors or omissions, if such errors or
12 omissions are found.

13 I declare under penalty of perjury under the laws of the State of California that the foregoing is
14 true and correct.

15 Executed this 18th day of August 2023, at San Francisco, California.

16
17 
18 _____
19 LOUIS BRACCO
20
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28

PROOF OF SERVICE

I, KATHY J. SHIN, declare as follows:

I am a citizen of the United States, over the age of eighteen years and not a party to the above-entitled action. I am employed at the City Attorney’s Office of San Francisco, City Hall, Room 234, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

On August 18, 2023 I served the following document(s):

DEFENDANT’S RESPONSE TO PLAINTIFF’S SECOND SET OF INTERROGATORIES

on the following persons at the locations specified:

Lucas Williams
Howard Hirsch
Lexington Law Group
503 Divisadero Street
San Francisco, CA 94117

Caroline Farrell
Environmental Law and Justice Clinic
Golden Gate University School of Law
536 Mission Street
San Francisco, CA 94105

Attorneys for Plaintiff
Email: lwilliams@lexlawgroup.com
hhirsch@lexlawgroup.com

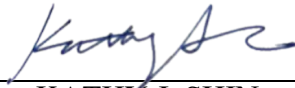
Attorney for Plaintiff
Email: cfarrell@ggu.edu

in the manner indicated below:

BY ELECTRONIC MAIL: Based on a court order or an agreement of the parties to accept electronic service, I caused the documents to be sent to the person(s) at the electronic service address(es) listed above. Such document(s) were transmitted *via* electronic mail from the electronic address: kathy.shin@sfcityatty.org in portable document format ("PDF") Adobe Acrobat.

I declare under penalty of perjury pursuant to the laws of the State of California that the foregoing is true and correct.

Executed August 18, 2023, at San Francisco, California.



KATHY J. SHIN

EXHIBIT A



DCA125SSIU4F

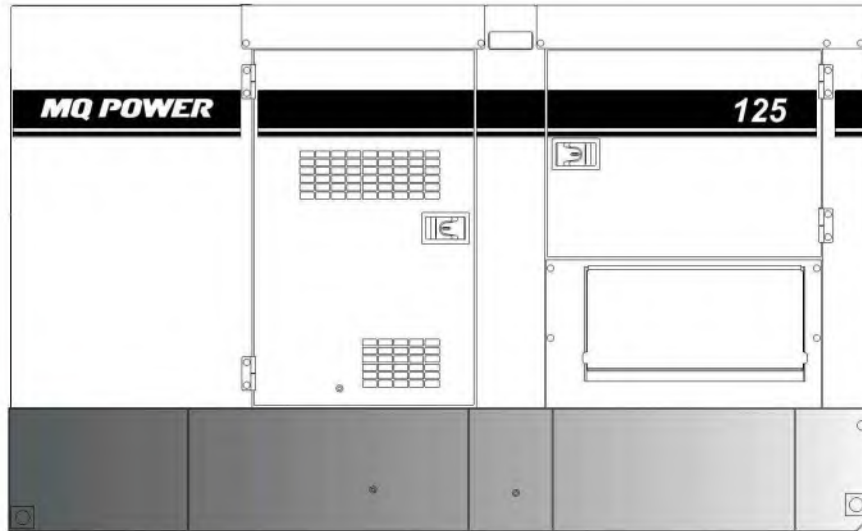
Generator

WhisperWatt™

Prime Rating — 100kW (125kVA)

Standby Rating — 110kW (137.5kVA)

3-Phase, 60 Hertz, 0.8 PF



STANDARD FEATURES

- Heavy duty, 4-cycle, direct injection, heated crankcase vent, turbocharged, charge air cooled, 1000W block heater, diesel engine provides maximum reliability.
- EPA emissions certified - Tier 4 Final emissions compliant.
- Microprocessor engine control system maintains frequency to $\pm 0.25\%$.
- Full load acceptance of standby nameplate rating in a single step.
- Fuel/water separator removes condensation from fuel for extended engine life. Panel mounted alarm light included.
- Sound attenuated, weather resistant, steel housing provides operation at 66 dB(A) at 23 feet. Fully lockable enclosure allows safe unattended operation.
- E-coat and powder coat paint provides durability and weather protection.
- Internal fuel tank with direct reading fuel gauge.
- Spill Containment - Bunded design protects environment by capturing up to 128% of engine fluids.
- Brushless alternator reduces service and maintenance requirements and meets temperature rise standards for Class F insulation systems.
 - Open delta alternator design provides virtually unlimited excitation for maximum motor starting capability.
 - Automatic voltage regulator (AVR) provides precise regulation.
- Fully covered power panel. Three-phase terminals and single phase receptacles allow fast and convenient hookup for most applications including temporary power boxes, tools and lighting equipment. All are NEMA standard.
- ECU845 microprocessor-based digital generator controller.
 - Remote 2-wire start/stop control.
 - High visibility LCD display with heated screen and alphanumeric readout.
 - Operational temperature range of -40° to 85° C.
 - AC monitoring along with fuel and DEF level indicators.
- Digital engine gauges including oil pressure, water temperature, battery volts, engine speed, engine load, fuel level and DEF level.
- Analog generator instrumentation including AC ammeter, AC voltmeter, frequency meter, ammeter phase selector switch, voltmeter phase selector switch, and voltage regulator adjustment potentiometer.
- Automatic safety shutdown system monitors the water temperature, engine oil pressure, low DEF, overspeed and overcrank. Warning lights indicate abnormal conditions.
- Voltage selector switch offers the operator a wide range of voltages that are manually selectable. Fine tuning of the output voltage can be accomplished by adjusting the voltage regulator control knob to obtain the desired voltage.
- Emergency Stop Switch — when manually activated, shuts down generator in the event of an emergency.



DCA125SSIU4F Generator

SPECIFICATIONS

Generator Specifications		
Design	Revolving field, self-ventilated Drip-proof, single bearing	
Armature Connection	Star with Neutral	Zig Zag
Phase	3	Single
Standby Output	110KW (137.5 KVA)	79 KW
Prime Output	100 KW (125 KVA)	72 KW
3Ø Voltage (L-L/L-N) Voltage Selector Switch at 3Ø 240/139	208Y/120, 220Y/127, 240Y/139	N/A
3Ø Voltage (L-L/L-N) Voltage Selector Switch at 3Ø 480/277	416Y/240, 440Y/254, 480Y/277	N/A
1Ø Voltage (L-L/L-N) Voltage Selector Switch at 1Ø 240/120	N/A	240/120
Power Factor	0.8	1.0
Voltage Regulation (No load to full load)	±0.5%	
Generator RPM	1800	
Frequency	60 Hz	
Winding Pitch	2/3	
No. of Poles	4	
Excitation	Brushless with AVR	
Frequency Regulation: No Load to Full Load	Isochronous under varying loads from no load to 100% rated load	
Frequency Regulation: Steady State	±0.25% of mean value for constant loads from no load to full load.	
Insulation	Class F	
Sound Level dB(A) Full load at 23 feet	66	

Engine Specifications	
Make / Model	Isuzu / BR-4HK1X
Emissions	EPA Tier 4 Final Certified
Starting System	Electric
Design	4-cycle, water cooled, direct injection, turbocharged. Charged Air Cooled EGR, DOC and SCR.
Displacement	317 in ³ (5193 cc)
No. cylinders	4
Bore x Stroke	4.52 x 4.92 in. (115 x 125 mm)
Gross Engine Power Output	170.8 hp (127.4 kW)
BMEP	211 psi (1458 kPa)
Piston Speed	1476 ft/min (7.5 m/s)
Compression Ratio	16.5:1
Engine Speed	1800 rpm
Overspeed Limit	2070 rpm
Oil Capacity	6.05 gallons (22.9 liters)
Battery	12V 150Ah x 1

Fuel System		
Recommended Fuel	ASTM-D975-No.1 & No.2-D*	
Maximum Fuel Flow (per hour)	19 gallons (71.9 liters)	
Maximum Inlet Restriction (Hg)	2.9 in (73.6 mm)	
Fuel Tank Capacity	169 gallons (640 liters)	
Fuel Consumption	gph	lph
At full load	7.1	26.9
At 3/4 load	5.6	21.2
At 1/2 load	4.1	15.5
At 1/4 load	2.6	10.0
DEF Tank Capacity	7.4 gallons (28 liters)	

* - Use ultra-low sulfur diesel fuel.

Cooling System	
Fan Load	6.57 hp (4.9 kW)
Coolant Capacity (with radiator)	10.3 gallons (39 liters)
Coolant Flow Rate (per minute)	60.8 gallons (230 liters)
Heat Rejection to Coolant (per minute)	4456 Btu (4.7 MJ)
Maximum Coolant Friction Head	1.1 psi (7.7 kPa)
Maximum Coolant Static Head	3.3 feet (1 meter)
Ambient Temperature Rating	104°F (40°C)

Air	
Combustion Air	244 cfm (6.9 m ³ /min)
Maximum Air Cleaner Restriction	25 in. H ₂ O (6.25 kPa)
Alternator Cooling Air	1352 cfm (38.3 m ³ /min)
Radiator Cooling Air	6005 cfm (170 m ³ /min)

Exhaust System	
Gas Flow (full load)	512 cfm (14.5 m ³ /min)
Gas Temperature	658°F (348°C)
Maximum Back Pressure	100 in. H ₂ O (25 kPa)

Amperage	
Rated Voltage	Maximum Amps
1Ø 120 Volt	300A x 2 (Zigzag)
1Ø 240 Volt	300 A (Zigzag)
3Ø 208 Volt	300 Amps
3Ø 240 Volt	300 Amps
3Ø 480 Volt	150 Amps
Main Line Circuit Breaker Rating	300 Amps
Over Current Relay Trip Set Point 480V Mode Only	152 Amps

WARRANTY*

Isuzu Engine**

12 months from date of purchase with unlimited hours or 36 months from date of purchase with 3000 hours (whichever occurs first).

Generator

24 months from date of purchase or 2000 hours (whichever occurs first).

Trailer

12 months excluding normal wear items.

*Refer to the express written, one-year limited warranty sheet for additional information.

**Refer to Isuzu Diesel Engine Limited Warranty for details.

NOTICE

Specifications sheet is subject to change and is not intended for use in installation design.



DCA125SSIU4F Generator

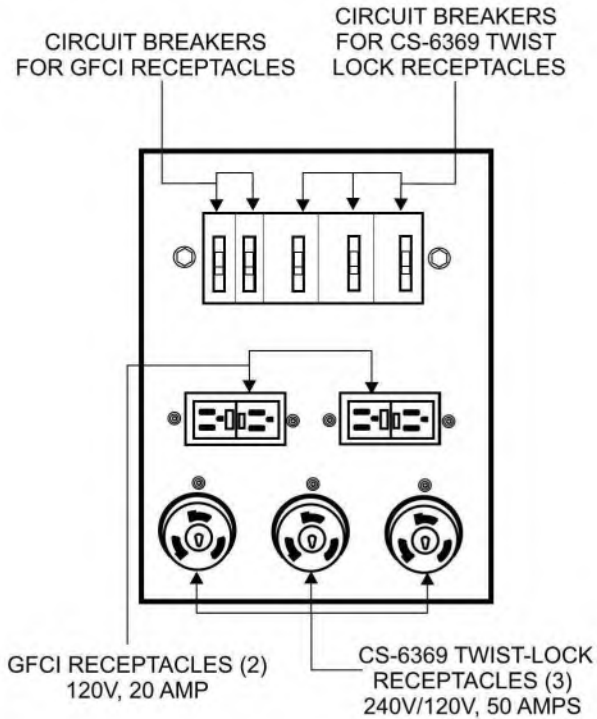
MQ POWER DECIBEL LEVELS

Our soundproof housing allows substantially lower operating noise levels than competitive designs. WhisperWatts are at home on construction sites, in residential neighborhoods, and at hospitals — just about anywhere.

- 90 — Subway / truck traffic
- 80 — Average city traffic
- 70 — Inside car at 60 mph
- 60 — Air conditioner at 20 feet
- 50 — Normal conversation



GENERATOR OUTPUT PANEL



OPTIONAL GENERATOR FEATURES

- **Parallel Controls** — provides the ability to connect multiple generators together into a single power generation system.
- **PowerBalance™** — designed to assist generators when operating under low temperature and/or low load conditions to insure peak performance.
- **Battery Charger** — provides fully automatic and self-adjusting charging to the generator's battery system.
- **Trailer Mounted Package** — meets National Highway Traffic Safety Administration (NHTSA) regulations. Trailer is equipped with electronic or surge brakes with double axle configuration.

OPTIONAL CONTROL FEATURES

- **Audible Alarm** — alerts operator of abnormal conditions.

OPTIONAL FUEL CELL FEATURES

- **Sub-base Fuel Cells (double wall)** — additional fuel cell for extended runtime operation. Contains a leak sensor, low fuel level switch, and a secondary containment tank. UL142 listed.
- 12 hours of minimum run time.
- 24 hours of minimum run time.

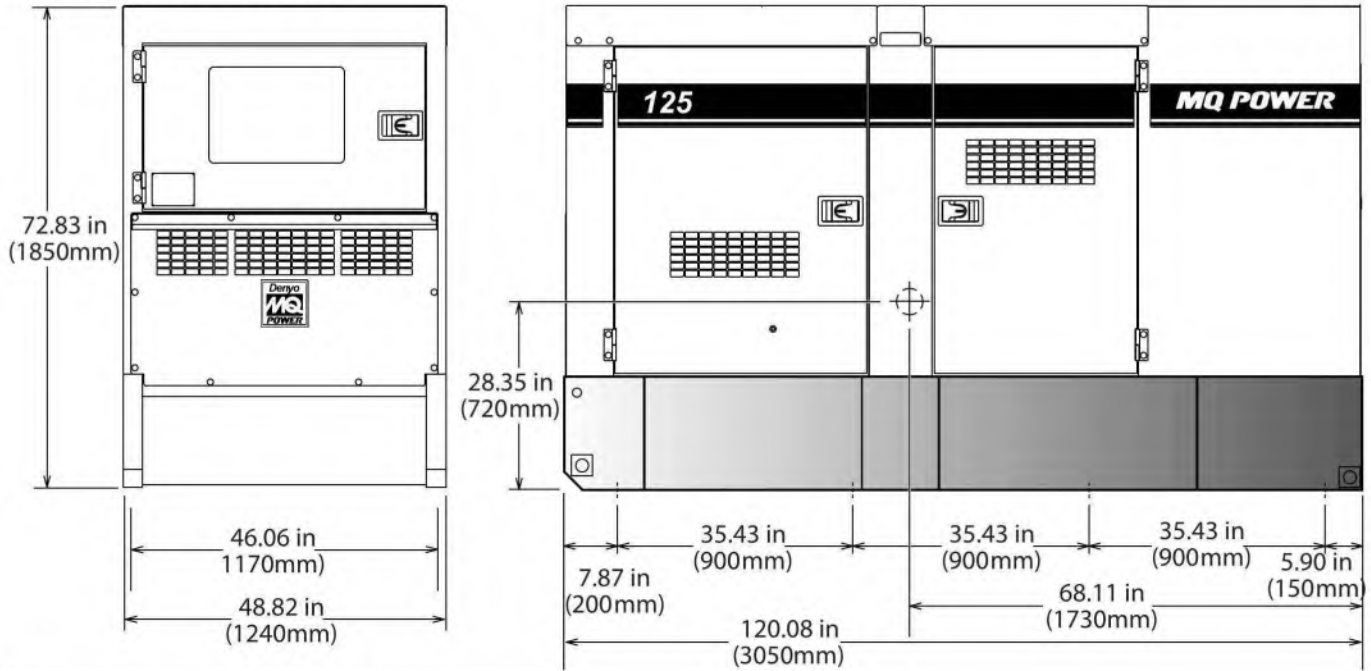
OPTIONAL OUTPUT CONNECTIONS

- **Cam-Lok Connectors** — provides quick disconnect alternative to bolt-on connectors.
- **Pin and Sleeve Connectors** — provides industry standard connectors for all voltage requirements.
- **Output Cable** — available in any custom length and size configuration.

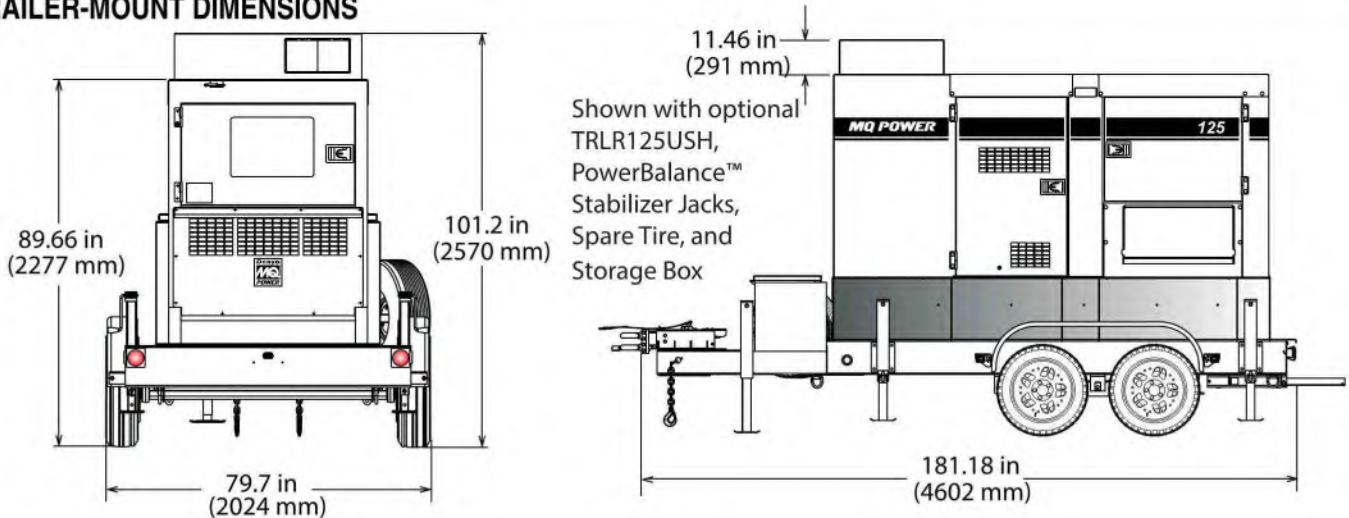


DCA125SSIU4F Generator

SKID-MOUNT DIMENSIONS



TRAILER-MOUNT DIMENSIONS



DCA125SSIU4F Weights*

Dry Weight	5,291 lbs. (2,400 kg)
Wet Weight	6,702 lbs. (3,040 kg)
Max. Lifting Point Capacity	14,050 lb. (6,370 kg)

* Weights do not include options.

DCA125SSIU4F and TRLR125US Weights*

Dry Weight (with TRLR125US)	7,013 lbs. (3,181 kg)
Wet Weight (with TRLR125US)	8,424 lbs. (3,821 kg)

Generator can be placed on MQ Trailer Models TRLR125US and TRLR180XF.

NOTICE

Features and Specifications are subject to change without notice.



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DCA125SSIU4F Rev. #8 (06/01/22)



DCA150SSJU4F3

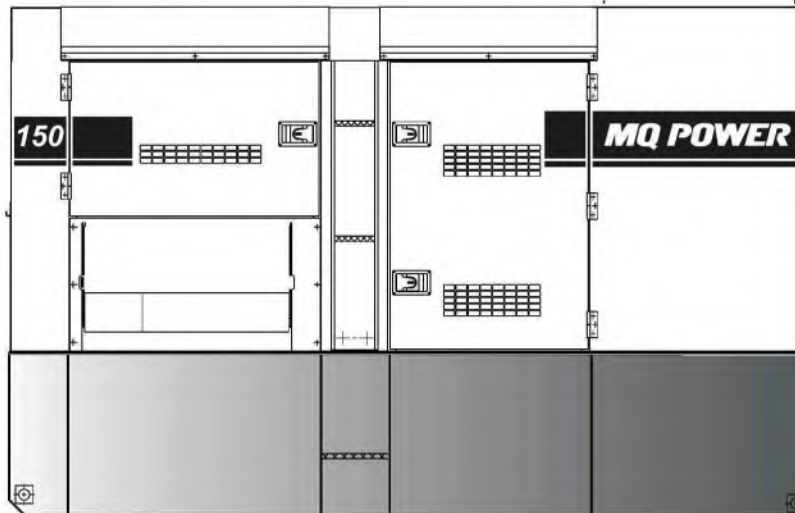
Generator

WhisperWatt™

Prime Rating — 120 kW (150 kVA)

Standby Rating — 132 kW (165 kVA)

3-Phase, 50/60 Hertz, 0.8 PF



STANDARD FEATURES

- Heavy duty, 4-cycle, electronic direct injection, turbocharged, charged air cooler, variable speed fan, 1000W block heater, diesel engine provides maximum reliability.
- EPA emissions certified — Tier 4 Final emissions compliant.
- Microprocessor engine control system maintains frequency to $\pm 0.25\%$.
- Full load acceptance of standby nameplate rating in a single step.
- Fuel/water separator removes condensation from fuel for extended engine life. Panel mounted alarm light included.
- Sound attenuated, weather resistant, steel housing provides operation at 66 dB(A) at 23 feet. Fully lockable enclosure allows safe unattended operation.
- E-coat and powder coat paint provides durability and weather protection.
- UN31A internal fuel tank with direct reading fuel gauges are standard.
- Spill Containment — Bunded design protects environment by capturing up to 110% of engine fluids.
- Brushless alternator reduces service and maintenance requirements and meets temperature rise standards for Class F insulation systems.
 - Open delta alternator design provides virtually unlimited excitation for maximum motor starting capability.
 - Automatic voltage regulator (AVR) provides precise regulation.
- Fully covered power panel. Three-phase terminals and single phase receptacles allow fast and convenient hookup for most applications including temporary power boxes, tools and lighting equipment. All are NEMA standard.
- ECU845 microprocessor-based digital generator controller.
 - Remote 2-wire start/stop control.
 - High visibility LCD display with heated screen and alphanumeric readout.
 - Operational temperature range of -40° to 85° C.
 - AC monitoring along with fuel and DEF level indicators.
- Digital engine gauges including oil pressure, water temperature, battery volts, engine speed, engine load, fuel level and DEF level.
- Analog generator instrumentation including AC ammeter, AC voltmeter, frequency meter, ammeter phase selector switch, voltmeter phase selector switch, and voltage regulator adjustment potentiometer.
- Dual frequency capability allows for operation at 50 Hz or 60 Hz.
- Automatic safety shutdown system monitors the water temperature, engine oil pressure, low coolant, low DEF, overspeed, and overcrank. Warning lights indicate abnormal conditions.
- Emergency stop switch — When manually activated, shuts down generator in the event of an emergency.



DCA150SSJU4F3 Generator

SPECIFICATIONS

Generator Specifications		
Design	Revolving field, self-ventilated Drip-proof, single bearing	
Armature Connection	Star with Neutral	Zig Zag
Phase	3	Single
Standby Output	132 KW (165 KVA)	95 KW
Prime Output	120 KW (150 KVA)	87 KW
3Ø Voltage (L-L/L-N) Voltage Selector Switch at 3Ø 240/139	208Y/120, 220Y/127, 240Y/139	N/A
3Ø Voltage (L-L/L-N) Voltage Selector Switch at 3Ø 480/277	416Y/240, 440Y/254, 480Y/277	N/A
1Ø Voltage (L-L/L-N) (Voltage Selector Switch at 1Ø 240/120)	N/A	240/120
Power Factor	0.8	1.0
Voltage Regulation (No load to full load)	±0.5%	
Generator RPM	1800	
Frequency	50/60 Hz	
Winding Pitch	2/3	
No. of Poles	4	
Excitation	Brushless with AVR	
Frequency Regulation: No Load to Full Load	Isochronous under varying loads from no load to 100% rated load	
Frequency Regulation: Steady State	±0.25% of mean value for constant loads from no load to full load.	
Insulation	Class F	
Sound Level dB(A) Full load at 23 feet	66	

Engine Specifications	
Make / Model	John Deere / 6068HFG05
Emissions	EPA Tier 4 Final Certified
Starting System	Electric
Design	4-cycle, water cooled, direct injection, turbocharged, charged air cooled, EGR, DOC, and SCR.
Displacement	414.96 in ³ (6.8 liters)
No. cylinders	6
Bore x Stroke	4.17 x 5.0 in. (106 x 127 mm)
Gross Engine Power Output	215 hp (160 kW)
BMEP	210 psi (1446 kPa)
Piston Speed	1500 ft/min (7.62 m/s)
Compression Ratio	17.2 : 1
Engine Speed	1800 rpm
Overspeed Limit	2070 rpm
Oil Capacity	8.58 gallons (32.5 liters)
Battery	12V 150Ah x 1

Fuel System		
Recommended Fuel	ASTM-D975-No.1 & No.2-D*	
Maximum Fuel Flow (per hour)	37.5 gallons (142 liters)	
Maximum Inlet Restriction (Hg)	8.9 in (225 mm)	
Fuel Tank Capacity	319 gallons (1210 liters)	
Fuel Consumption	gph	lph
At full load	8.9	33.7
At 3/4 load	7.21	27.3
At 1/2 load	5.42	20.5
At 1/4 load	3.94	14.9
DEF Tank Capacity	29.8 gallons (112.9 liters)	

* - Use ultra-low sulfur diesel fuel.

Cooling System	
Fan Load	6.4 hp (4.8 kW)
Coolant Capacity (with radiator)	12.9 gallons (48.7 liters)
Coolant Flow Rate (per minute)	111 gallons (420 liters)
Heat Rejection to Coolant (per minute)	6,375 Btu (6.72 MJ)
Maximum Coolant Friction Head	7.3 psi (50 kPa)
Maximum Coolant Static Head	78.7 ft. (24.1 m)
Ambient Temperature Rating	104°F (40°C)

Air	
Combustion Air	403 cfm (11.4 m ³ /min)
Maximum Air Cleaner Restriction	25 in. H ₂ O (6.25 kPa)
Alternator Cooling Air	1352 cfm (38.3 m ³ /min)
Radiator Cooling Air	7,050 cfm (200 m ³ /min)

Exhaust System	
Gas Flow (full load)	812 cfm (23 m ³ /min)
Gas Temperature	685°F (363°C)
Maximum Back Pressure	39 in. H ₂ O (9.7 kPa)

Amperage	
Rated Voltage	Maximum Amps
1Ø 120 Volt	361 Amps x 2 (Zigzag)
1Ø 240 Volt	361 Amps (Zigzag)
3Ø 208 Volt	361 Amps
3Ø 240 Volt	361 Amps
3Ø 480 Volt	180 Amps
Main Line Circuit Breaker Rating	400 Amps
Over Current Relay Trip Set Point 480V Mode Only	180 Amps

WARRANTY*

John Deere Engine

12 months from date of purchase with unlimited hours or 24 months and prior to the accumulation of 2000 hours (whichever occurs first).

Generator

24 months from date of purchase or 2000 hours (whichever occurs first).

Trailer

12 months excluding normal wear items.

*Refer to the express written, one-year limited warranty sheet for additional information.

NOTICE

Specifications sheet is subject to change and is not intended for use in installation design.



DCA150SSJU4F3

Generator

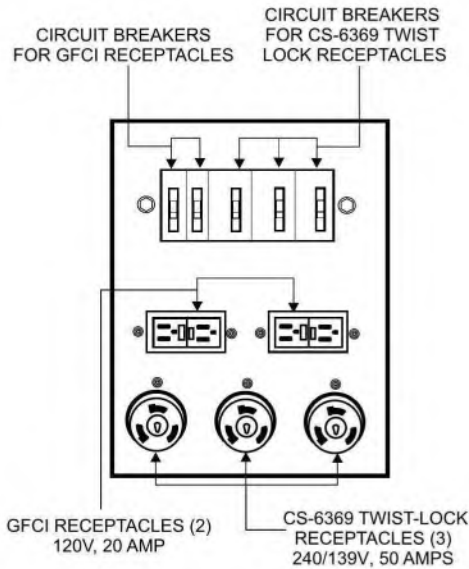
MQ POWER DECIBEL LEVELS

Our soundproof housing allows substantially lower operating noise levels than competitive designs. WhisperWatts are at home on construction sites, in residential neighborhoods, and at hospitals — just about anywhere.

- 90 — Subway / truck traffic
- 80 — Average city traffic
- 70 — Inside car at 60 mph
- 65 — **WhisperWatt at 23 feet**
- 60 — Air conditioner at 20 feet
- 50 — Normal conversation



GENERATOR OUTPUT PANEL



OPTIONAL GENERATOR FEATURES

- **Parallel Controls** — provides the ability to connect multiple generators together into a single power generation system.
- **PowerBalance™** — designed to assist generators when operating under low temperature and/or low load conditions to insure peak performance.
- **Battery Charger** — provides fully automatic and self-adjusting charging to the generator's battery system.
- **Crankcase Vent Blanket with Heating Element** — insures proper crankcase ventilation in freezing conditions. (Unit comes standard with a non-heated crankcase blanket)
- **Trailer Mounted Package** — meets National Highway Traffic Safety Administration (NHTSA) regulations. Trailer is equipped with electronic or surge brakes on all axles.

OPTIONAL CONTROL FEATURES

- **Audible Alarm** alerts operator of abnormal conditions.

OPTIONAL FUEL CELL FEATURES

- **Sub-base Fuel Cells (double wall)** — additional fuel cell for extended runtime operation. Contains a leak sensor, low fuel level switch, and a secondary containment tank. UL142 listed.
- 12 hours of minimum run time.
- 24 hours of minimum run time.

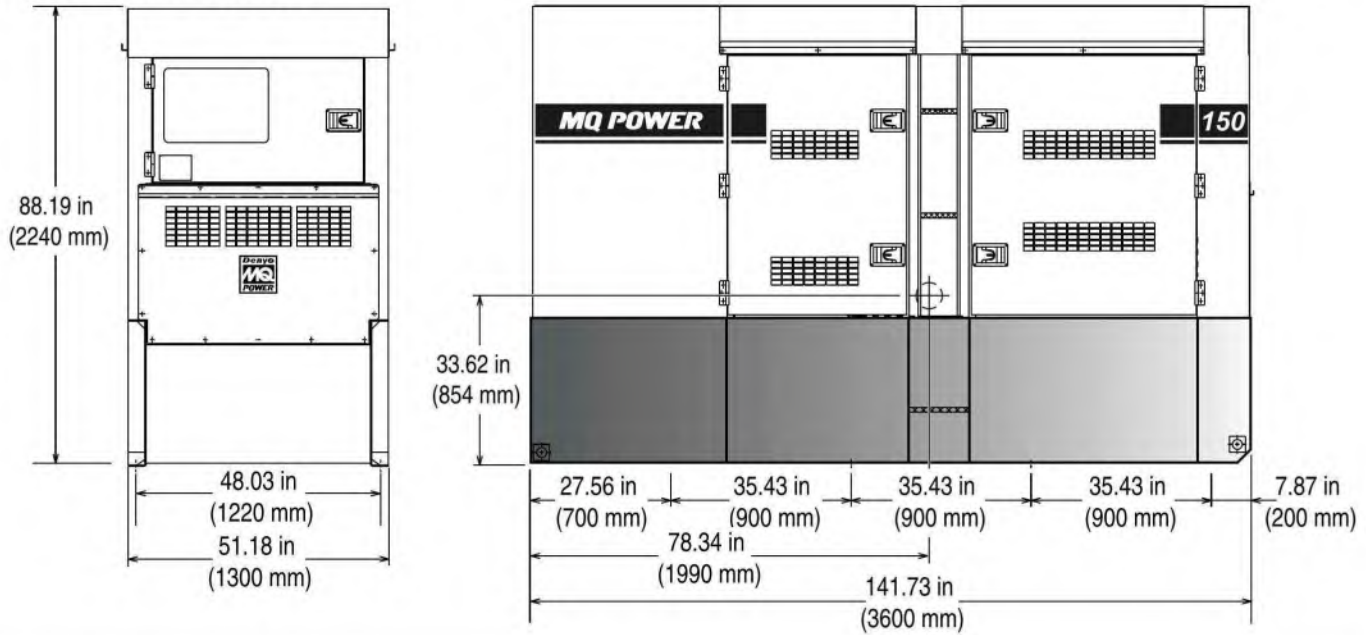
OPTIONAL OUTPUT CONNECTIONS

- **Cam-Lok Connectors** — provides quick disconnect alternative to bolt-on connectors.
- **Pin and Sleeve Connectors** — provides industry standard connectors for all voltage requirements.
- **Output Cable** — available in any custom length and size configuration.

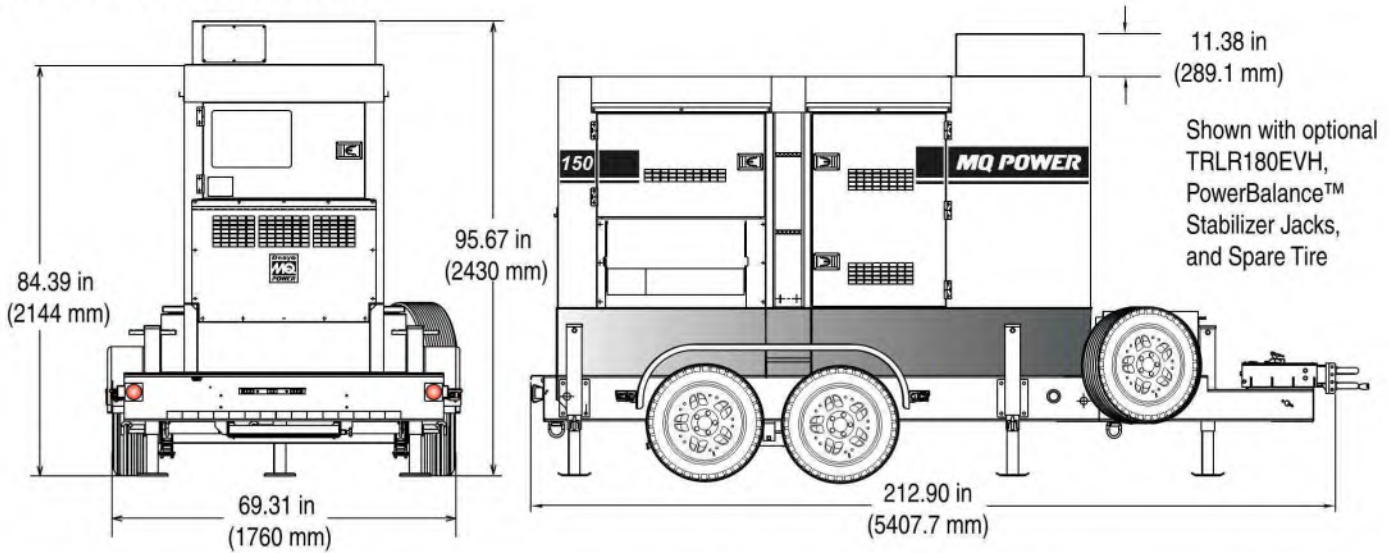


DCA150SSJU4F3 Generator

SKID-MOUNT DIMENSIONS



TRAILER-MOUNT DIMENSIONS



DCA150SSJU4F3 Weights*

Dry Weight	8,201 lbs. (3,720 kg)
Wet Weight	10,869 lbs. (4,930 kg)
Max. Lifting Point Capacity	16,500 lbs. (7,483 kg)

* Weights do not include options.

DCA150SSJU4F3 and TRLR180EV Weights*

Dry Weight (with TRLR180EV)	10,761 lbs. (4,881 kg)
Wet Weight (with TRLR180EV)	13,429 lbs. (6,091 kg)

Generator can be placed on MQ Trailer Model TRLR180EV (H/E) and TRLR220EV (H/E).

NOTICE

Features and Specifications are subject to change without notice.



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EXHIBIT B

HIGHLIGHT HL-SL-S

HIGHLIGHT HL-SL-S-B-300W-SLA-60W-5-40K-B-200AH-GR-1-00



The SolarPath HIGHLIGHT HL-SL-S™ is the premier LED solar illumination technology in its class today. Ultra-bright/High Intensity LED lighting means a total lighting solution for any need. Whether the goal is large area or mid-size to major roadway clarity, our intense and bright full-

spectrum lighting the HIGHLIGHT HL-SL-S™ brings solar lighting performance and sustainability to the next level.

Key features:

- Low installation and maintenance costs.
- IP67 Rating.
- High performance Cree 1W LEDs with 130lm/w.
- Light dimming engine.
- Led's operating life time over 100,000 hours at maximum output.
- Dedicated optical lens per LED for enhanced spread and uniformity.
- LED strings shunt protection.
- Ideal for solar or energy saving electrical applications.
- Battery enclosure
- Aluminum housing for efficient heat dissipation
- Approved IDA
- LM 79/80

Uses and Applications Guide

Mid-size roads	●
Streets lighting	●
Parking lots	●
Boardwalks	●
Farms	●
Public parks	●
Private gardens	●
Access roads	●
Walking paths	●

Technical Specifications

Lighting and Operation	
Lighting Technology	LED Street Light Technology
Brightness	Up to 19,500 Lumen
Color temperature	5,500°K (other may be available upon request)
Available distribution types	I, II, III, IV, V
Standard operation features	<ul style="list-style-type: none"> • Automatic day/night detection • Battery deep discharge and overcharge protection • False activation prevention logic • Computerized self-learning seasons change detection • Auto-adjusting battery charge algorithm according to ambient temperature sensing
Operation time	up to 72 hours (per charge cycle, programming dependent)
Battery Enclosure	Mount at Top/Middle Or In-Ground Pole (Depends on battery Weight)
Energy Collection and Storage	
Solar panel type	Mono/ Poly Crystalline Silicon, Up to 600W (Location Specific)
Battery type	Extreme temperature Deep Cycle AGM / Gel-Cell
Voltage / Current Materials	12VDC/24VDC
Body	Galvanized Steel/Stainless steel and Aluminum
Dimensions (main body)	Depends on configuration
Unit weight	Depends on configuration
EPA	Depends on configuration
IP Rating	IP67
Optional Features	
Integrated Motion Option	Allows for flexible energy saving programming for location with low insolation levels and extreme weather conditions.



Ordering Guide

EXAMPLE: HL-SL-S-A-50W-SLA-25-1-30K-A-50AH-GR-1-00

Model	Solar Panel Quantity	Solar Panel	LED Head	LED Power	Distribution type	LED Color Temp	Battery Quantity	Battery Options	Body Color	Arm	Options
HL-SL-S	A - 1 Panel	50W	SLA	25W	1- Type I	30K	A- 1	50AH	GR- Gray	1- single	00 - not required
	B - 2 Panel	65W	SLB	30W	2- Type II	40K	B- 2	7AH	BK- Black	2- double	01 - motion sensor
	C - 3 Panel	85W	SRS	40W	3- Type III	50K	C- 3	85AH	BZ- Bronze		
	D - 4 Panel	100W	SRL	50W	4- Type IV	57K	D- 4	100AH	WH- White		
		125W	SKA	80W	5- Type V			125AH	Custom		
		135W	FLA	90W				150AH			
		150W	FLW	120W				180AH			
		160W	FLT	150W				200AH			
		180W									
		200W									
		250W									
		300W									
		350W									

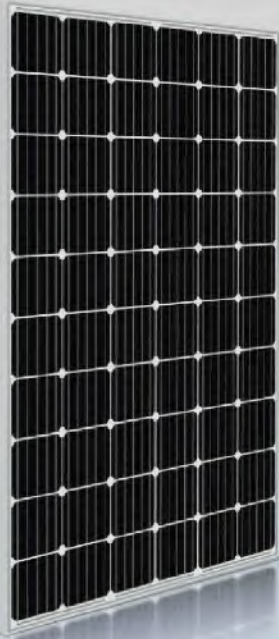


*Up on request.

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Monocrystalline Solar Module

PMS300M-60



Function Features



5 Busbar Solar Cell

5 busbar solar cell adopts new technology to improve the efficiency of modules, offers a better aesthetic appearance, making it perfect for rooftop installation.



High Efficiency

High module conversion efficiency (up to 18.38%), through innovative manufacturing technology.



Severe Weather Resilience

Certified to withstand: wind load (2400 Pascal) and snow load (5400 Pascal).



Low-light Performance

Advanced glass and solar cell surface texturing allow for excellent performance in low-light environments.



Maximized Energy Harvest

Impedance matching technology eliminates mismatch losses, more power from each module bin.

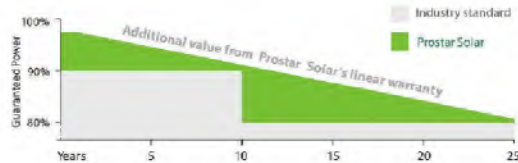


Higher quality assurance

100% EL test before and after lamination, and finished products EL test, providing higher quality assurance.

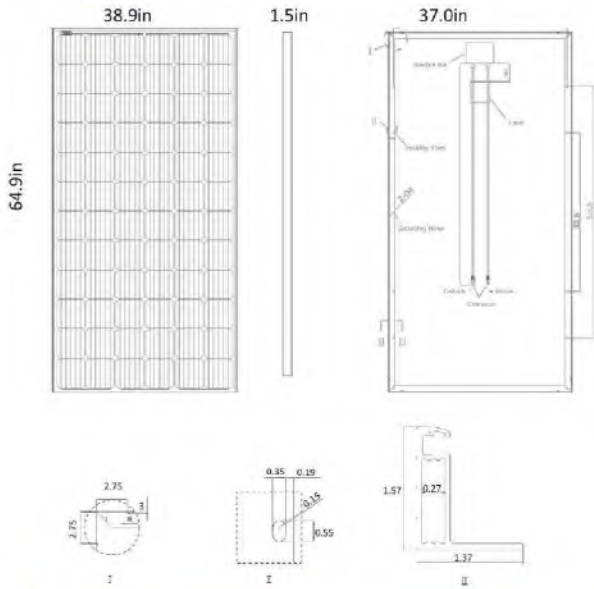
LINEAR PERFORMANCE WARRANTY

- 10-Year Product Warranty
- 25-Year Linear Power Warranty



PMS300M-60

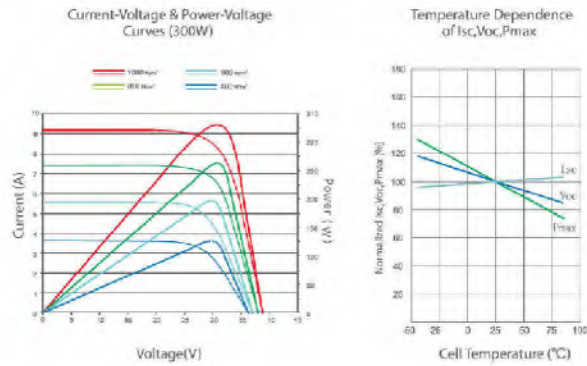
Engineering Drawings



Packaging Configuration

(Two boxes=One pallet)
26pcs/box, 52pcs/pallet, 728pcs/40' GP Container

Current-Voltage Curves



Mechanical Characteristics

Cell Type	Monocrystalline
Cell number	60 (6x10)
Dimensions	64.9x38.9x1.5 inch
Weight	37.4lbs
Front Glass	0.11 in , High Transmission, Low iron, Tempered glass
Frame	Anodized Aluminum Alloy
Junction Box	IP67 Rated
Output Cables	1x0.1in ² , Length: 35.4 in

Technical Specifications

Module Type	PMS300M-60	
	STC	NOCT
Maximum Power (Pmax)	300Wp	225Wp
Maximum Power Voltage (Vmp)	32.6V	30.5V
Maximum Power Current (Imp)	9.20A	7.37A
Open-circuit Voltage (Voc)	40.1V	37.7V
Short-circuit Current (Isc)	9.92A	8.03A
Module Efficiency STC (%)	18.38%	
Operating Temperature (°F)	-40°F-185°F	
Maximum system voltage	1,000VDC (IES)	
Maximum series fuse rating	15A	
Power tolerance	0-+3%	
Temperature coefficient of Pmax	31.2%/°F	
Temperature coefficient of Voc	31.4%/°F	
Temperature coefficient of Isk	31.9%/°F	
Nominal operating cell temperature (NOCT)	111±35°F	

STC: Irradiance 1000W/m² Cell Temperature 77°F AM=1.5

NOCT: Irradiance 800W/m² Ambient Temperature 68°F AM=1.5 Wind Speed 1m/s

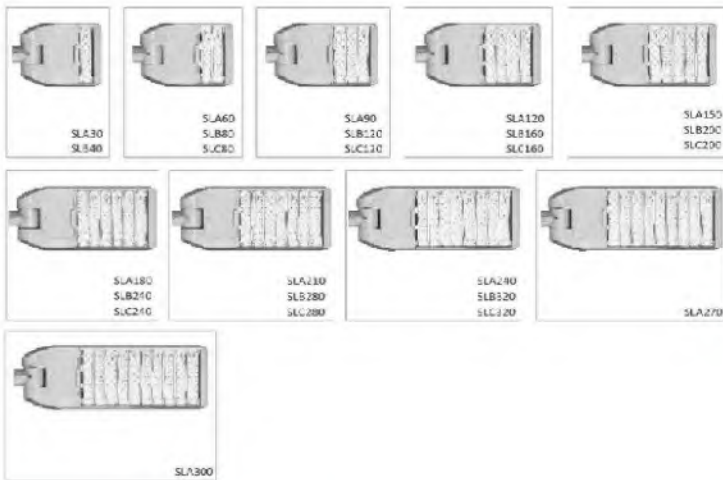
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ALFA Series



The ALFA series is an ideal solution for street lighting, available in multiple drive currents and optical distributions. Combining it with our optional motion sensor allows for even greater energy savings.



FEATURES & BENEFITS

- Modular design allows for easy installation, replacement and maintenance. This design also creates a chimney effect which provides exceptional thermal management.
- Meets 3G vibration per ANSI C136.31-2010.
- Corrosion resistant polyester powder painted 100µm thickness.
- Meets a 1000-hour salt spray certification per ASTM B117/ ISO 9227:2012.
- Over 20 optical lenses are available for virtually any application.
- Slip filter with +/- 20 degree of adjustment for leveling.
- Multiple smart lighting control options are available. e.g. photocell, motion sensor, DALI, 1-10V.
- 10 years limited warranty available.

CERTIFICATIONS

UL/CUL/DLC/LM79/SAA/ENEC/CB/CE/ErP/RoHS/PSE/IK08

TECHNICAL PARAMETERS

Power	30- 320W
Input	120-277VAC or 220-240VAC or 347-480VAC or 12-24VDC
PF	>0.95
THD	<20%
L70/L90	>200,000H/ >60,000H
Operating Temperature	-40F- 122F
Efficacy	120-160lm/W
ANSI CCT	3000K/4000K/5000K/5700K
Min CRI	70* or 80 or 90
IP Rating	IP67
SPD	10KA* or 20KA
Certicate/Qualification	UL/CUL/DLC/LM79/SAA/ENEC/CB/CE/ErP/RoHS/PSE/IK08
DALI	Optional
1-10V	Optional
Photocell	Optional
Smart Control	Optional
Optic (IESNA)	Type I, Type II, Type III, Type IV, Type V
Color Options	Grey/Black/Bronze/White

ORDERING INFORMATION

MODEL (Nominal Power)				OPTIC LENS	CCT (ANSI)	OPTIONAL COLOR	LIGHTING CONTROL	ACCESSORY INFO
SLA30 30W	SLB40 40W	SLC80* 80W	SLD30** 30W	T1M Type I Medium	30K 3045 ±175K	★ GR Grey (RAL7004)	00 Not required	Adaptor Bracket
SLA60 60W	SLB80 80W	SLC120* 120W	SLD40** 40W	T2M Type II Medium	★40K 3985 ±275K	BK Black (RAL9011)	01 Photocell	Bird Spike
SLA90 90W	SLB120 120W	SLC160* 160W	SLD60** 60W	T3M Type III Medium	★50K 5028 ±283K	BZ Bronze (RAL8019)	02 Motion Sensor	3/5/7-pin NEMA
SLA120 120W	SLB160 160W	SLC200* 200W	SLD80** 80W	T3L Type III Long	57K 5665 ±355K	WH White (RAL9010)	03 Photocell + Motion Sensor	Receptacle
SLA150 150W	SLB200 200W	SLC240* 240W	SLD90** 90W	T4S Type IV Short			04 DALI	20KA Surge
SLA180 180W	SLB240 240W	SLC280* 280W	SLD120** 120W	T4M Type IV Medium			05 1-10V dimming	Protection Device
SLA210 210W	SLB280 280W	SLC320* 320W		TSU Average beam angle 10°				Back Light Shield
SLA240 240W	SLB320 320W			TSV Average beam angle 25°				Safety Cable
SLA270 270W				T5W Average beam angle 40°				
SLA300 300W				T5S Average beam angle 60°				
				T5M Average beam angle 90°				
				T5L Average beam angle 120°				
				T5X Average beam angle 150°				
				T5D Diffuser				

* DALI & Motion sensor unavailable

** 1-10V dimming & DALI & Motion sensor unavailable

★ Regular stocked item

✦ Example 1: SLA30-T3M-50K-GR-03

✦ Example 2: SLB40-T2M-50K-BK-02

01. HOUSING

- Die cast aluminum housing.
- Modular design allows for easy installation, replacement and maintenance. This design also creates a chimney effect which enable passive heat dissipation.
- IK08 Rated.
- Meets 3G vibration per ANSI C136.31-2010

02. FINISH

- Corrosion resistant polyester powder painted 100µm thickness.
- Meets a 1000-hour salt spray certification per ASTM B117/ ISO 9227:2012.
- Standard colors: Grey, Black, Bronze and White.
- Customized colors are available.

03. LED & OPTICAL ASSEMBLY

- Each PCB are mounted with a TVS (Transient Voltage Suppressors) to protect the LEDs from voltage transients induced by lightning and other transient voltage events.
- High-uniformity LED optics are constructed of durable optical polycarbonate that is impact and UV resistant.
- The metal plate provides double protection for the LED light engine and prolongs LED optics life.
- Over 15 optical lenses are available for virtually any application.
- Each LED module are 100% tested prior to assembly which is IP67 rated.

04. MOUNTING

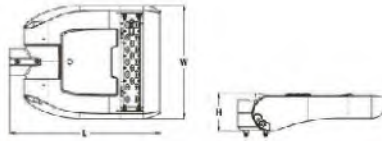
- Side-entry or post-top mounting.
- Slipfitter with +/- 20 degree of adjustment for leveling.
- Standard mounting diameter is 2 3/8"(60mm), custom adaptors are available for smaller diameters.
- Brackets are available for different installations.

05. ELECTRICAL/ KEY COMPONENTS/ CONTROLS

- 120-277VAC and 347-480VAC and 12-24VDC available.
- Standard maximum surge protection to 20kV/10kA per ANSI/IEEE C62.41.2-2002.
- First class driver and connectors, e.g. MOLEX, WAGO.
- Multiple smart lighting control options are available, e.g. photocell, motion sensor,
- DALI, 1-10V.
- 3-pin/ 5-pin/ 7-pin photocell are available for light level adjustments.

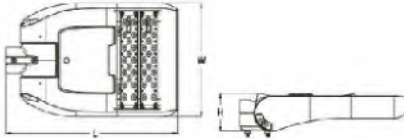
06. PRODUCT CERTIFICATIONS

- UL/CUL/DLC/LM79/SAA/ENEC/CB/CE/IP67/ErP/RoHS/PSE/IK08



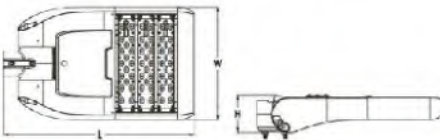
Model	SLA30/SLB40/SLD30/SLD40	Net Weight	6.13kg(13.51lbs)
LED Modules	1	Gross Weight	6.94kg(15.30lbs)
LEDs	18	Product Dimensions	463x345x116mm 18.23"x13.58"x4.57"
EPA (sq. ft.)	0.72	Carton Dimensions	525x415x175mm 20.67"x16.34"x6.89"

Model No.	System Power	Voltage	Drive Current	Luminous Flux		Efficacy (lm/W)
				3000K	4000 /5000K	
SLA30	31W	120-277VAC	530mA	3627lm	4030lm	130
SLB40	41W	120-277VAC	700mA	4613lm	5125lm	125
SLD30	31W	9-18VDC or 18-32VDC	500mA	3627lm	4030lm	130
SLD40	41W	9-18VDC or 18-32VDC	700mA	4613lm	5125lm	125



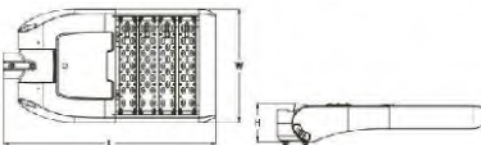
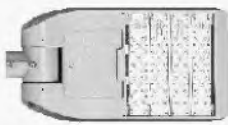
Model	SLA60/SLB80/SLC80/SLD60/SLD80	Net Weight	7.09kg(15.63lbs)
LED Modules	2	Gross Weight	8.12kg(17.90lbs)
LED's	36	Product Dimensions	523x345x116mm 20.59"x13.58"x4.57"
EPA (sq. ft.)	0.783	Carton Dimensions	585x415x175mm 23.03"x16.34"x6.89"

Model No.	System Power	Voltage	Drive Current	Luminous Flux		Efficacy (lm/W)
				3000K	4000 /5000K	
SLA60	61W	120-277VAC	530mA	7247lm	8052lm	132
SLB80	78W	120-277VAC	700mA	8986lm	9984lm	128
SLC80	78W	347-480VAC	700mA	8986lm	9984lm	128
SLD60	61W	9-18VDC or 18-32VDC	500mA	7247lm	8052lm	132
SLD80	78W	9-18VDC or 18-32VDC	700mA	8986lm	9984lm	128



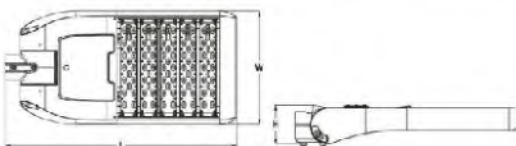
Model	SLA90/SLB120/SLC120/SLD90/SLD120	Net Weight	8.02kg(17.68lbs)
LED Modules	3	Gross Weight	9.24kg(20.37lbs)
LEDs	54	Product Dimensions	583x345x116mm 22.95"x13.58"x4.57"
EPA (sq. ft.)	0.846	Carton Dimensions	645x415x175mm 25.39"x16.34"x6.89"

Model No.	System Power	Voltage	Drive Current	Luminous Flux		Efficacy (lm/W)
				3000K	4000 /5000K	
SLA90	87W	120-277VAC	530mA	10571lm	11745lm	135
SLB120	118W	120-277VAC	700mA	13806lm	15340lm	130
SLC120	118W	347-480VAC	700mA	13806lm	15340lm	130
SLD90	87W	9-18VDC or 18-32VDC	500mA	10571lm	11745lm	135
SLD120	118W	9-18VDC or 18-32VDC	700mA	13806lm	15340lm	130



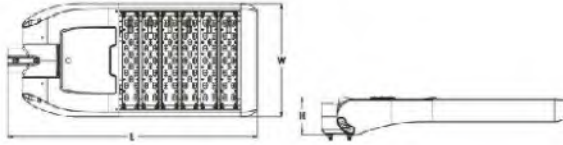
Model	SLA120/SLB160/SLC160	Net Weight	8.71kg(19.20lbs)
LED Modules	4	Gross Weight	9.84kg(21.69lbs)
LEDs	72	Product Dimensions	643x345x116mm 25.31"x13.58"x4.57"
EPA (sq. ft.)	0.912	Carton Dimensions	705x415x175mm 27.76"x16.34"x6.89"

Model No.	System Power	Voltage	Drive Current	Luminous Flux		Efficacy (lm/W)
				3000K	4000 /5000K	
SLA120	110W	120-277VAC	530mA	13365lm	14850lm	135
SLB160	156W	120-277VAC	700mA	16252lm	20280lm	130
SLC160	156W	347-480VAC	700mA	16252lm	20280lm	130



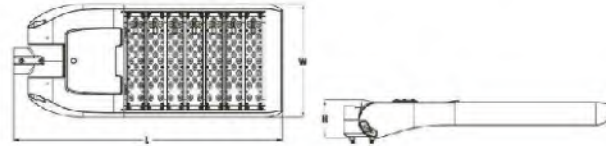
Model	SLA150/SLB200/SLC200	Net Weight	9.47kg(20.88lbs)
LED Modules	5	Gross Weight	10.73kg(23.66lbs)
LEDs	90	Product Dimensions	703x345x116mm 27.68"x13.58"x4.57"
EPA (sq. ft.)	0.977	Carton Dimensions	765x415x175mm 30.12"x16.34"x6.89"

Model No.	System Power	Voltage	Drive Current	Luminous Flux		Efficacy (lm/W)
				3000K	4000 /5000K	
SLA150	141W	120-277VAC	530mA	17132lm	19035lm	135
SLB200	196W	120-277VAC	700mA	22932lm	25480lm	130
SLC200	196W	347-480VAC	700mA	22932lm	25480lm	130



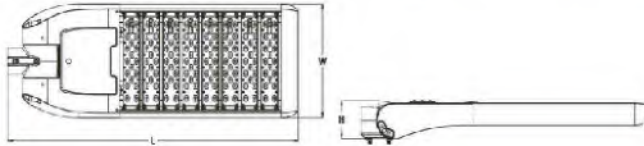
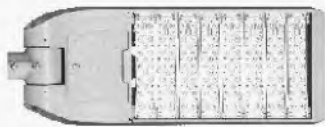
Model	SLA180/SLB240/SLC240	Net Weight	10.98kg(24.21lbs)
LED Modules	6	Gross Weight	12.35kg(27.23lbs)
LEDs	108	Product Dimensions	763x345x116mm 30.04"x13.58"x4.57"
EPA (sq.ft.)	1.046	Carton Dimensions	825x415x175mm 32.48"x16.34"x6.89"

Model No.	System Power	Voltage	Drive Current	Luminous Flux		Efficacy (lm/W)
				3000K	4000 /5000K	
SLA180	172W	120-277VAC	530mA	20898lm	23220lm	135
SLB240	234W	120-277VAC	700mA	27378lm	30420lm	130
SLC240	234W	347-480VAC	700mA	27378lm	30420lm	130



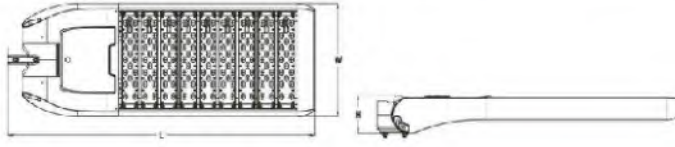
Model	SLA210/SLB280/SLC280	Net Weight	11.62kg(25.62lbs)
LED Modules	7	Gross Weight	13.0kg(28.66lbs)
LEDs	126	Product Dimensions	823x345x116mm 32.40"x13.58"x4.57"
EPA (sq.ft.)	1.115	Carton Dimensions	885x415x175mm 34.84"x16.34"x6.89"

Model No.	System Power	Voltage	Drive Current	Luminous Flux		Efficacy (lm/W)
				3000K	4000 /5000K	
SLA210	202W	120-277VAC	530mA	24543lm	27270lm	135
SLB280	274W	120-277VAC	700mA	32058lm	35620lm	130
SLC280	274W	347-480VAC	700mA	32058lm	35620lm	130



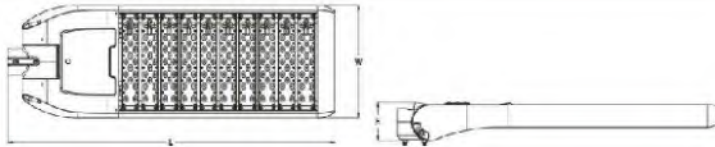
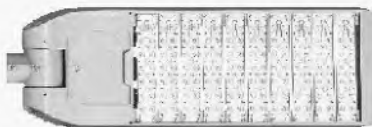
Model	SLA240/SLB320/SLC320	Net Weight	12.39kg(27.32lbs)
LED Modules	8	Gross Weight	13.72kg(30.25lbs)
LEDs	144	Product Dimensions	883x345x116mm 34.76"x13.58"x4.57"
EPA(sq.ft.)	1.184	Carton Dimensions	945x415x175mm 37.20"x16.34"x6.89"

Model No.	System Power	Voltage	Drive Current	Luminous Flux		Efficacy (lm/W)
				3000K	4000 /5000K	
SLA240	228W	120-277VAC	530mA	27702lm	30780lm	135
SLB320	310W	120-277VAC	700mA	36270lm	40300lm	130
SLC320	310W	347-480VAC	700mA	36270lm	40300lm	130



Model	SLA270	Net Weight	13.06kg(28.79lbs)
LED Modules	9	Gross Weight	14.66kg(32.32lbs)
LEDs	162	Product Dimensions	943x345x116mm 37.13"x13.58"x4.57"
EPA (sq.ft.)	1.254	Carton Dimensions	1005x415x175mm 39.57"x16.34"x6.89"

Model No.	System Power	Voltage	Drive Current	Luminous Flux		Efficacy (lm/W)
				3000K	4000 /5000K	
SLA270	256W	120-277VAC	530mA	31104lm	34560lm	135

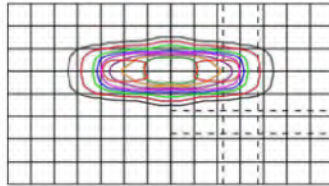


Model	SLA300	Net Weight	13.73kg(30.27lbs)
LED Modules	10	Gross Weight	15.60kg(34.39lbs)
LEDs	180	Product Dimensions	1003x345x116mm 39.49"x13.58"x4.57"
EPA (sq.ft.)	1.325	Carton Dimensions	1065x415x175mm 41.93"x16.34"x6.89"

Model No.	System Power	Voltage	Drive Current	Luminous Flux		Efficacy (lm/W)
				3000K	4000 /5000K	
SLA300	283W	120-277VAC	530mA	34385lm	38205lm	135

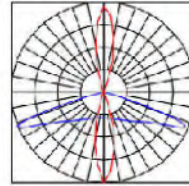


ISO Plat

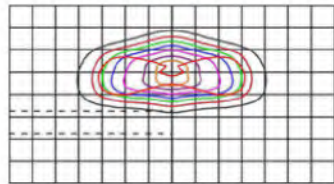
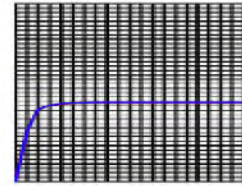


M Type I Medium

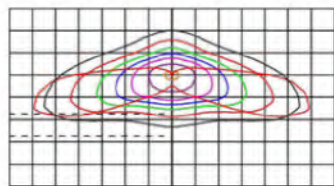
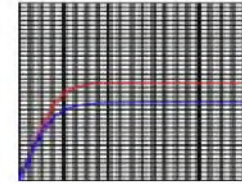
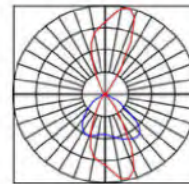
Polar Curve



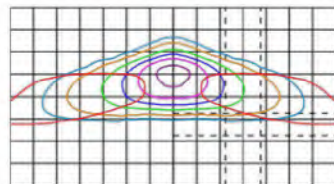
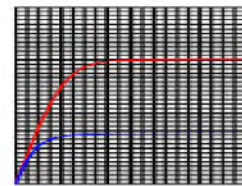
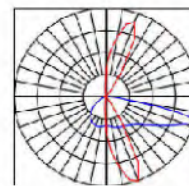
Cu Graph



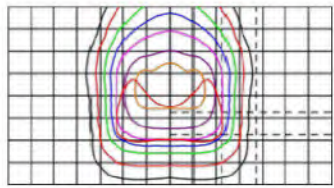
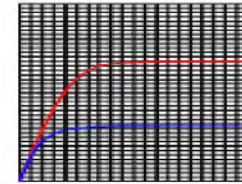
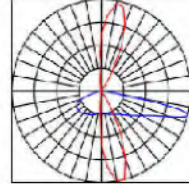
T2M Type II Medium



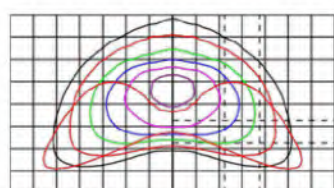
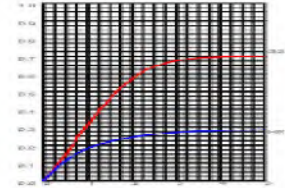
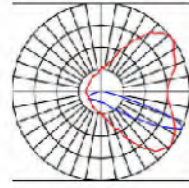
T3M Type III Medium



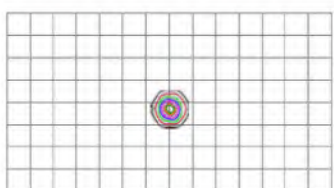
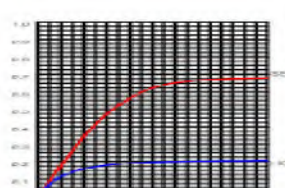
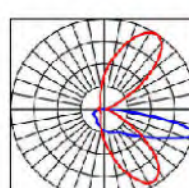
T3L Type III Long



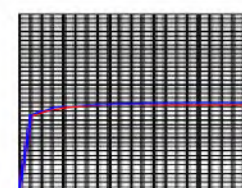
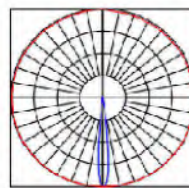
T4S Type IV Short



T4M Type IV Medium

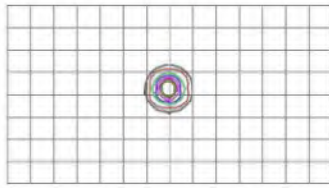


T5U Average beam angle 10°

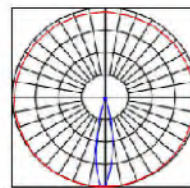




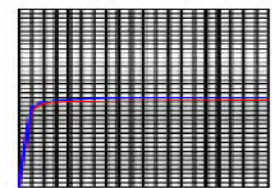
ISO Plat



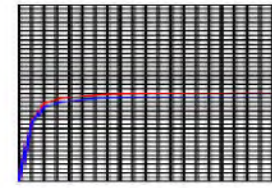
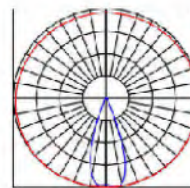
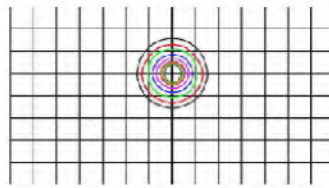
Polar Curve



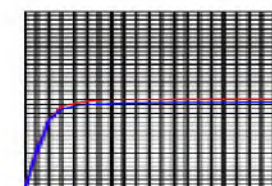
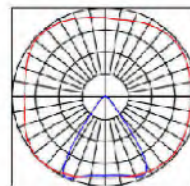
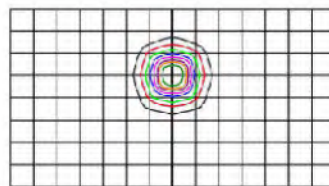
Cu Graph



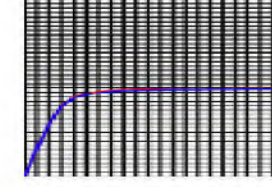
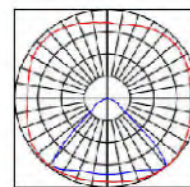
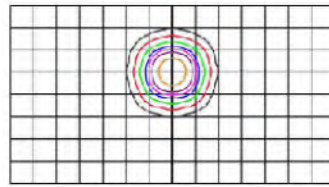
T5V Average beam angle 25°



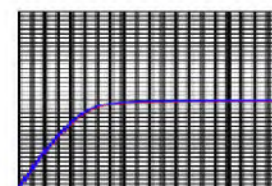
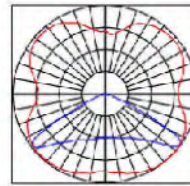
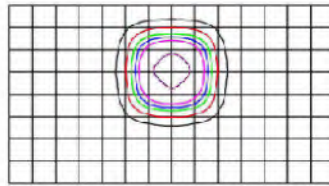
T5W Average beam angle 40°



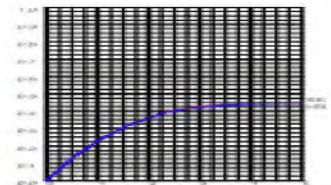
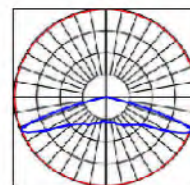
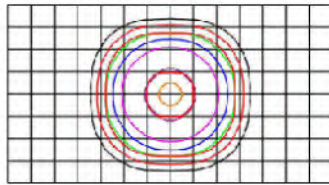
T5S Average beam angle 60°



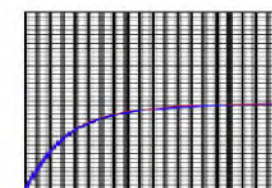
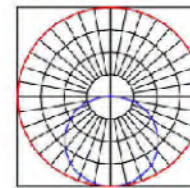
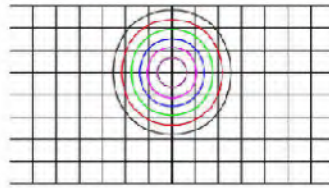
T5M Average beam angle 90°



T5L Average beam angle 120°



T5X Average beam angle 150°



T5D Diffuser

SPB-200 12V200Ah

12V 200AH GEL BATTERY

SPECIFICATIONS

Model	Nominal Voltage (v)	Capacity (Ah)	Dimensions (±3mm)			
			Length	Width	Height	Total Height
SPB-12V/200AH	12	200	20.51 in	10.70 in	8.66 in	8.66 in

CONSTANT POWER DISCHARGE TABLES

Cut-off Voltage (V)	Minutes				
	5	10	15	20	30
1.6	1135.6	819.4	622.2	513.4	370.6
1.65	1077.8	792.2	605.2	503.2	367.2
1.7	1003	754.8	584.8	486.2	360.4
1.75	872.1	632.4	479.4	426.7	336.8
1.8	770.1	554.2	474.3	414.8	331.5
1.85	700.4	561	476	404.6	324.7

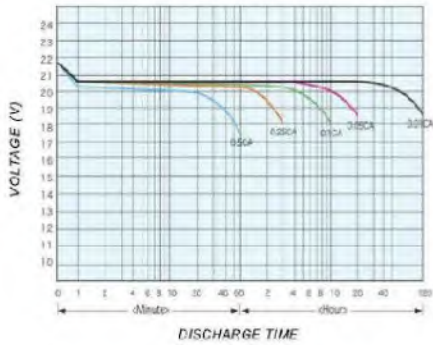
Cut-off Voltage (V)	Hours						
	1	2	3	5	6	8	10
1.6	221.34	128.18	93.5	61.54	55.44	43.92	37.08
1.65	217.94	127.5	93.16	61.54	55.44	43.56	36.72
1.7	216.24	126.48	92.48	61.2	55.08	43.56	35.72
1.75	205.7	119	92.65	60.86	55.44	43.2	35.72
1.8	202.3	117.3	91.48	60.35	54.38	42.86	35.54
1.85	198.9	115.6	90.44	59.84	53.46	42.3	35.18

RENDERINGS

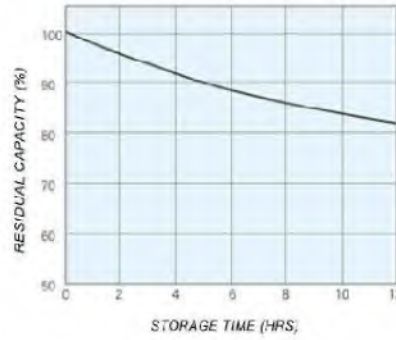


PERFORMANCE CURVES

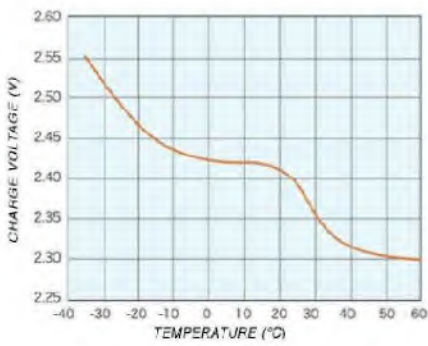
BATTERY DISCHARGE CURVE AT 25°C



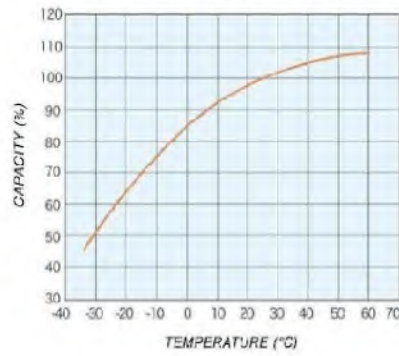
BATTERY SELF-DISCHARGE DURING STORAGE AT 25°C



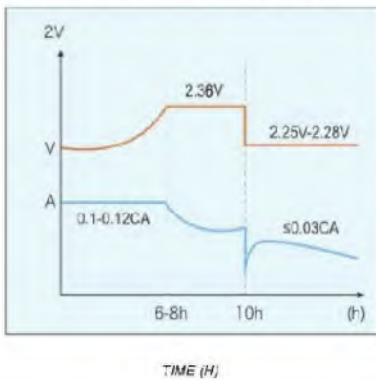
BATTERY CHARGE VOLTAGE VS. TEMPERATURE



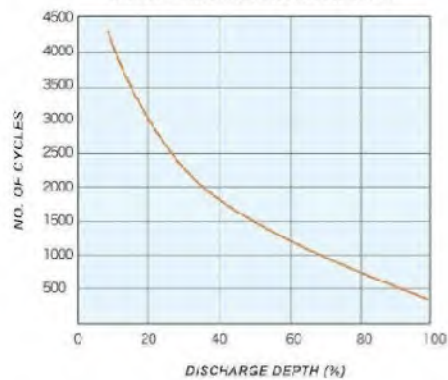
BATTERY CAPACITY VS. TEMPERATURE ENVIRONMENT



BATTERY CHARGE CURVE AT 25°C



BATTERY DISCHARGE DEPTH VS. CYCLE TIME RELATION AT 25°C



General Features

- ⌘ Made with AGM glass-fiber separators
- ⌘ Designed to operate for up to 10 years at 77°F
- ⌘ Up to 1,000 cycles at 30% DOD
- ⌘ Fire proof battery case
- ⌘ Easy installation
- ⌘ Sealed and maintenance free
- ⌘ No memory retention
- ⌘ Extreme temperature resistance (-4°F-140°F)



Applications

- ⌘ Solar System (Off-grid)
- ⌘ UPS and computer standby power supply
- ⌘ Firefighting equipment standby power supply
- ⌘ Medical treatment equipment, Alarm system
- ⌘ Telecommunications system,, Railway station,
- ⌘ Ship Equipment, Military Equipment
- ⌘ Control systems, Emergency lamp,

Intelligent Wireless all-in-one MPPT solar charge controller with step-up LED driver

SR-MPC2415/SR-MPC2410 User Manual



Model	MPC2410		MPC2415	
	Battery voltage	12V	24V	12V
Max.solar input power	130W	260W	200W	400W
Max.solar input voltage	17V~60V	34V~60V	17V~60V	34V~60V
Max.Voc of solar panel	<75V			
Max.charging current	10A		15A	
Max.LED power	60W	120W	80W	160W
The No. Of LED in series	5~18	10~18	5~18	10~18
LED output voltage	15V~60V	30V~60V	15V~60V	30V~60V

Dear Users,

Thank you very much for choose our products. Pls read our manual carefully before using.



I . Features:

Support both lead acid(Gel included) and lithium battery both for 12V and 24V system

Adopts MPPT charging method, which supports the Voc of solar panels≤75V

With step-up constant current source for output, which can drive 18 LEDs in series

Multi-crest MPPT tech, adapts to the solar panel which is under shadow or partly damaged

levels dimming design(including morning lighting 4





IR remote control: for parameter setting, parameter reading and historical data checking

Auto identify day/night

Very low dormancy loss: 0.06W

Protections: IP68, over charge/over discharge protection, reverse connection protection, reverse charging protection, over load/over current protection, short circuit/open circuit protection, over temperature protection, TVS lightning protection

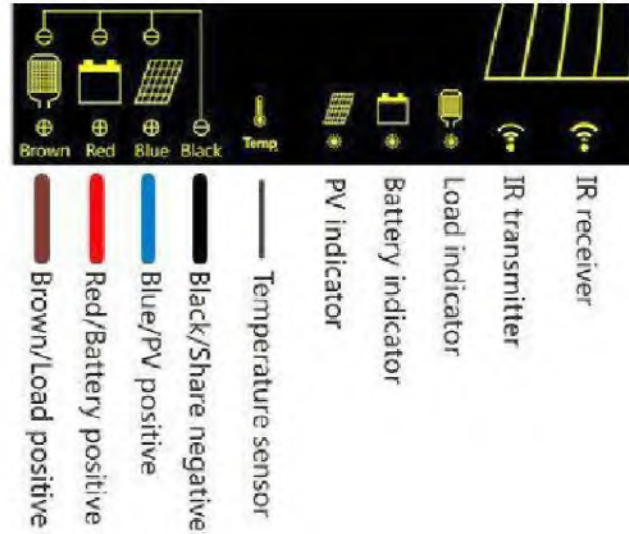
II . Instructions.

1.  The solar panel voltage may exceeds human safety voltage, pls use insulating tools while operation.
2.  Pls wiring correctly, do not wrong wiring, reverse connection or it will be short circuit. Though our controller have all the protections, but it will do harm to our controller and your solar battery.
3.  The wiring of the whole system will be varies, pls pay attention to insulation, wrap up each wire after it's connected.
4.  Our MPPT controller is designed for the VI curve of solar panel, it's not suitable for constant voltage DC power supply.
5. Choose the wires which is of enough capacity, to avoid big loss on the wiring.
6. Our controller will emit heat during operation, so pls install it in ventilated and heat dissipated place.
7. Fully charged of the battery is very important, pls fully charge the battery once a monty, or the battery will be damaged.
8. Please do not dip the controller into the corrosive liquid otherwise the controller will be damaged and release harmful gas.
9. Because the battery stores lots of energy, do not allow the battery short circuit in any case. We suggest tandem connect a fuse on the battery.

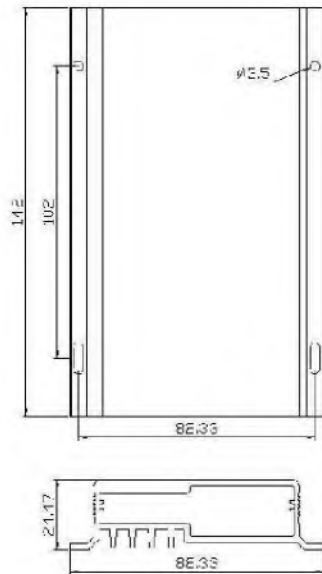


10. The battery may release combustible gas, please far away from the spark.
11. Ensure the children are far away from battery and controller.
12. Please abide by the battery manufacturer's safety suggestion.

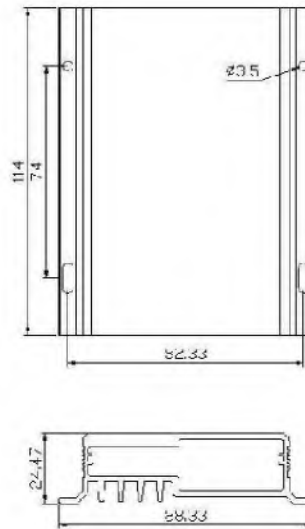
III. Faceplate.



Size



SR-MPC2415 Dimension as below:
 Overall dimensions: 142*88.33*24.47 (mm)
 Installation dimensions: 102*82.33 (mm)
 Installation aperture: ϕ 3.5(mm)






SR-MPC2410 Dimension as below:
 Overall dimensions: 114*88.33*24.47 (mm)
 Installation dimensions: 74*82.33 (mm)
 Installation aperture: ϕ 3.5(mm)

IV. Installation

1. Controller fixed: 1st type: Fixed the controller in the case by M3 screw. 2nd type: Fixed the controller in the holder inside of the pole by the screw or iron wire. Pls protect against freezing, flooding and wire damage.
2. Cable use: ① Pls use the cable which ampere density less than $4A/mm^2$; Besides, if the battery cable more than 2m, pls calculate the ampere density ($8/length$) A/mm^2 , Unit: m; ② Do not strip the insulation of the battery cable before connect to the controller to avoid cause the battery short circuit. ③ Use the suitable length cable which can decrease the E-loss.
3. Connection ①—Black/Share negative: connect the share negative with battery, pv and battery's negative; Connect the negative to ground if request. Attention: use the electrical tape to hold it tight.
4. Connection ②—Brown/Battery positive: after connect correct the middle indicator will open. The red indicator instead of the lead acid battery, the green indicatory instead of the lithium battery. Attention: use the electrical tape to hold it tight.
5. Remote control setting: This step can be neglected if controller have been set before installed. The load and battery might be damaged if connected after controller star working. Pls setting the correct parameter before connected.
6. Connection ③—Red/Load positive: with two function can check whether the load is connected correct or not: 1. Press the "test" key, the load indicator and LED light will be on. Press the test key again can test the light by different power (100%-70%-30%-0%). 2. If without remote control, can remove solar panel and waiting after light control delay time (setting by remote control before, 1mini default), Load indicator and LED light both will be on. Attention: use the electrical tape to hold it tight.
7. Connection ④—Blue/PV positive: Solar panel voltage might be exceed 36V (safe voltage), attended prevent electric shock. The solar panel connected ok, PV indicator will be on after 10s later means that in charging. Now can use the Ampere meter to test the charging current is normal or not. Attention: use the electrical tape to hold it tight.

The mentioned above are the connection suggestion which consider about the system safety and easy operation. If use other connection sequence, controller will not damage but will showed different indication. When connected pls consider about the system safety. For example, just connected the solar panel under the lead acid battery mode, three indicator will be on in turn until connecting the battery.

VI. Working Status Indication Specification

	Serial Number	Indicating Status	State of charge
	Charging indication	Normally on.	Charge at Max. Power.
		Slow flash. (light for 1s, off for 1s, the cycle is 2s)	Boost charging.
		Single flash. (light for 0.1s, off for 1.9s, the cycle is 2s)	Float charging.
		Fast flash. (light for 0.1s, off for 0.1s, the cycle is 0.2s)	Equalizing charge.
		Double flash. (light for 0.1s, off for 0.1s, reopen for 0.1s, reclose for 1.7s, the cycle is 2s)	Current limited charging.
		Off	Solar panel voltage too low can not charging.
	Battery indication	Red light: Lead acid battery; Green light: lithium battery	
		Normally on.	The battery voltage is normal.
		Slow flash. (light for 1s, off for 1s, the cycle is 2s)	The battery is over discharged.
		Fast flash. (light for 0.1s, off for 0.1s, the cycle is 0.2s)	The battery is over voltage.
	Load indication	Normally on.	Load open
		Slow flash. (light for 1s, off for 1s, the cycle is 2s)	Open circuit.(Load)
		Fast flash. (light for 0.1s, off for 0.1s, the cycle is 0.2s)	Short circuit.(Load)
		Off	Load closed
	Other indication	Three indicator were opened in turn and circle.	System only connect with solar panel.
		Three indicator were closed.	Without power or in sleeping mode.

VII. Load Working Mode Specification:

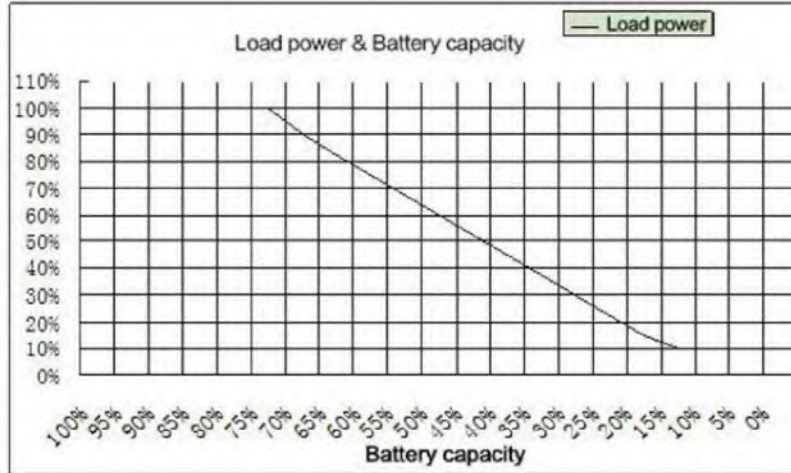
1. Light control/Close the load: MPC controller can recognize night and open the load ;And it also can recognize day and closed the light even though it does not reach to the working time set in advance. Solar panel voltage less than light control voltage recognize as night. Solar panel voltage more than “light control voltage+1V” recognize as day.

2.MPC controller with four section working mode, the 4th section is morning light time and each section can be adjust range from 0 to 15hours,power is from 0% to 100%,the adjustment unit is 1hours and 10% power. This four section can be setting and combine to different mode, for example:

- ① Light is working all night: four section working time should be setting more than night length.
- ② Light is working 5hours at night: the first three section total working time is 5hours and morning light time is 0hour.
- ③ Light is working at all night but delay 2hours start: the first section”2hours,0% power”, other sections the working time setting should be more than night length.
- ④ Light is open but delay 2hours start and then running 5hours and light again 2hours before dawn : the first section”2hours,0% power”, 2nd and 3rd sections the total working time setting is 5hours and morning light section(the 4th section) setting 2hours.
- ⑤ Light is working 4hours at night and morning light 2hours: the first three section total working time is 4hours and morning light time(the 4th section) is 2hours.
- ⑥ Moring light mode working 3hours before dawn : the first three section total working time is 0hour and morning light time(the 4th section) is 3hours.

3. LED Intelligent Power Control : While customer open the “Intelligent power” mode, the controller will enter to the intelligent power control mode, The LED load power will adjust automatically according to the battery power. The working time and load power preset before is still valid; system will compare with the automatically power and the preset power, and choose the smaller one as the load output power.

For example: when the battery power is 50%,intelligent power mode calculate the load power is 60%,if customer preset the load power as 100%,the system will choose 60% as load power. If customer preset the load power as 20%, the system will choose 20% as load power.



4. Test mode: Use for testing no matter at night or on day time. Press the test key, the LED indicator and the LED light will open, press the test key again the power of the led light will change with four sections:100%→70%→30% →0%→100%→...Without any operation about 1min,controller will exit the test mode.

VIII. Energy saving and sleep mode

1. Energy saving mode : if no need lighting, controller will enter the energy saving mode. The second days will exitthe energy saving mode after sunshine.
2. Sleeping mode: Battery over-discharge 1mni later or in short circuit protection 6times continuous will enter sleeping mode and the three indicators will be closed. The second day when battery is charging ,controller will exit sleeping mode.
3. In sleeping mode, remote control can awake the controller temporary and will enter sleeping mode again 1min later.

The system has been running many days and found that three indicator closed, it might be in sleeping mode can try to awake by remote control.

IX. Remote control setting de clare (Setting description pls refer to the remote control specification)

1. The remote control model(Use forMPC): SR-CU-M
2. Press any key to start the remote control. Long press"+" and "Light" 3s can lock/unlock the remote control: When remote control lock, can not read and setting data.
3. Aim at the controller and press "Param" key(parameter) can read the data from controller. A long voice "beep" means that success. Three times "beep-beep-beep" voice means that failure.
4. Press"+", "-", "Set" key can setting parameter. Remark: Pls choose the battery type firstly because the data setting will be different.
5. Aim at the controller and press "Send" key to send and setting controller data.
6. Aim at the controller and press "State" key to read the historical data including running date, over-discharging times, full charging times and the change data of battery voltage within 7days.
7. Aim at the controller and press "Test" key to test the light is on or off.
8. Press the "BackL" key, the backlight will be open which suitable to use at night.
9. Press the " Light" key, the light in front of the remote control will be open which suitable to use at night.
10. The remote control will enter sleep mode when without use after 1mins.

The remote control can keep two group data including Lead-acid battery and Lithium battery. When change the battery type, the data will change according to the battery type what u choose, pls setting the battery type firstly.

X. Parameter

Parameter Name	Value				adjustability	Default value
Model	MPC2410		MPC2415			
Supported battery	Lead acid battery(gel included) and lithium battery				√	
Battery voltage	"12V"	"24V"	"12V"	"24V"	Lithium battery only	
Battery voltage range	7V~36V					
Charge current	10A		15A			
Limited charge current	10A		15A			
Solar panel power	130W	260W	200W	400W		
Solar input voltage	17V~60V	34V~60V	17V~60V	34V~60V		
Circuit efficiency	≤95%	≤97%	≤95%	≤97%		
No-load loss	≤0.55W/normally operation,≤0.32W/energy saving mode, ≤0.06W/sleep mode					
Voc of solar panel	<75V					
MPPT tracking efficiency	>99%					
Limited Charge voltage	15.5V; ×2/24V					
Over voltage protection	17.0V; ×2/24V					
Equalizing charge voltage	For lead acid battery	(Equalizing charge voltage+ 0.4V); ×2/24V(25℃)				
Equalizing charge time		1 hour				
Equalizing charge		30 days				

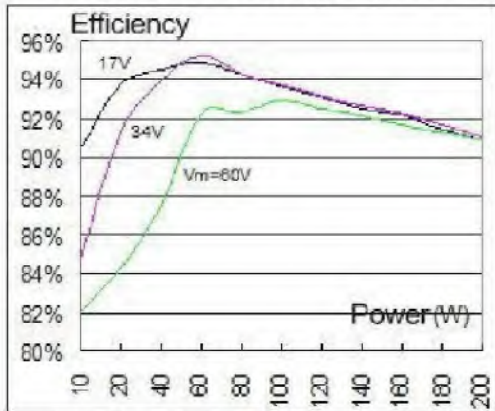
interval						
Boost charge voltage	7.5V~15.5V; ×2/24V(25℃)				√	14.4V
Boost charge time	4 hours					
Float charge voltage	7.5V~15.5V; ×2/24V(25℃)				√	13.8V
Temperature compensation	-3.0mV/℃/2V					
Charging prohibited under 0℃	<yes, no>				√	no
Charging method	For lithium battery	<0, 1>			Invalid setting	
Over charge voltage		7.5V~15.5V; ×2/24V			√	14.6V
Over-charge recover voltage		7.5V~15.5V; ×2/24V			√	13.6V
Over-discharge recover voltage	7.5V~15.5V; ×2/24V					12.6V
Over-discharge voltage	7.5V~15.5V; ×2/24V				√	11.0V
Max load power	60W	120W	80W	160W		
LED in series(S)	5~18	10~18	5~18	10~18		
Output voltage range	15V~60V	30V~60V	15V~60V	30V~60V		
Output current range	70~4200 mA		70~5600 mA		√	900mA
Output current accuracy	±3% or ±30mA					
Light control voltage	5V~15V; ×2/24V				√	10V
Light open time delay	1 to 50min					
Light close time delay	1min					
Working temperature	-40℃ ~ +60℃					
Internal overtemperature protection	70℃~85℃decrease the power step by step, when over 85℃, load or charging will be off.					
Weight	390g		490g			
Product dimension	114×88.3×24.5(mm)		142×88.3×24.5(mm)			
Installation dimension	74×82.3(mm) , aperture 3.5		102×82.3(mm), aperture 3.5			
Protection	1.IP68 degree; 2. PV and Battery reverse connection; 4. internal overheat; 5.PV over voltage, short circuit; 6.charge,discharge over load; 7.Anti converse charge at night; 8.TVS protection to PV. 9. Load short circuit, open circuit ;10. Battery open circuit					

Remark:

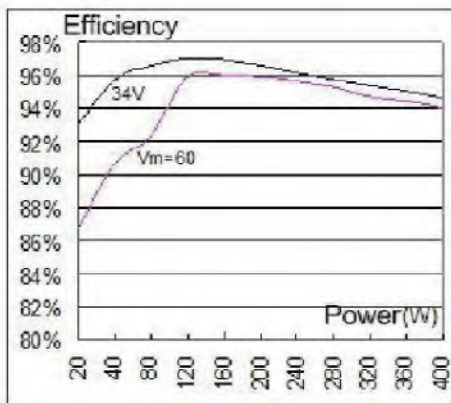
1. The real mini output voltage is higher than currently battery voltage about 1V.
2. The real mini output voltage is limited by mini output current 70mA and mini output voltage.

XI. Typical efficiency diagram

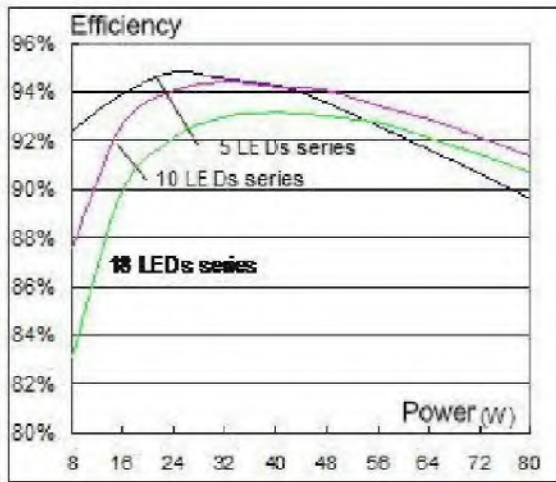
1. Controller energy conversion efficiency(Conditions:SR-MPC2415,MPPT charging,13.3V battery, PV peak voltage 17V,34V,60V)



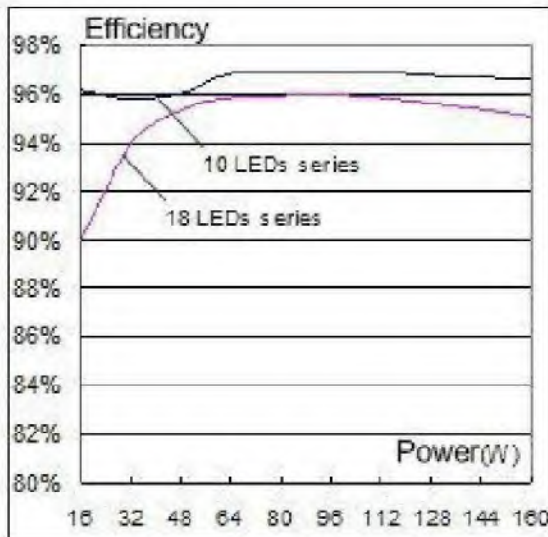
2. Controller energy conversion efficiency(Conditions:SR-MPC2415,MPPT charging,26.6V battery, PV peak voltage 34V,60V)



3. Controller energy conversion efficiency(Conditions:SR-MPC2415,constant current output ,13.3V battery,5 pcs /10 pcs/18pcs LEDs in series,80Wmax)

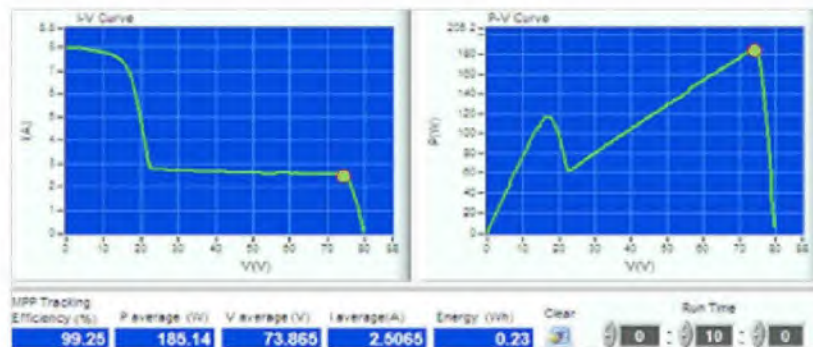


1. Controller energy conversion efficiency (Conditions: SR-MPC2415, constant current output, 26.6V battery, 10 pcs/18pcs LEDs in series, 160Wmax)

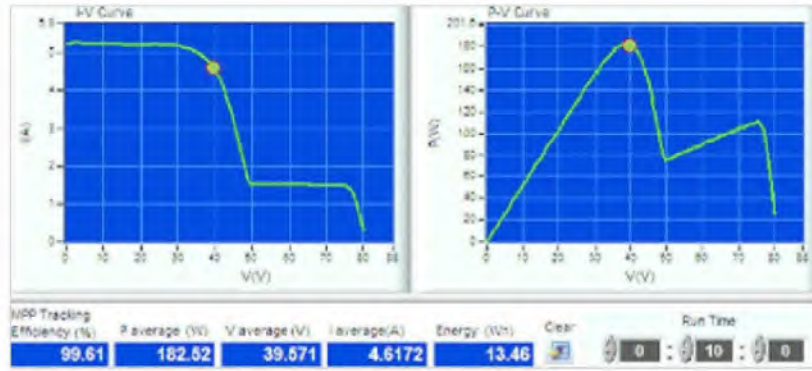


XII. The MPPT tracing efficiency test (under the shaded condition).

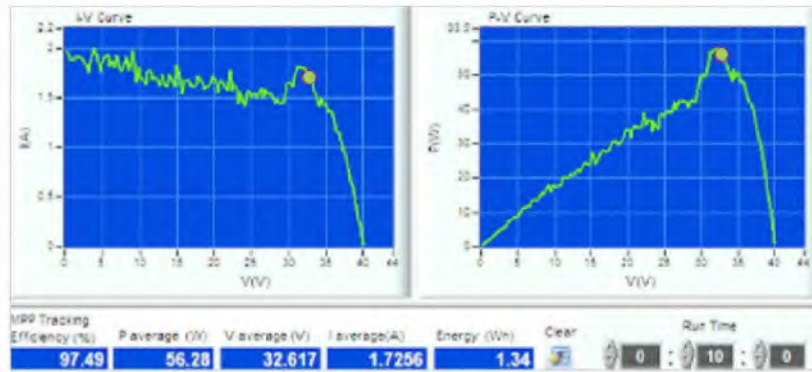
1. ① There's shadow in the middle of PV module, the tracing efficiency is 95.91%.



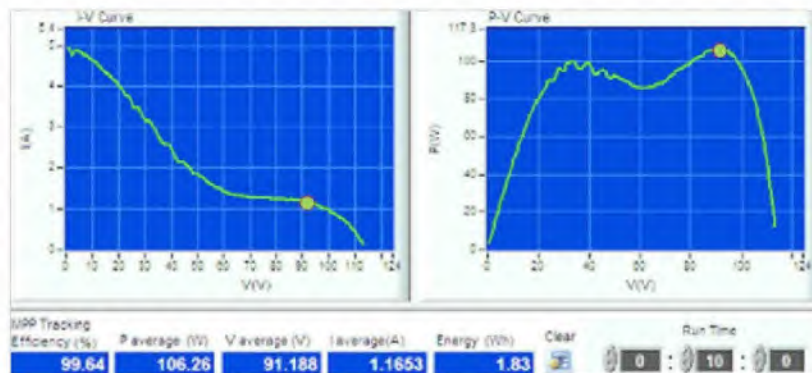
② There's shadow at the top left corner of PV module, the tracing efficiency is 99.17%.



99.63%.



④ There's wide-range shadow covered PV module, the tracing efficiency is 98.31%.

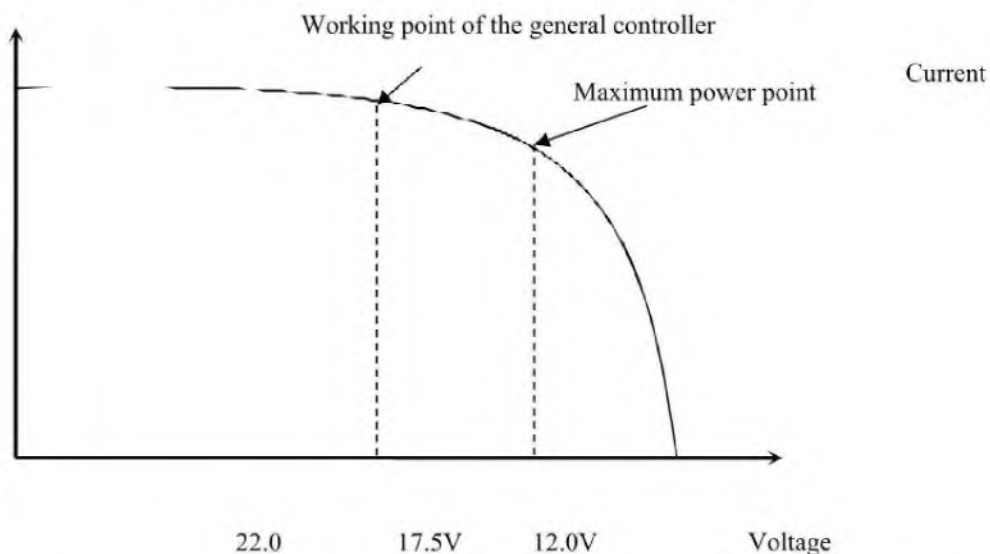


XIII. MPPT Charging Algorithm Instruction

The full name of the MPPT is maximum power point tracking. It is an advanced charging way which could detect the real-time power of the solar panel and the maximum power point of the I-V curve that makes the highest battery charging efficiency. Contrast with the traditional PWM controller, MPPT controller could play a maximum power of the solar panel so that a larger charging current could be supplied. Generally speaking, the MPPT controller's energy utilization efficiency is 15%~20% higher than PWM controller.

The voltage of the solar panel is about 12V when General controller is charging while the highest voltage of the solar panel is about 17V, so it doesn't play the largest power of the solar panel. MPPT controller overcome this problem by adjusting the input current and voltage constantly to realize the largest input power.

Meanwhile, the maximum power point will change due to the surrounding temperature and sunshine condition. MPPT controller will adjust the parameter constantly according to different conditions to make the system working in the largest power point.



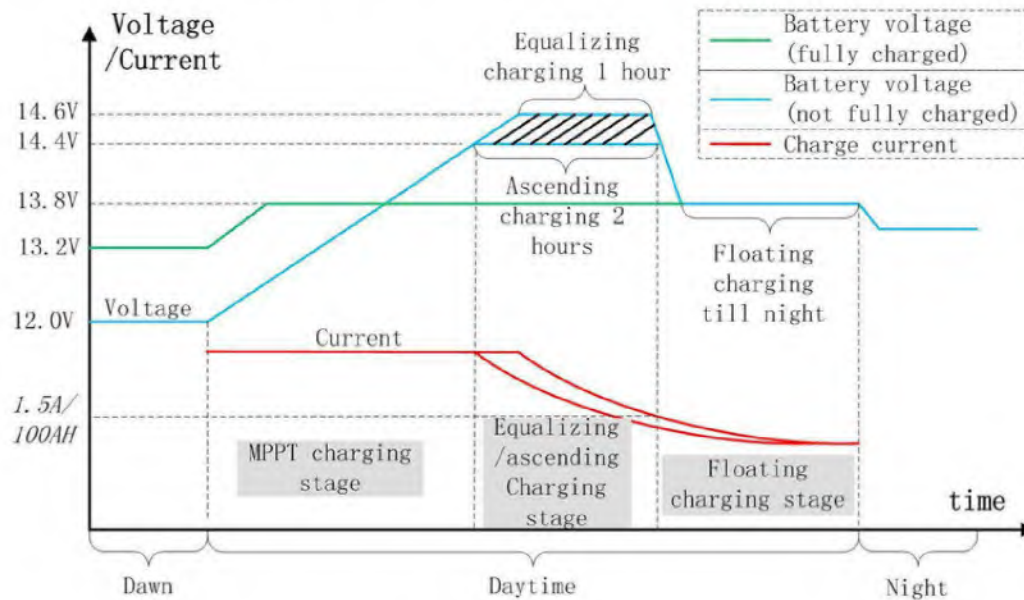
As a charging stage, MPPT can't be used alone. It must be combined with ascending charge, floating charge, equalizing charge to complete the battery charge.

The controller will judge the battery voltage before working. If the battery voltage is higher than 13.2V(*2/24V), the controller will judge the battery working as full charge state, then the controller will enter into floating charge stage, except equalizing charge or charge hint.

When the battery's initial charging voltage is under 13.2V ($\times 2/24V$), the charging process is:

MPPT-equalizing charge-boost voltage charge-floating charge.

The span of equalizing charge is 1 hour, ascending charge is 2 hour, and equalizing charge interval is 30 days. Charging curve is as below:





The remote control SR-CU-D Instruction Manual

Main features

1. Wireless IR remote control can set up the SR-DH, SR-DL series product one to one.
2. The data communications base on the multiple handshake protocol and compression algorithm which made the data transfer fast and accurate.
3. Work on two batteries (Model: AA).
4. LCD indicator showed the parameter and data.
5. The remote control will enter intelligent sleep state after One min no any operate, and press any key to resume.
6. Low-energy sleep mode, less than 0.2uA.
7. Fast wake-up function.
8. Battery capacity indicator.
9. Emergency light and hazard lights.
10. with ergonomic design, suitable for the hand-held operation.

Panel graphics



Key operate instruction

KEY	Key name	Executive function	Long press key function
Setting area	+	A. menu page down	Continuous increase the

		B. increase the setting data	setting data
	-	A. menu page up B. decrease the setting data	Continuous decrease the setting data
	set	Parameter setting	-
Functional area	Send	Working parameter send	-
	receive	state	Running state received
		parameter	Working parameter received
	Test	Send the test order	-
	Backlight	Backlight on	-
Light	A. the emergency light on B. switch the hazard light	Combine with "+"key to lock the parameter	

The parameter setting

Item	Name abbreviation	data scope	Name describe	step-length	unit	Factory Default
a	1st time	0 ~ 15H	The first working time	1H	hour	4 hour
b	1st power	0 ~ 100%	The first working time power	10%	Power (percentage)	100%
c	2nd time	0 ~ 15H	The second working time	1H	Hour	0 hour
d	2nd power	0 ~ 100%	The second working Time power	10%	Power (percentage)	70%
e	3rd time	0 ~ 15H	The third working time	1H	Hour	4 hour
f	3rd power	0 ~ 100%	The third working Time power	10%	Power (percentage)	50%
g	Mor time	0 ~ 15H	Lighting time in the morning	1H	Hour	0 hour
h	Mor power	0 ~ 100%	Lighting power in the morning	10%	Power (percentage)	30%
i	L-Con-V	5 ~ 11V	Light control voltage	1V	Volt	5V
j	L-Con-DT	5 ~ 50Mins	Light control delay time	5M	Min	5min
k	L-Current	0.15~3.42A	LED load current	0.03A	A	0.30A
l	L-On-EN	0 ~ 1	Lights on every night	1	0: Off1: On	1
m	Smart Power	0 ~ 1	Smart power control	1	0: Off1: On	0

n	Over-DV	9.8 ~ 11.8V	~	over-discharging protected voltage	0.2V	Volt	11.0V
o	Over-DRV	12.0 ~ 13.0V	~	over-discharging recover voltage	0.2V	Volt	12.6V
p	Boost-CV	14.2 ~ 15.0V	~	Ascending charging voltage	0.2V	Volt	14.4V
q	Float-CV	13.2 ~ 14.0V	~	Float charging voltage	0.2V	Volt	13.8V
r	Re-Def	0 ~ 1		Return to default value	1	1: On	-

Instruction

1. Install Battery: please install two batteries (Size: AA). Pay attention to the "+" and "-" in case of reverse connection.
2. The boot process: press any key to starting up, then the remote control be rouse and executive the function under the key u press.
3. Power off: System will power off automatically then enter intelligent sleep state after 1min later no any operate.
4. Browse the parameter: after power on, press "+" and "-" key can browse the parameter preset before.
5. Modify the parameters: Browse to the parameter which u want to set, press "set" key, the data begin flash, then press "+" and "-" key to adjust. Setting over, press the "set" key to confirm.
6. Sending parameter: After all the parameters are set up, aim at the solar charge controller and press the "send" key. If sending successfully, three LED lights of the controller will flash, at the same time the remote control will keep a long sound; If failed, the remote control will keep three short sound and prompt delivery failure.
7. Read the state: aim at the solar controller and press the "state" key, the remote control will read the running state of the controller, If reading successfully, the remote control will keep a long sound and store the data; If failed, the remote control will keep three short sound and will show the old status.
8. Read the parameter: aim at the solar controller and press the "parameter" key, the remote control will read the setting value of the controller. If reading successfully, the remote control will keep a long sound and store the data(if press the "send" key now, the store parameter will be send immediately); If failed, the remote control will keep three short sound and will show the parameter which u are in setting.
9. Backlight: Press the "backlight" key, the backlight of the LCD will be on which suitable use in poor light.
10. Light: Press the "light" key, the emergency light will be on. Press again will switch to the hazard light. Press the key the third time, the light will be off.
11. Test: Aim at the solar controller and press the "test" key, the load will be on, then the power of the load will match with the remote control. Press the "test" key several times, the output power of the load will range to 100%,70%,50%,30%,0%.The controller will work on 1min under the test mode, after 1 min will enter the normal work mode.
12. Lock key: Press "+" and "light" key at the same time more than 3s,the remote control keep two short sounds, then the "set" and "Parameter" key will be lock to prevent carelessness ensure the

correct value. Press the "+" and "light" again at the same time more than 3s to unlock.

13. The remote control setting up the solar charge controller one to one. Could not set up several controllers at the same time.
14. Open the backlight the lights will decrease the battery energy.
15. When appear the low power sign, please replace the battery in time.
16. When out of service for long period, the battery should be taken out.

Running status








Item	Name abbreviation	Name describe	Unit	Describe
a	System-State	Display the system state currently	-	-
b	Battery Volt	Currently battery voltage	V	Volt
c	Load Volt	Currently load voltage	V	Volt
d	Temp	Currently ambient temperature	℃	Centigrade
e	Run-Day	Total running days	D	days
f	Over-D-T	Battery over-discharge times	N	days
g	C- Fully -T	Charge the battery fully times	N	days
h	Today- HV	Today highest voltage	V	Volt
i	Today- LV	Today lowest voltage	V	Volt
j	1- Ago- LV	A day ago lowest voltage	V	Volt
k	1-Ago- HV	A day ago highest voltage	V	Volt
l	2-Ago- LV	Two days ago lowest voltage	V	Volt
m	2- Ago- HV	Two days ago highest voltage	V	Volt
n	3-Ago- LV	Three days ago lowest voltage	V	Volt
o	3-Ago- HV	Three days ago highest voltage	V	Volt
p	4-Ago- LV	Four days ago lowest voltage	V	Volt
q	4-Ago- HV	Four days ago highest voltage	V	Volt
r	5-Ago- LV	Five days ago lowest voltage	V	Volt
s	5-Ago- HV	Five days ago highest voltage	V	Volt
t	6-Ago- LV	Six days ago lowest voltage	V	Volt
u	6-Ago- HV	Six days ago highest voltage	V	Volt
v	7-Ago- LV	Seven days ago lowest voltage	V	Volt
w	7-Ago- HV	Seven days ago highest voltage	V	Volt
x	Pro -Date	Date of production	-	-
y	Model	Product model	-	-
z	Version	version number	-	-

Remark 1: The system state shows "E-LED" means that the Load was short circuit or open circuit.

Remark 2: The load voltage means that the voltage of positive pole between load and battery, when the

load working normally, this voltage is equal to both ends of the load voltage.

Sign instruction

						
Remote control energy	sending	Send successful	Send failed	Test mode	Key lock	Key unlock

Hummer respond

Hummer respond	Instruction
--- (three short sounds)	Send failed
— (a long sound)	Send successful
—— (two long sounds)	Return to default value
-- (two short sounds)	Key lock
- (a short sound)	Lock release

Technical parameters

Battery model	(AA) × 2pcs
power supply voltage	3.0V
Effective distance	<5m
power consumed of sleep mode	<0.2uA
Normal power consumed	5mA
Send instant power consumed	<50mA
Light consumption	12mA
Backlight consumption	15mA
Size	122mm×61.5mm×22mm (L×W×H)
Weight	60g (without the battery)
Auto power off time	1 min
Backlight time	10 S
Lighting time	10 S
2000mAh battery setting quantity	50000 pcs (back light and lights both are closed)
Working temperature	-25℃ ~ 55℃

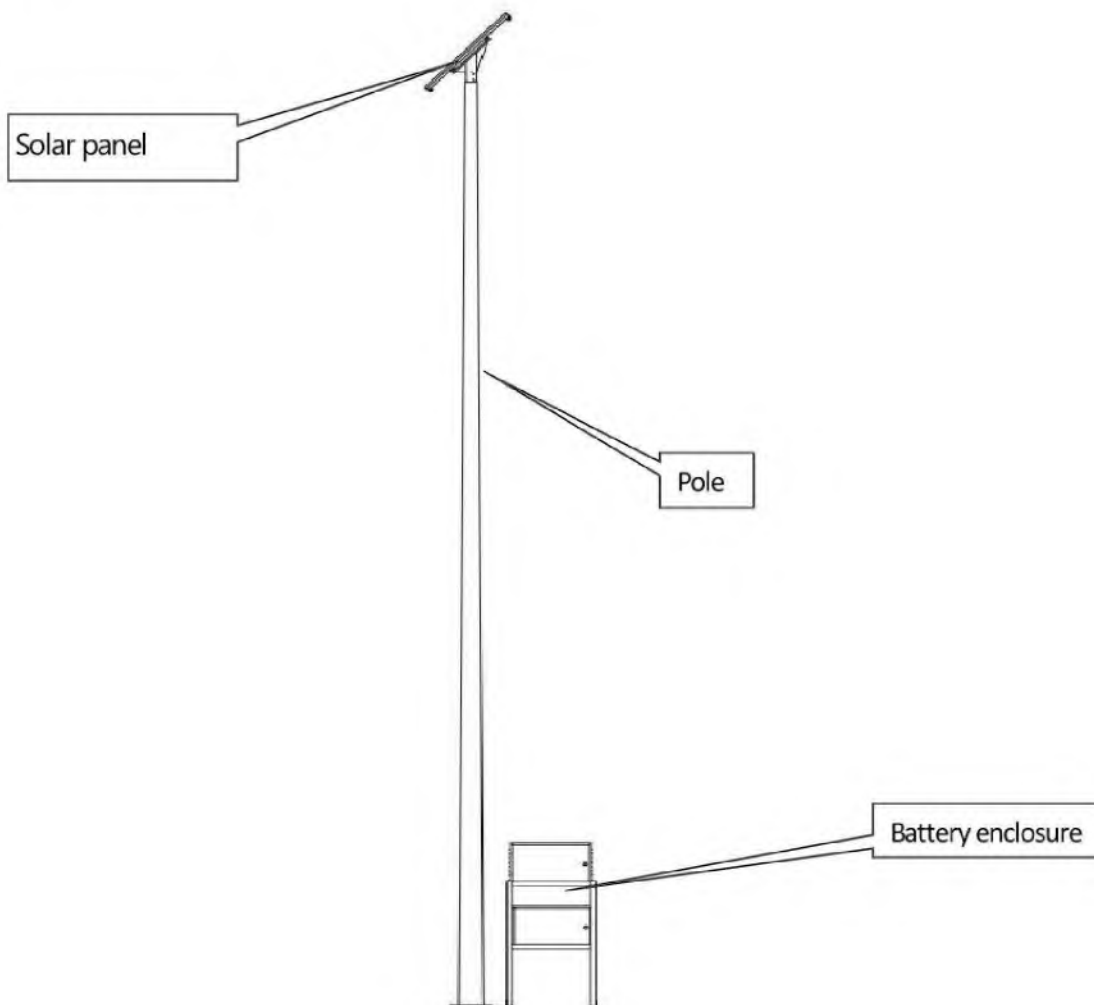
HIGHLIGHT HL-SL-S-B-300W-SLA-60W-5-40K-B-200AH-GR-1-00

SOLAR POWER SYSTEM

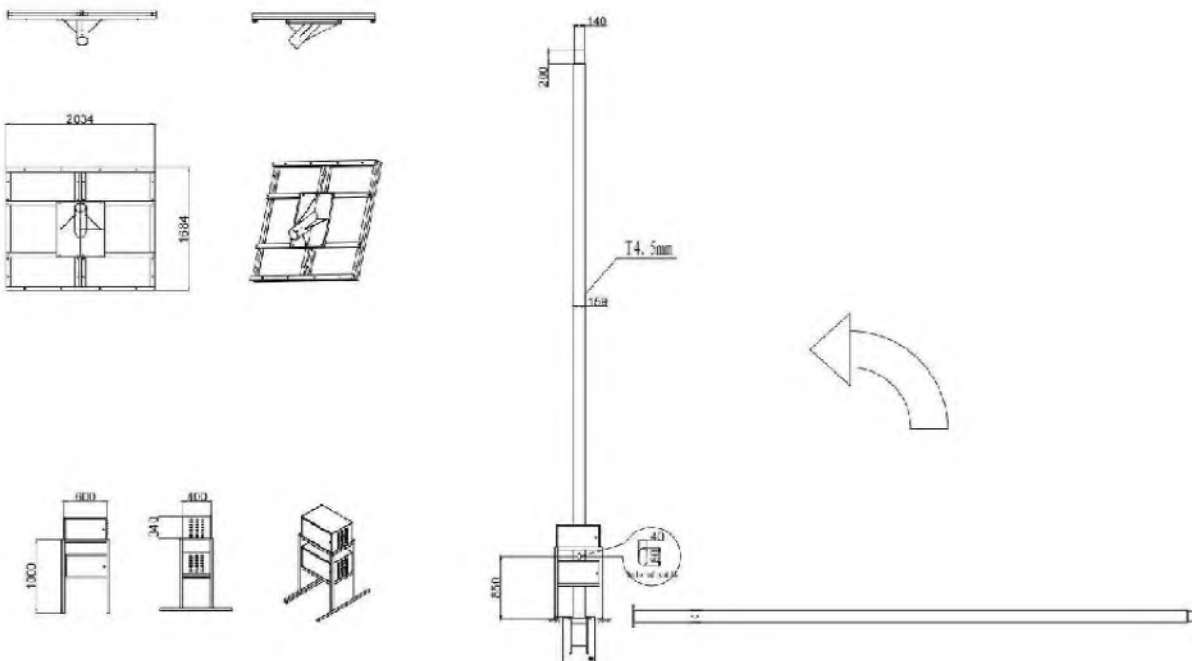
User's Manual & Instruction







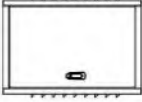



Image



Drawing



List of component

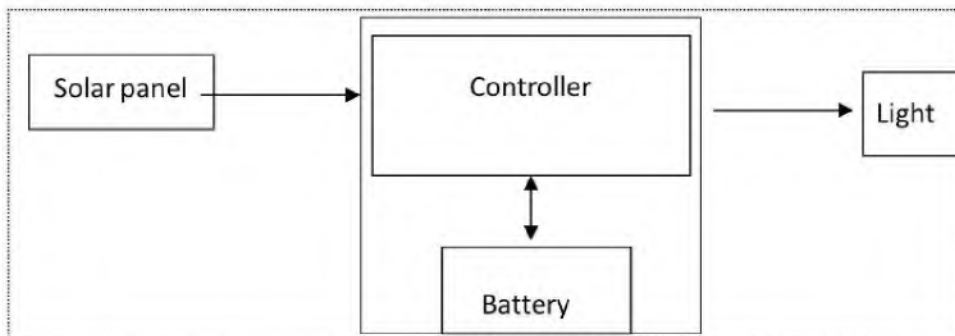
No.	Name	Image	unit	Qty	Remarks
1	Solar panel		PCS	2	Glass solar panel
2	Support steel bar of bracket		PCS	8	4 short+4 long
3	Bracket of solar panel		PCS	1	
4	Controller		PCS	2	Included connector
5	Battery Enclosure		PCS	2	
6	Battery		PCS	2	Included connector
7	Lamp		PCS	1	80-90W
8	Cable		PCS	4	Solar panel 2pcs and light cable 2pcs
9	Wrench	M8	PCS	1	For M8 screws
10	Wrench	M10	PCS	1	For M10 screws

Screw List

No.	screws	Qty	Spec	Remarks
12.1	Hexagonal screws	12	M8*45	fix solar panel and bracket
12.2	Hexagonal screws	8	M8*80	
12.3	Hexagonal screws	8	M8*4	
12.4	Spring washer	32	M8	
12.5	Flange nut	32	M8	
12.6	Nut	32	M8	
12.7	Hexagonal screws	8	M10*30	fix base of bracket
12.8	Hexagonal screws	20	M10*20	fix battery enclosure and bracket fix bracket of battery enclosure
12.9	Expansion bolt	44	M10*100	

Work principle

Under sunshine, solar panel convert energy to battery storage, then output via controller, drive LED light power as below.



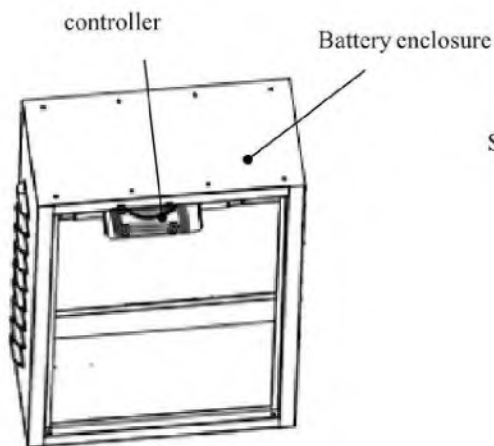
Specifications

No.	Item	Specifications
1	LED light	Power 60W
2	Battery	Gel battery, 12V/200Ah *2pcs
3	Solar panel	Monocrystalline solar panel 300W * 2pcs
4	Controller	MPPT controller
5	Work Temp	-4°F~122°F

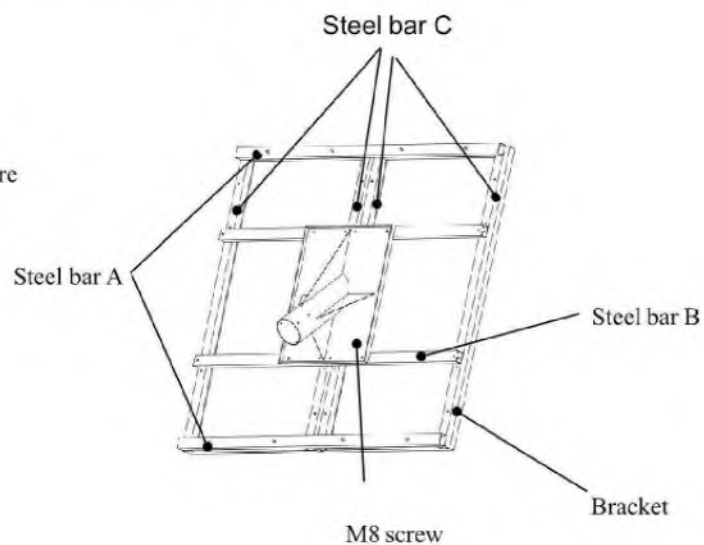
Installation

※ Before installation, prepare Allen key, cross screwdriver, large size wrench tools and pole pads and other auxiliary materials.

Bracket and battery enclosure fixture

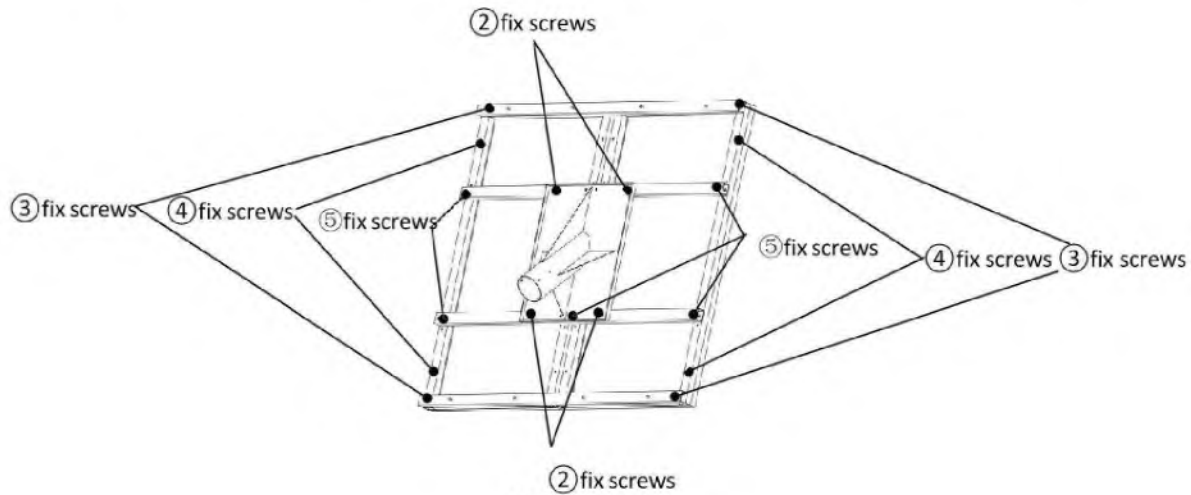


Picture 4



Picture 5

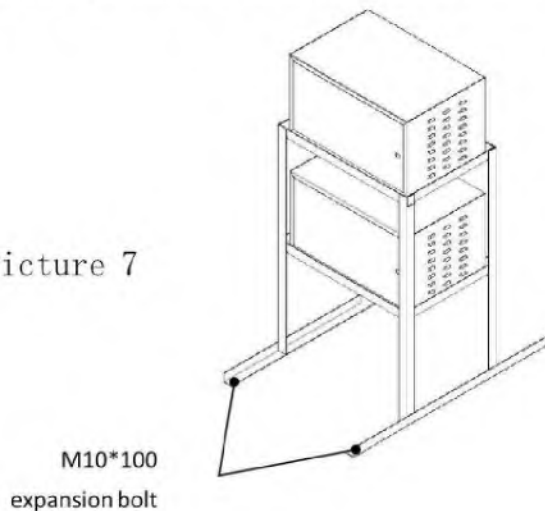
- ① Put controller inside of battery enclosure as picture 4;
- ② Use 4pcs M8*45 screws with spring and flat gasket fix steel bar A to frame as picture 5 and picture 6;
- ③ Use 8pcs M8*45 screws with spring and flat gasket fix steel bar C to steel bar B as picture 5 and picture 6;
- ④ Use 8pcs M8*45 screws with spring and flat gasket fix steel bar C to solar panel as picture 5 and picture 6;

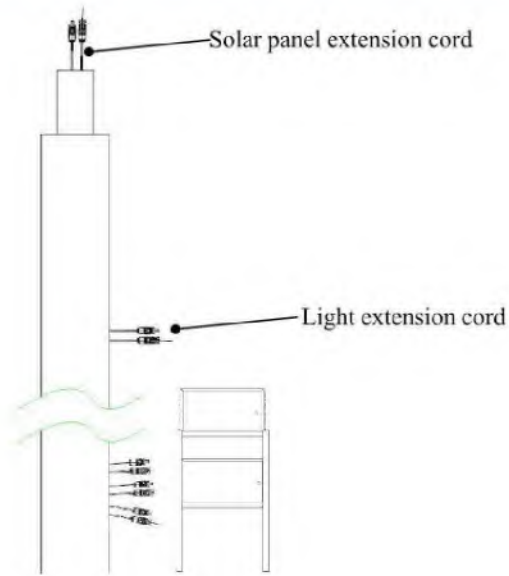


Picture 6

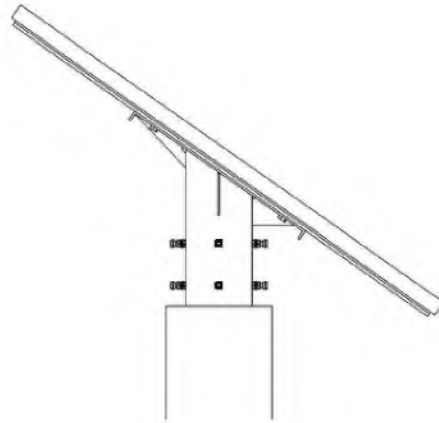
- ⑥ Fix the battery box support according to the figure with M10*20 screws, place the battery box into the battery box smoothly, and place the battery box on the battery box support, fix the battery box and the battery box support with M10 nut, flat pad and spring pad. Secure the battery box bracket to firm ground using M10*100 expansion bolts, as shown in picture 7

Picture 7





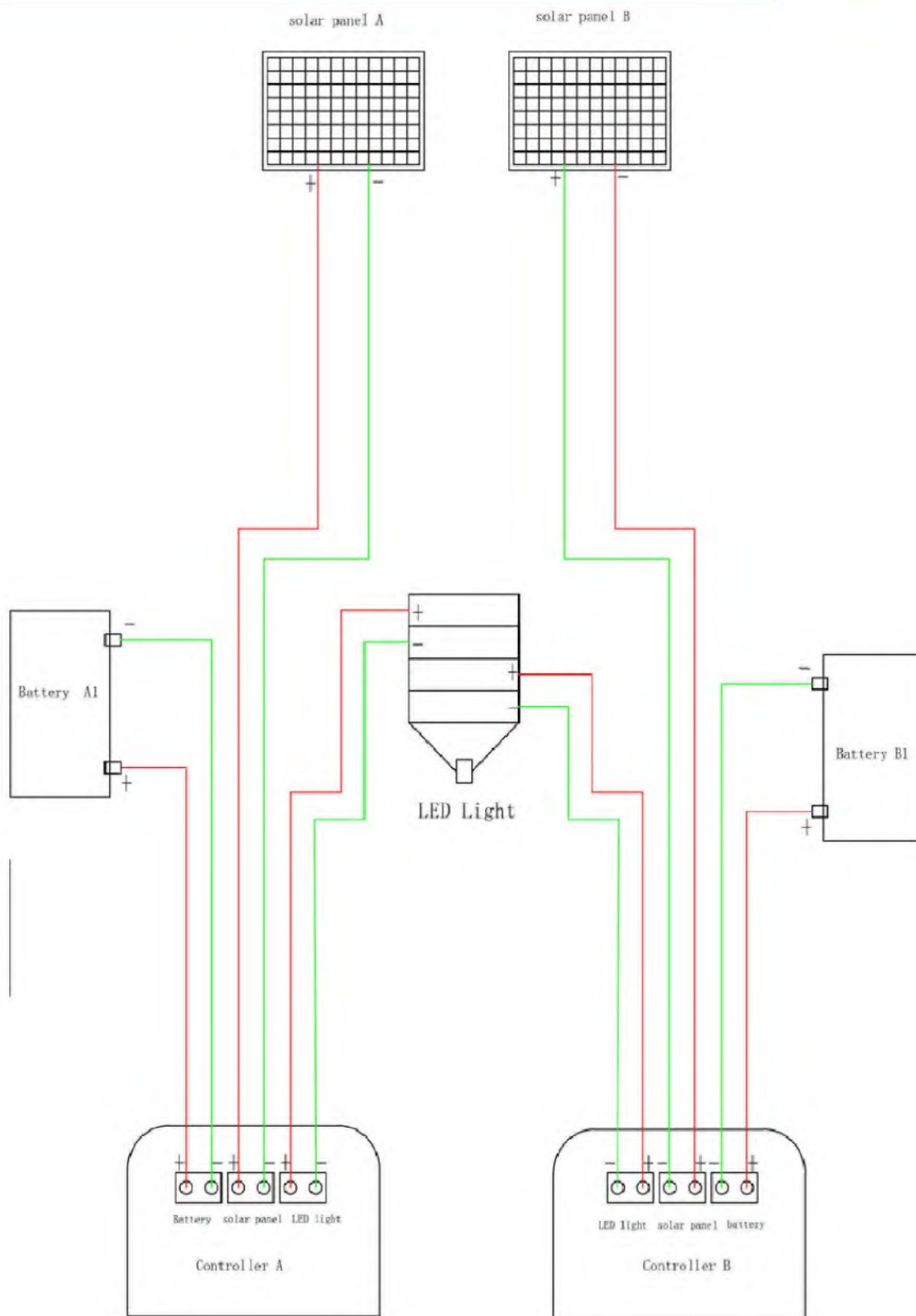
Picture 8



picture 9

- ⑦ Put the solar extension cord and lamp cap extension cord into the lamp pole and out of the lamp pole threading hole, as shown in picture 8.
- ⑧ Connect the solar extension wires, then fix the solar panel assembly on the top of the lamp pole with 8 M10 screws, and fix the lamp holder and lamp holder in the same way, as shown in picture 9, and finally set up the pole.

Check below wires how to connect with solar system:



Extend Limited Warranty for SolarPath Lighting Products.

SolarPath's commitment to provide quality. Custom built to order, Solar LED Lighting Systems to its customers is backed by a manufacturer's warranty. SolarPath warrants the HighLight HL-SL™ Solar Powered Lighting System against defects due to workmanship or materials for 5 years from date of purchase. In the event that a SolarPath System fails to comply with the warranty set forth below, SolarPath, Inc. will replace or repair the Product as detailed in the Terms and Conditions below.

Led Device, finish and fixture warranty: SolarPath, inc. warrants that its Led lighting device and fixture shall conform to its published specification under normal usage and operating conditions for a 5 years LED board, 5 years driver and 5 years luminaire housing from the date of purchased. At Solarpath's discretion, the LED device and Fixture will be replaced or repaired within the warranty period.

Power Source Warranty: SolarPath, Inc. warrants the HighLight HL-SL™ Solar Powered Lighting System Battery for a period of five (5) years from the date of shipment.

*Batteries provided by SolarPath Inc have a limited warranty providing for battery replacement (batteries must be provided by SolarPath Inc.), from the date of shipment, with the following pro-rated coverage:

- 0 to 2 years: 100% credit (user pays 0% of the replacement battery price)
- 2 to 3 years: 60% credit (user pays 0% of the replacement battery price)
- 3 to 4 years: 40% credit (user pays 60% of the replacement battery price)
- 4 to 5 years: 20% credit (user pays 80% of the replacement battery price)

The solar panel for the HighLight HL-SL™ Solar Powered Lighting System is covered by a 20 year* warranty from the date of shipment.

*Solar Panel Warranted Percentages of Nominal Power Output

- 5 Year Limited Warranty of 90% of the Nominal Power Output
- 10 Year Limited Warranty of 75% of the Nominal Power Output
- 15 Year Limited Warranty of 60% of the Nominal Power Output
- 20 Year Limited Warranty of 55% of the Nominal Power Output

Warranty Limitations: The warranties provided by SolarPath, Inc. shall be limited to the replacement of the System, repair of product, or, at Solar Path's sole discretion, a refund not exceeding the purchase price based on the use the customer had from the product at the time of failure. Warranty service is limited to the replacement of Solar Powered Lighting System that became defective under normal usage, according to Manufacturer's determination, at its sole discretion of detection. SolarPath, Inc. does not warrant that the operation of the Power Source will be uninterrupted or error free, or that all defects will be corrected. In the event a Power Source fails to comply with the warranty set forth above; SolarPath will replace or repair the product at its discretion. End user shall pay transportation costs in connection with the return of any Product to SolarPath's manufacturing facility located in New Jersey.

Manufacturer's obligations under this warranty are limited to the following:

This warranty does not cover units that have:

1. Been abused, improperly used or maintained, disassembled, or upon which any unauthorized repair has been attempted by anyone other than an agent of the Manufacturer.
2. Been damaged due to surface scratches or normal signs of weathering.
3. Been damaged with damages occurred due to negligence or malice attempt of damaging the unit.
4. Been damaged or defected due to using the Lighting Systems for any other use than that explicitly set out in the installation manual.
5. Been improperly installed or any kind of installation which does not comply with HighLight series manuals and/or installation instructions, or units which have not been properly installed by a qualified, authorized, professional installer.
6. Been installed in a location or manner that prevents proper direct sun exposure (shaded areas, by trees, walls etc.)

© 2013 SolarPath, Inc.

SolarPath, Inc. standard Terms and Conditions as published on www.SolarPathUSA.com.

Expressly excluded are the implied warranties of merchantability and fitness for a particular purpose, lightning strikes and sustained over-voltage. SolarPath Systems are limited in duration to 36 months from the date of purchase. In no event shall SolarPath, Inc. be liable for special, incidental or consequential damages, installation costs, vandalism damages, lost revenue or profits, or any other costs incurred as a result of the use of any SolarPath System, whether or not used in accordance with instructions. Any liability for indirect, incidental, or consequential damages arising from the failure of a Solar Powered Lighting System made by Manufacturer to perform as expected is excluded and exempts Manufacturer of all liabilities concerned. The purchaser of the Solar Powered Lighting System acknowledges that the purchase price charged is based upon the limitations and restrictions contained in the warranty set out above.

Only those HighLight HL-SL™ units that SolarPath, Inc. confirms as defective will be replaced with spare parts. This warranty is extended to the original purchaser only and is not transferable or assignable to subsequent purchasers or owners.

Manufacturer requires proof of purchase, such as an original sales receipt or invoice, to authorize returns.

To Obtain Warranty Service: End User must notify SolarPath within seven (7) days of failure and obtain a Return of Material Authorization (RMA) which can also be obtained online at www.SolarPathUSA.com/support. Product must have un-tampered seals and serial numbers, be returned in its original packaging at End User expense, with satisfactory proof of purchase. Proof of purchase will be required for the exchange, under the restrictions of liability as aforementioned. SolarPath, Inc. grants no warranty, express or implied, other than the warranties stated above. SolarPath, Inc. does not reimburse for any labor and shipping expenses incurred for the replacement of items.

Manufacturer's units returned to Manufacturer must include the purchaser's name, address and telephone number, and a signed declaration under which is recognized to have not compromised the Solar Powered Lighting System in any way shape or form as set out above in sections 1-6 to this warranty. For more information, contact SolarPath, Inc.

SolarPath contact information shown below: TOLL-FREE: 888-333-7652 | Fax: 201-839-4607
Web: www.SolarPathUSA.com | E-Mail: info@SolarPathUSA.com
Solar Path Sun Solutions, Inc., 123 Town Square Place #333, Jersey City, NJ, 07310, USA

Rev. 5-11A

Exhibit 4

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JACOB JANZEN (State Bar No. 313474)
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3 San Francisco, California 94117
Telephone: (415) 913-7800
4 lwilliams@lexlawgroup.com
jjanzen@lexlawgroup.com

5 CAROLINE FARRELL (State Bar No. 202871)
6 ENVIRONMENTAL LAW AND JUSTICE CLINIC
GOLDEN GATE UNIVERSITY SCHOOL OF LAW
7 536 Mission Street
San Francisco, California 94105
8 Telephone: (415) 442-6581
cfarrell@ggu.edu

9 Attorneys for Plaintiff
10 CANDLESTICK HEIGHTS COMMUNITY ALLIANCE

11
12 UNITED STATES DISTRICT COURT
13 NORTHERN DISTRICT OF CALIFORNIA
14 SAN FRANCISCO DIVISION

15
16 CANDLESTICK HEIGHTS COMMUNITY
ALLIANCE, an unincorporated association,

17 Plaintiff,

18 v.
19

20 CITY AND COUNTY OF SAN
FRANCISCO, a municipal corporation,

21 Defendant.
22

Case No. 3:23-cv-00082-SK
Assigned to Honorable Judge Sallie Kim

EXPERT REPORT OF RAY KAPAHI

1 **I. QUALIFICATIONS**

2 1. I am the principal and senior air quality engineer at Environmental Permitting Specialists
3 (EPS). EPS is a specialized consulting firm focusing on air quality issues. I have over 30 years of
4 experience in air quality permitting, atmospheric dispersion modeling, regulatory analysis, and
5 greenhouse gas reporting, among other things. I have a master’s degree in chemical engineering and a
6 bachelor’s degree in physics. My qualifications are described in **Exhibit 1** to this Report, as are my
7 publications within the past 10 years.

8 2. I am being compensated at my standard hourly rate of \$175 for my work on this report.
9 My rate for deposition and trial appearances is \$350 per hour. I have not testified as an expert at trial in
10 the past four years.

11 **II. PURPOSE OF THIS REPORT**

12 3. I evaluated emissions of diesel particulate matter (DPM) from diesel engines used for
13 lighting by Defendant at the Bayview Vehicle Triage Center at Candlestick Point in San Francisco. It is
14 my understanding that 16 diesel engines were in operation 12 hours per day for 344 days. Subsequently,
15 seven of the engines were in operation 12 hours per day for an additional 68 days. Plaintiff’s counsel
16 informs me that this information was provided by Defendant in response to discovery responses, which
17 are attached as **Exhibit 2**.

18 4. The objective of this report is to determine if DPM emissions from the diesel engines
19 exceed the annual emission rates specified in Bay Area Air Quality Management District (BAAQMD)
20 Regulation 2, Rule 5. This regulation specifies (in Table 2-5-1 “Toxic Air Contaminant Trigger
21 Levels”) the annual emission rate of 0.26 pounds per year (lbs/yr) for DPM. Emissions above this level
22 require that emitting sources employ best available control technology for air toxics (TBACT).

23 **III. SUMMARY OF DIESEL PARTICULATE MATTER EMISSIONS**

24 5. The diesel engines were used to drive electric generators that provided energy to run
25 lighting equipment. The equipment (“Nite-Lite” lighting towers) is manufactured by Allman Company.
26 Each light tower is equipped with a Kubota 3 kw Tier 4 Final diesel engine. The specifications for the
27 diesel light towers is attached as **Exhibit 3**.

1 6. The diesel engines are subject to an Executive Order by the California Air Resources
2 Board (CARB) that provides the emission rate for particulate matter. For the diesel engines Defendant
3 operated, the CARB Executive Order issued October 5, 2022, indicates an emission rate of particulate
4 matter is 0.21 grams/kilowatt-hour (g/kw-hr). A copy of the Executive Order is attached as **Exhibit 4**.

5 7. The DPM emissions from the diesel engines operated by Defendant are as follows:

6 ***Scenario 1: 16 Engines Operating 12 Hours/day for 344 Days***

7 Total Operating Hours = 16 engines x 12 hrs/day x 344 days = 66,048 hours

8 Emissions Per Hour per Engine = 0.21 g/kw-hr x 3kw = 0.63 grams/hr

9 Total Emissions = 0.63 grams/hr x 66,048 hours = 41,610.24 grams or 91.65 pounds

10
11 ***Scenario 2: 7 Engines Operating 12 Hours/day for 68 Days***

12 Total Operating Hours = 7 engines x 12 hrs/day x 68 days = 5,712 hours

13 Emissions Per Hour per Engine = 0.21 g/kw-hr x 3kw = 0.63 grams/hr

14 Total Emissions = 0.63 grams/hr x 5,712 hours = 3,598.6 grams or 7.93 pounds

15
16 **Total Emissions: Scenario 1 + Scenario 2 = 91.65 lbs + 7.93 lbs = 99.58 lbs**

17 8. Consistent with BAAQMD’s methodology, the calculation above assumes maximum
18 engine horsepower or “potential to emit.” See Regulation 2, Rule 1 § 217.

19 **IV. CONCLUSION**

20 9. The total DPM emissions from Defendant’s diesel engines is 99.58 pounds. This amount
21 is 383.8 times the trigger level of 0.26 pounds per year for DPM under BAAQMD’s Toxic Air
22 Contaminant Trigger Levels set forth in Table 2-5-1.

23
24 DATED: October 6, 2023

25 /s/ Ray Kapahi

26 Ray Kapahi

27 Environmental Permitting Specialists

Exhibit 1

Ray Kapahi

Senior Air Quality Consulting Engineer



Ray.Kapahi@gmail.com

Office: 916.687.8352
Mobile: 916.806.8333

Practice Areas

- Air Quality Permitting
- Odor Investigation and Control
- Health Risk Assessment
- Computational Fluid Dynamics
- Greenhouse Gas Analysis
- Atmospheric Dispersion Modeling

Industries

- Solid Waste
- Energy Production
- Construction and Mining
- Cannabis Cultivation
- Oil and Gas Production
- Food Industries

Education and Training

- BSc. Physics (1972)
- MEng. Chemical Engineering (1975)
- CARB Accredited Green House Gas (GHG) Lead Verifier with Specialization in Process Emissions and Electricity Transactions (2009)

News

- Presentation "Numerical Modeling of Landfill Gas and Odors" 33rd International Conference on Solid Waste Technology and Management. March 11 to 14, 2018, Annapolis, MD.
- Presentation "Integrated Approach to Effective Odor Control at Landfills and Composting Facilities" Wastecon 2016, Indianapolis, IN.

EXPERIENCE

Over 30 years of experience in analyzing air quality and odor impacts, permitting of stationary sources, and preparation of environmental impact documents. Mr. Kapahi assists a broad range of clients and assists them to identify and meet their regulatory obligations.

The scope of his experience includes siting of new landfills, waste to energy plants, obtaining conditional use permits from City and County Governments for new projects or expansion of existing projects. Specific experience and skills include preparation of emission inventories, analysis and measurements of odors, dispersion modeling, oversight of air quality monitoring, analysis of impacts to public health, responding to public comments, and appearing before City and County Planning Boards and Commissions as an expert witness on behalf of clients.

Following approvals for new facilities or expansion of existing facilities, Mr. Kapahi continues to work with clients to ensure on-going compliance.

REPRESENTATIVE PROJECTS

Air Quality Modeling and Permitting

- **Permitting of a Powdered Milk Plant (Turlock, CA)**

Evaluate emissions of various air pollutants from the proposed 30 million gallons per year mild processing/drying facility. Demonstrate compliance with local and state air quality regulations, including regulation of toxic air pollutants.

- **Permit Revisions for an Existing Fruit Dehydration Facility (Yuba City, CA)**

Assisted a major food processor in revising their operating permits to allow for additional steam production. Worked cooperatively with the local air district to ensure timely issuance of the revised permits.

- **Permitting of a Waste to Energy Plant (Fort Irwin, CA)**

Quantify emissions from a proposed 34 tons per day solid waste to energy project. Analyze emissions associated with pyrolysis and subsequent utilization of synthetic gas to generate 1.5 MW of electric power. Prepare the necessary permit applications and supporting documentation.

- **Permitting of a CBD Oil Extraction Facility (Mendota, CA)**

Quantify emissions from a proposed solvent extraction process. Assist in design of an RTO VOC control system. The facility was permitting in 2019 and is currently operating.

Publications and Presentations

Presentation "Use of Advanced Models to Control Fugitive Odors from Composting Sites". US Compost Council Annual Meeting, January 2015, Austin, TX.

"Air Emissions from Landfills and Transfer Stations – Do they Increase Public Health Risks?" Presented at Quad State Environmental Conference, Pigeon Forge TN, Sept 2015.

"Risks of Carbon Credit Invalidation Under California's Cap-and-Trade Program", Presented at the 2014 Air and Waste Management Association Annual Conference. June 24-27, 2014. Long Beach, CA

"Estimate of VOC Emissions from Sludge Drying", Presented at the 1995 SWANA Conference. November 1995, Baltimore, MD.

"Use of Biofilters to Control VOCs", Biocycle, February 1995.

"Impacts of the 1990 Clean Air Act Amendments", San Jose Business Journal, March 24, 1994.

"Modeling Fine Particulates" in Municipal Waste Incineration Risk Assessment, Edited by Curtis Travis, Plenum Press, 1990.

Specialized Training

Calculating Tank Emissions. Trinity Consultants. Los Angeles, CA February 1-2, 2020.

Accidental Release Modeling Workshop. Trinity Consultants. Dallas, TX November 1-2, 2018.

HARP2 (Risk Assessment Model) Training at California Air Resources Board. Redding, CA

Hearing Board Variance Training – California Air Resources Board (1995)

Air Emissions and Odors from Wastewater – University of Texas, Austin (1994)

Professional Affiliations

Air and Waste Management Association (Board Member)

American Institute of Chemical Engineers (Member)

Member Technical Advisory Committee (TAC) for the California Energy Commission

Odor Analysis and Mitigation

• **Ventilation System for Odor Control (Anaheim, CA)**

Advanced computational fluid mechanics (CFD) models were used to predict the air flow and building pressure to identify the location, size and number of exhaust fans required to remove odors from the transfer station building.

• **Analysis of Potential Odors from Outdoor and Indoor Cannabis Cultivation (Georgetown and Somerset, Eldorado County, CA)**

EPS is working cooperatively with growers and El Dorado County Planning Department to evaluate odors associated with indoor and outdoor cannabis cultivation. Through use of on-site odor measurements and dispersion models, EPS has been able to project intensity of future odors from new cannabis operations and demonstrate compliance with the County's Ordinance limiting odors at the property lines and at nearby homes.

• **Analysis and Control of Fugitive Dust and Odors from a Soil Blending Facility (Stockton, CA)**

Advanced computational fluid mechanics (CFD) models were used to predict the air flow and movement of fugitive dust at a soil blending facility. With this information, the client was able to install appropriate mitigation services to mitigate off-site migration of fugitive dust. View how the movement of dust occurs at:

<https://www.youtube.com/watch?v=wXEX6IT-54U>

• **Review of Odor Control Systems for Cannabis Cultivation and Distribution Facilities (Palm Springs, CA)**

EPS evaluated the *odor* control system for over 15 different odor cultivation and distribution facilities in Palm Springs. The effectiveness of the proposed system was evaluated and recommendations were made to the City to Palm Springs.

Analysis of Public Health Risks

• **Analysis of Public Health Risks Associated with Composting Operations (Napa County, CA)**

Estimate the types and amounts of toxic air contaminants (TAC) released from green waste and food waste composting. An air dispersion model was used with local wind data to determine the concentration of each TAC. The concentration estimates were supplemented with toxicity data to quantify public health risks from exposure to the various toxic pollutants.

• **Analysis of Public Health Risks from Proposed Asphalt Plant (Kern County, California)**

Analyze emissions of any toxic air pollutants from a proposed 250 tons per day asphalt plant. Emissions from aggregate drying, propane combustion and asphalt oil were quantified. Acute and chronic public health risks from exposure to various toxic pollutants were calculated.

Exhibit 2

1 DAVID CHIU, State Bar #189542
City Attorney
2 ROBB W. KAPLA, State Bar #238896
KATHY J. SHIN, State Bar #318185
3 Deputy City Attorneys
City Hall, Room 234
4 1 Dr. Carlton B. Goodlett Place
San Francisco, California 94102-4682
5 Telephone: (415) 554-4700
Facsimile: (415) 554-4757
6 E-Mail: robb.kapla@sfcityatty.org
kathy.shin@sfcityatty.org
7

8 Attorneys for Defendant
CITY AND COUNTY OF SAN FRANCISCO
9

10
11 UNITED STATES DISTRICT COURT
12 NORTHERN DISTRICT OF CALIFORNIA

13 CANDLESTICK HEIGHTS COMMUNITY
14 ALLIANCE, an unincorporated association,

15 Plaintiff,

16 vs.

17 CITY AND COUNTY OF SAN
18 FRANCISCO, a municipal corporation,

19 Defendant.

Case No. 3:23-cv-00082-SK

**DEFENDANT’S RESPONSE TO PLAINTIFF’S
SECOND SET OF INTERROGATORIES**

Trial Date: May 7, 2024

20
21
22 PROPOUNDING PARTY: Plaintiff Candlestick Heights Community Alliance

23 RESPONDING PARTY: Defendant City and County of San Francisco

24 SET NUMBER: Two (2)

25 Pursuant to Rule 33 of the Federal Rules of Civil Procedure, Defendant CITY AND COUNTY
26 OF SAN FRANCISCO (“Defendant” or the “City”) responds and objects to Plaintiff’s Second Set of
27 Interrogatories as follows:
28

1 **PRELIMINARY STATEMENT**

2 The City has not yet completed its investigation of the facts or legal issues relating to this case
3 or completed its preparation for trial. Accordingly, the City’s responses are based only upon such
4 information of which it is currently aware and which is reasonably available to the City as of the date
5 of these responses. The City’s responses are true and correct to the best of the City’s knowledge,
6 information, and belief at this time, and they are subject to correction for any inadvertent errors or
7 omissions, if such errors or omissions are found. The following responses and objections are thus
8 given without prejudice to the City’s right to rely on subsequently discovered information and
9 evidence. The City reserves the right to make use of, or to introduce at any hearing and at trial,
10 subsequently discovered facts, or facts that are already known but whose relevance, significance or
11 applicability has not yet been ascertained, including, without limitation, any information or documents
12 responsive to the following interrogatories discovered subsequent to the date of these responses and
13 any other information or documents obtained in discovery or by further investigation of this matter.

14 **GENERAL OBJECTIONS**

15 1. The City objects to each interrogatory to the extent that it may be construed as calling
16 for information that is subject to any claims of privilege, including, without limitation, the attorney-
17 client privilege, attorney work product doctrine, official information privilege, and deliberative
18 process privilege. The City will construe each request as excluding from its scope any such
19 information, and its responses, as set forth below, should not be construed as an express or implied
20 waiver of any applicable privilege.

21 2. The City objects to each interrogatory to the extent it seeks information that violates
22 third parties’ rights to privacy under the Constitutions and laws of the United States and the State of
23 California. *See, e.g.*, U.S. 4th Amend.; Cal. Const. art. 1, § 1.

24 3. The City objects to each interrogatory to the extent that it seeks information that is not
25 relevant to any claim or the subject matter of the present action and not reasonably calculated to lead
26 to the discovery of admissible evidence.

27 4. The City reserves all objections to the competency, relevancy, materiality, privilege,
28 and/or admissibility as evidence of the following responses, and any document or thing identified in

1 any responses to the following interrogatories at any subsequent proceeding in, or trial of, this and any
2 other matter for any purpose whatsoever.

3 5. The City objects to each interrogatory and each instruction and definition to the extent
4 it purports to impose obligations in excess of those imposed by the Federal Rules of Civil Procedure or
5 other applicable law. To the extent the City accepts any definition contained in these requests, it does
6 so only for the purpose of providing a response thereto; the City does not admit the accuracy of any
7 such definition.

8 6. The City reserves the right to seek to recover all costs and fees associated with its
9 response to these interrogatories based on Plaintiff's lack of a good faith basis to maintain the action
10 since the Bay Area Air Quality Management District ("Air District" or "BAAQMD") provided
11 Plaintiff with its determination that the permit at issue was not required.

12 7. The City objects to each interrogatory to the extent that it misleadingly fails to reflect
13 that the "generators" at issue in this case are portable light towers powered by small 5.1 horsepower
14 engines.

15 8. The City's investigation, discovery, and preparation for trial in this case is ongoing, and
16 this response is based only on information presently available to the City. The City therefore reserves
17 the right to rely on and make use of any information the City should discover after the date of this
18 response.

19 Subject to and without waiving the above Preliminary Statement and General Objections, the
20 City responds to each interrogatory as follows:

21 **RESPONSES AND OBJECTIONS TO INTERROGATORIES**

22 **INTERROGATORY NO. 6:**

23 Identify all GENERATORS by manufacturer, fuel-type, and horsepower located within the
24 Vehicle Triage Center in Candlestick Point State Recreation Area during the time period beginning
25 January 1, 2022 through July 19, 2023. For the purposes of these interrogatories, "GENERATORS"
26 means any engine that burns fuel to produce electricity. The term "GENERATORS" is not limited to
27 "portable light tower[s] powered by a diesel generator" or "portable diesel-powered light towers." See
28 Defendant's Responses to Interrogatories Nos. 1 and 3. For the purposes of these interrogatories, the

1 Vehicle Triage Center in Candlestick Point State Recreation Area is referred to as the “VTC.”

2 **RESPONSE TO INTERROGATORY NO. 6:**

3 The City incorporates the foregoing Preliminary Statement and General Objections as though
4 fully set forth herein. The City objects that Plaintiff’s definition of “GENERATORS” as “any engine
5 that burns fuel to produce electricity” is vague and overbroad and, as drafted, the interrogatory
6 precludes the City from providing a complete and accurate response because it exceeds the reasonable
7 scope of the City’s knowledge, information, and belief. The City will interpret “GENERATORS” to
8 mean the following: the 16 diesel-engine light towers that are the subject of this action, the two prime
9 generators for which the City has applied for permits from BAAQMD, and four personal generators
10 belonging to VTC guests that are subject to rules enforced by the State Fire Marshal and placed in
11 locked storage at the VTC. The City objects that this interrogatory is unduly burdensome and not
12 proportional to the needs of the case because it is duplicative of Plaintiff’s First Set of Interrogatories,
13 including Interrogatory No. 3, in response to which the City has already provided Plaintiff with
14 detailed cut sheets that identify the manufacturer, fuel-type, and horsepower of the 16 diesel-engine
15 light towers. The interrogatory is also duplicative of information in the City’s permit application to
16 BAAQMD and BAAQMD evaluations already in Plaintiff’s possession, which provide the requested
17 information for the two prime generators. The City objects that this interrogatory is unduly
18 burdensome and not proportional to the needs of the case because, insofar as it is not duplicative, it is
19 irrelevant to any claim in Plaintiff’s Complaint, seeks information about “generators” that were not
20 operated at the VTC and did not result in an emissions violation under the Clean Air Act, and demands
21 information that exceeds any reasonable expectation of business records maintained for the VTC. The
22 City further objects to the extent that this interrogatory seeks information protected by the attorney-
23 client privilege, work product doctrine, and the constitutional right to privacy. The City objects to the
24 extent that this interrogatory seeks information that is not relevant to any claim or defense in the
25 present action and is not reasonably calculated to lead to the discovery of admissible evidence.

26 Subject to and without waiving these objections, and consistent with the above interpretation of
27 the interrogatory, the City responds: (i) for each of the 16 diesel-engine light towers: Allmand, ultra-
28 low sulfur diesel fuel, 5.1 horsepower; *see also* CCSF 000002–CCSF 000005 produced as Exhibit B to

1 the City’s response to Plaintiff’s First Set of Interrogatories; (ii) for the two prime generators: a) John
2 Deere engine, ultra-low sulfur diesel fuel, 215 horsepower, and b) Isuzu engine, ultra-low sulfur diesel
3 fuel, 170.8 horsepower; *see also* CCSF 000024–CCSF 000031 produced as Exhibit A to these
4 responses; (iii) for the four personal generators belonging to VTC guests that are in locked storage at
5 the VTC, the City cannot testify to the accuracy of any technical specifications, and based solely on
6 non-expert visual inspection, the City responds that these appear to be four small generators ranging
7 from 1200 watt to 5000 watts, requiring gasoline fuel, and bearing the following manufacturer names:
8 PowerStar Plus, Honda, Predator, and RYOBI.

9 **INTERROGATORY NO. 7:**

10 Identify all sources of electricity used to provide power for ACTIVITIES at the VTC between
11 January 1, 2022 to July 19, 2023. For the purposes of this interrogatory, “ACTIVITIES” includes but
12 is not limited to lighting, wireless internet services, shower and bathroom services, and security and
13 support services.

14 **RESPONSE TO INTERROGATORY NO. 7:**

15 The City incorporates the foregoing Preliminary Statement and General Objections as though
16 fully set forth herein. The City objects that this interrogatory is unduly burdensome and not
17 proportional to the needs of the case in that the requested information is entirely irrelevant to any
18 claim or defense in the present action. Plaintiff purports to bring a citizen suit under the Clean Air
19 Act, which requires Plaintiff to serve the City and regulatory bodies with a 60-day notice prior to
20 commencing suit identifying the specific emissions standard or limitation under the Act at issue and
21 the activity alleged to be in violation. Plaintiff’s 60-day notice for this action pertains to the operation
22 of 16 diesel-engine light towers at the VTC about which the City has already furnished Plaintiff with
23 detailed technical and operational information. The City objects that “all sources of electricity” used
24 to provide power for activities broadly defined is vague and overbroad and, as drafted, the
25 interrogatory precludes the City from providing a complete and accurate response because it exceeds
26 the reasonable scope of the City’s knowledge, information, and belief. The City will interpret “all
27 sources of electricity used to provide power for ACTIVITIES at the VTC” to mean the sources of
28 electricity for lighting at the VTC and the electrical service existing at the VTC used to power an

1 installed guard shack and office trailer and possibly wireless internet services, a phone charging
2 station, and other operational services at the site. The City objects that this interrogatory is unduly
3 burdensome and not proportional to the needs of the case because it is duplicative of Plaintiff's First
4 Set of Interrogatories, including Interrogatory No. 3, in response to which the City has already
5 provided Plaintiff with detailed cut sheets that identify the manufacturer, fuel-type, and horsepower of
6 the 16 diesel-engine light towers; it is also duplicative of Interrogatory No. 6 above. The City objects
7 that this interrogatory is unduly burdensome and not proportional to the needs of the case because,
8 insofar as it is not duplicative, it is irrelevant to any claim in the present action, seeks information for a
9 time period that extends beyond the filing of Plaintiff's Complaint, and demands information that
10 exceeds any reasonable expectation of business records maintained for the VTC. The City further
11 objects to the extent that this interrogatory seeks information protected by the attorney-client privilege,
12 work product doctrine, and the constitutional right to privacy. The City objects to the extent that this
13 interrogatory seeks information that is not relevant to any claim or defense in the present action and is
14 not reasonably calculated to lead to the discovery of admissible evidence.

15 Subject to and without waiving these objections, and consistent with the above interpretation of
16 the interrogatory, the City responds: from mid to late January 2022 until approximately December 22,
17 2022, lighting at the VTC was powered by the 16 diesel-engine light towers (specifications at CCSF
18 000002–CCSF 000005); thereafter, until approximately February 28, 2023, it was powered by seven
19 of the 16 diesel-engine light towers and eight permanent solar light fixtures (specifications at CCSF
20 000091–CCSF 000131 produced as Exhibit B to these responses); until approximately March 22,
21 2023, it was powered by one of the 16 diesel-engine light towers and 16 of the permanent solar light
22 fixtures; thereafter through the present, the lighting was powered by one of the 16 diesel-engine light
23 towers and 17 of the permanent solar light fixtures. From approximately mid to late January 2022 to
24 the present, electrical service of 240V, single phase, 200amp existing at the site of the VTC has been
25 used to power a guard shack and office trailer and possibly wireless internet services, a phone charging
26 station, and other operational services at the site.

27 **INTERROGATORY NO. 8:**

28 Describe in detail the reason or reasons why diesel fueled GENERATORS were used at the

1 VTC instead of renewable energy sources of electricity including but not limited to solar powered
2 lighting.

3 **RESPONSE TO INTERROGATORY NO. 8:**

4 The City incorporates the foregoing Preliminary Statement and General Objections as though
5 fully set forth herein. The City objects that this interrogatory is unduly burdensome and not
6 proportional to the needs of the case in that the requested information is entirely irrelevant to any
7 claim or defense in the present action. Plaintiff purports to bring a citizen suit under the Clean Air
8 Act, which requires Plaintiff to serve the City and regulatory bodies with a 60-day notice prior to
9 commencing suit identifying the specific emissions standard or limitation under the Act at issue and
10 the activity alleged to be in violation. Plaintiff's 60-day notice for this action pertains to the operation
11 of 16 diesel-engine light towers at the VTC about which the City has already furnished Plaintiff with
12 detailed technical and operational information. The City objects that Plaintiff's definition of
13 "GENERATORS" as "any engine that burns fuel to produce electricity" is vague and overbroad and,
14 as drafted, the interrogatory precludes the City from providing a complete and accurate response
15 because it exceeds the reasonable scope of the City's knowledge, information, and belief. The City
16 will interpret "diesel fueled GENERATORS . . . used at the VTC" to mean the Allmand diesel-engine
17 light towers more specifically described at CCSF 000002–CCSF 000005, which are the subject of this
18 action, as the City is unaware of other diesel fueled generators used at the VTC. The City objects that
19 this interrogatory is unduly burdensome and not proportional to the needs of the case in that it
20 demands information that exceeds the burdens and expectations of records reasonably maintained in
21 the ordinary course of business, fails to specify the city departments from which it seeks information,
22 and is unlimited in time. The City further objects to the extent that this interrogatory seeks
23 information protected by the attorney-client privilege, work product doctrine, and the constitutional
24 right to privacy. The City objects to the extent that this interrogatory seeks information that is not
25 relevant to any claim or defense in the present action and is not reasonably calculated to lead to the
26 discovery of admissible evidence.

27 Subject to and without waiving these objections, and consistent with the above interpretation of
28 the interrogatory, the City responds: the City's phased build-out of the VTC included plans to install

1 permanent solar light fixtures at the site, a process that required several months of lead time, including
2 time to fabricate the fixtures. On or about February 28, 2022, the City placed an order for the
3 permanent light poles and solar panels and completed the first part of the phased installation on or
4 about December 22, 2022. Until the lights were completely installed, the City required the use of
5 temporary light towers to ensure sufficient nighttime lighting for the safety and security of VTC guests
6 and staff. Faced with the limited availability of alternative light sources and budget constraints, the
7 City procured Tier 4 Final diesel-engine lights operated on ultra-low sulfur diesel fuel to satisfy the
8 need for temporary security lighting at the VTC until permanent solar light fixtures were installed.

9
10 Dated: August 18, 2023

11 DAVID CHIU
12 City Attorney
13 ROBB W. KAPLA
14 KATHY J. SHIN
15 Deputy City Attorneys

16 By: 
17 KATHY J. SHIN

18 Attorneys for Defendant
19 CITY AND COUNTY OF SAN FRANCISCO
20
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1 VERIFICATION

2 I, Louis Bracco, declare as follows:

3 I am the Shelter Programs Supervisor for the San Francisco Department of Homelessness and
4 Supportive Housing and I am authorized to make this verification on behalf of Defendant City and
5 County of San Francisco. I have read DEFENDANT'S RESPONSE TO PLAINTIFF'S SECOND
6 SET OF INTERROGATORIES and know its contents. These responses are true to the best of my
7 knowledge, information, and belief, recognizing that no individual City employee has personal
8 knowledge of all matters stated in these responses, and some such matters are not within my personal
9 knowledge. These responses were further prepared with the assistance of counsel for the City based
10 on information and documents discovered to date in responding to discovery in this action. The
11 responses are thus subject to correction for any inadvertent errors or omissions, if such errors or
12 omissions are found.

13 I declare under penalty of perjury under the laws of the State of California that the foregoing is
14 true and correct.

15 Executed this 18th day of August 2023, at San Francisco, California.

16
17 
18 _____
19 LOUIS BRACCO
20
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PROOF OF SERVICE

I, KATHY J. SHIN, declare as follows:

I am a citizen of the United States, over the age of eighteen years and not a party to the above-entitled action. I am employed at the City Attorney’s Office of San Francisco, City Hall, Room 234, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

On August 18, 2023 I served the following document(s):

DEFENDANT’S RESPONSE TO PLAINTIFF’S SECOND SET OF INTERROGATORIES

on the following persons at the locations specified:

Lucas Williams
Howard Hirsch
Lexington Law Group
503 Divisadero Street
San Francisco, CA 94117

Caroline Farrell
Environmental Law and Justice Clinic
Golden Gate University School of Law
536 Mission Street
San Francisco, CA 94105

Attorneys for Plaintiff
Email: lwilliams@lexlawgroup.com
hhirsch@lexlawgroup.com

Attorney for Plaintiff
Email: cfarrell@ggu.edu

in the manner indicated below:

BY ELECTRONIC MAIL: Based on a court order or an agreement of the parties to accept electronic service, I caused the documents to be sent to the person(s) at the electronic service address(es) listed above. Such document(s) were transmitted *via* electronic mail from the electronic address: kathy.shin@sfcityatty.org in portable document format ("PDF") Adobe Acrobat.

I declare under penalty of perjury pursuant to the laws of the State of California that the foregoing is true and correct.

Executed August 18, 2023, at San Francisco, California.



KATHY J. SHIN

Exhibit 3

Pursuant to the authority vested in California Air Resources Board by Sections 43013, 43018, 43101, 43102, 43104 and 43105 of the Health and Safety Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-19-095;

IT IS ORDERED AND RESOLVED: That the following compression-ignition engines and emission control systems produced by the manufacturer are certified as described below for use in off-road equipment. Production engines shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	ENGINE FAMILY	DISPLACEMENT (liters)	FUEL TYPE	USEFUL LIFE (hours)
2023	PKBXL.719KCC	0.479, 0.719	Diesel	3000
SPECIAL FEATURES & EMISSION CONTROL SYSTEMS			TYPICAL EQUIPMENT APPLICATION	
Indirect Diesel Injection			Generator Set, Light Tower, Welder, Auxiliary Power Unit	

The engine models and codes are attached.

The following are the exhaust certification standards (STD) and certification levels (CERT) for non-methane hydrocarbon (NMHC), oxides of nitrogen (NOx), or non-methane hydrocarbon plus oxides of nitrogen (NMHC+NOx), carbon monoxide (CO), and particulate matter (PM) in grams per kilowatt-hour (g/kw-hr), and the opacity-of-smoke certification standards and certification levels in percent (%) during acceleration (Accel), lugging (Lug), and the peak value from either mode (Peak) for this engine family (Title 13, California Code of Regulations, (13 CCR) Section 2423):

RATED POWER CLASS	EMISSION STANDARD CATEGORY		EXHAUST (g/kw-hr)					OPACITY (%)		
			NMHC	NOx	NMHC+NOx	CO	PM	ACCEL	LUG	PEAK
kW < 19	Tier 4 Final	STD	N/A	N/A	7.5	6.6	0.40	N/A	N/A	N/A
		CERT	--	--	6.0	2.5	0.21	--	--	--

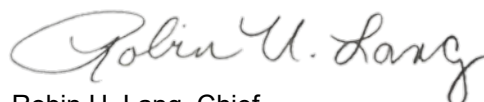
BE IT FURTHER RESOLVED: That for the listed engine models, the manufacturer has submitted the information and materials to demonstrate certification compliance with 13 CCR Section 2424 (emission control labels), and 13 CCR Sections 2425 and 2426 (emission control system warranty).

BE IT FURTHER RESOLVED: That for the listed engine models which include engines from different power categories in the same engine family, the manufacturer is complying with the more stringent set of standards from the 8 ≤ kW < 19 power category in conformance with the incorporated Section 1039.230 (e) of the "California Exhaust Emission Standards and Test Procedures for New 2011 and Later Tier 4 Off-Road Compression Ignition Engines, Part 1-D" adopted October 20, 2005 and last amended October 25, 2012.

Engines certified under this Executive Order must conform to all applicable California emission regulations.

This Executive Order is only granted to the engine family and model-year listed above. Engines in this family that are produced for any other model-year are not covered by this Executive Order.

Executed on this 5th day of October 2022.



Robin U. Lang, Chief
 Emissions Certification and Compliance Division

Exhibit 4



NIGHT-LITE™

GR-SERIES LIQUID-COOLED DIESEL

The Night-Lite™ GR-Series Liquid-Cooled light tower: bigger, brighter light and longer run times — so you get more done on the jobsite.

- Kubota diesel engine with 63-gallon fuel tank: 313-hour run time with 350-watt lights; 360-hour run time with optional 250-watt lights.
- Four 350-watt LED fixtures produce 204,488 total lumens and 38,610 ft² area at 0.5 ft-c: 19% more lumen output and 19,084 ft² more light area than the leading competitor.
- Best-in-class 1,000-hour oil change interval: lower maintenance expenses.



CCSF000002

KEY FEATURES

Night-Lite™ GR-Series Liquid-Cooled

(4) LED Light Fixtures 350W each lamp, Optional (4) LED Fixtures 250W each lamp

SMD style LEDs

Mast
Flexible lighting with a vertical mast extending to 23 feet

Vertical Tower
Easy to raise and lower with a dual-handle manual winch

359 Degree Rotation
Increase flexibility in light spread

Up to 360 Hour Run Time
with optional 250 watt LED; 313 hours with 350 watt LED

Fuel Tank
63-gallon fuel tank extends operation

Service Interval
1000 hour oil change interval

Foldable Tongue
Takes up less space on the job-site and in your yard

Standard Trailer Coupler 2" Ball

Lifting Eye

Stabilizers
Steel tongue jack foldable with dual pins, 3 point outriggers

Heavy-duty Leveling Jacks

Max Height
276 in (7,010 mm)

Height
Transport Position
98.5 in (2,502 mm)

Max Width
98 in (2,489 mm)

Width
Transport Position
50.5 in (1,283 mm)

Length
82.5 in (2096 mm)

Deep Sea L401 Controller*
Low Fuel Level Shutdown
Fuel Level Reading

Controls
Simple, easy to use

Liquid-Cooled Engine

Operating Temperatures
Max: 120°F
Min: -40°F (Arctic Package required)

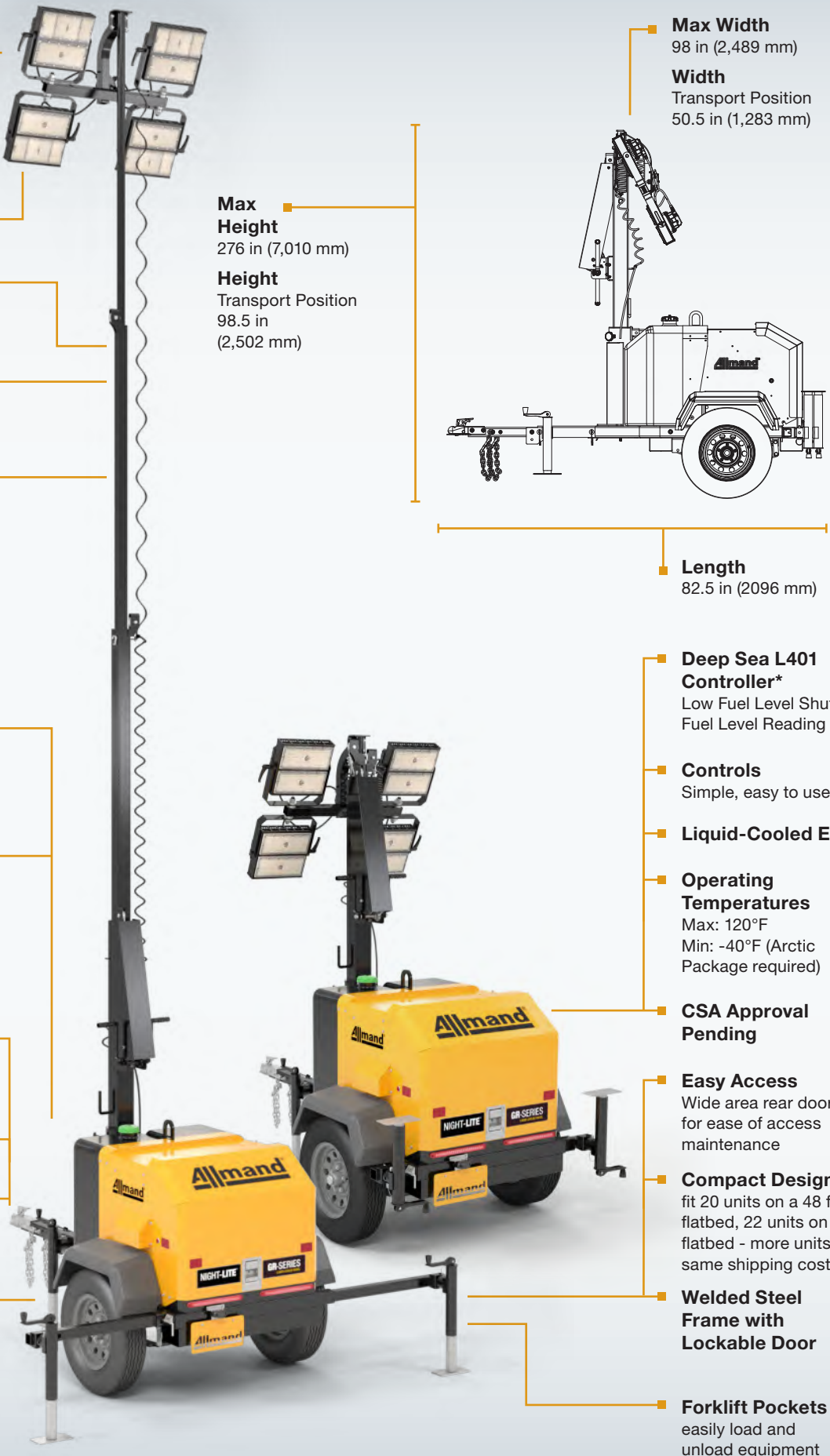
CSA Approval Pending

Easy Access
Wide area rear door for ease of access maintenance

Compact Design
fit 20 units on a 48 ft flatbed, 22 units on a 53 ft flatbed - more units for the same shipping cost

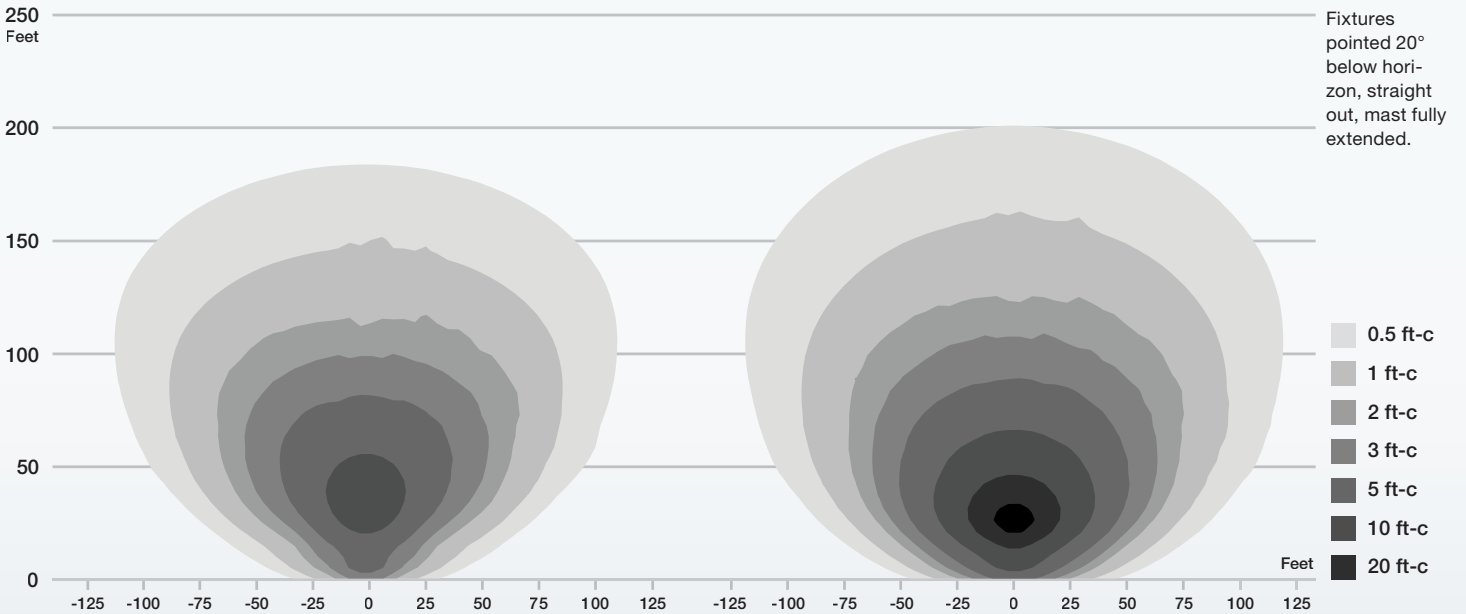
Welded Steel Frame with Lockable Door

Forklift Pockets
easily load and unload equipment



Model		Night-Lite™ GR-Series Liquid-Cooled
Liquid-Cooled Engine Brand / Model		Kubota Z482
Estimated Engine Prime Power (kW)**		3
Fuel Capacity gal (L)		63 (238)
Horsepower (@ 1,800 RPM) ***		5.1
Engine Tier		Tier 4 Final
Light Type – LED		
LED Wattage		350 W
Light Output - Per Lamp (Lumens)		51,122
Lumens Total		204,488
LED Wattage		250 W
Light Output - Per Lamp (Lumens)		38,081
Lumens Total		152,324
Operating Time (Hrs) 250 W LED		360
Operating Time (Hrs) 350 W LED		313
Estimated LED Life (hrs) **		50,000
Features		
Outlets		Outlet - Single 120V / 20A GFI
Weights & Shipping		
Shipping Weight lbs (kg) (No Fuel)		1,200 (544)
Net Weight - Dry (lbs)		1,155 (524)
Net Weight - Wet (lbs)		1,580 (717)
Number of Units on 48' Flatbed		20
Number of Units on 53' Flatbed		22

LIGHT COVERAGE



Night-Lite™ GR-Series®
with 4 – 250 W LED Light Output (option)

Area Lit to .5 Foot Candle (ft-c)
or Higher: 34,650 ft²

Night-Lite™ GR-Series®
with 4 – 350 W LED Light Output (standard)

Area Lit to .5 Foot Candle (ft-c)
or Higher: 41,490 ft²

* Prime generator electrical output per Allmand® testing. ** Based on one hour run test full fuel tank consumption. *** All power levels are stated gross horsepower as rated by the engines© manufacturers. †Based on 5 yrs of service and industry residual value. Allmand® has a policy of continuous product improvement and reserves the right to modify its specifications at any time and without prior notice. See operator's manual or www.allmand.com website for complete warranty details.

OPTIONS

Night-Lite™ GR-Series Liquid-Cooled

Available at launch:

Arctic Package (includes 120V immersion style block heater & HD battery)

250W LED Lights

LED Diffuser Panels

Custom Paint

Telematics Package (customer supplied – standard factory lead time for design)

ALLMAND 350W LED COMPARED TO LEADING COMPETITOR LED LIGHTS

Allmand 350W LED vs 296W LED

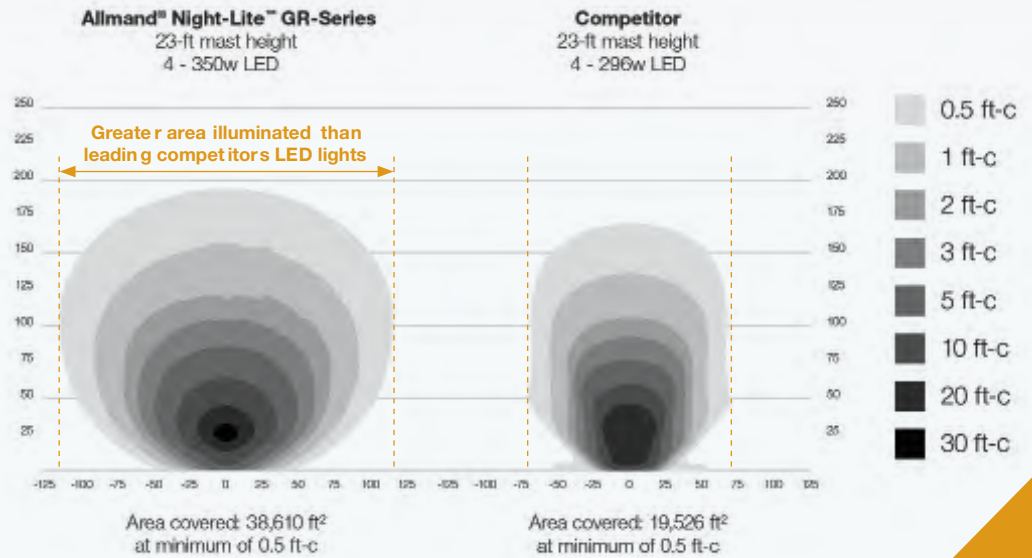
• Ft² Area Illuminated

- 38,610 ft² vs 19,526 ft²
- 19,084 ft² additional area
- 98% increase in light coverage

• Lumen Output

- 202,488 vs 172,200 total lumens
- 32,288 additional lumens
- 19% increase in light brightness

Allmand Data obtained by 3rd party independent test lab for 23 ft tower at 10° below horizon. Note: See individual product sale sheets for each light plant light map details.



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Exhibit 5

Michigan Journal of Race and Law

Volume 26
Special Issue

2021

Looking Toward Restorative Justice for Redlined Communities Displaced by Eco-Gentrification

Helen H. Kang
Golden Gate University School of Law

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MICHIGAN LAW ON RACE & LAW

JOURNAL *of* ENVIRONMENTAL & ADMINISTRATIVE LAW

SPECIAL ISSUE

WINTER 2021

Looking Toward Restorative Justice for Redlined Communities Displaced by Eco-Gentrification

Helen H. Kang

MJEAL chose to publish Helen Kang's piece, *Looking Toward Restorative Justice for Redlined Communities Displaced by Eco-Gentrification*, because it offers a unique analytic approach for analyzing the roots of environmental racism and the appropriate tools to help rectify it. She offers an argument for why restorative justice needs to be the framework and explains how we can accomplish this in the context of a whole government solution. MJEAL is excited to offer what will be an influential approach for environmental restorative justice to the broader activist and academic community.



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Environmental & Administrative Law*

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RESTORATIVE JUSTICE FOR REDLINED
COMMUNITIES DISPLACED BY ECO-GENTRIFICATION

Helen H. Kang*

INTRODUCTION23

I. DE JURE SEGREGATION IN THE CITY OF SAN FRANCISCO
AND THE DISPLACEMENT OF BLACK RESIDENTS FROM THE
BAYVIEW-HUNTERS POINT NEIGHBORHOOD24

A. *The De Jure Segregation of Bayview-Hunters Point*26

B. *Continuation of De Jure Segregation Through Redlining
and Other Government Actions*27

C. *Intensification of Segregation and the Subsequent
Displacement of African Americans Out of the City*.....29

1. Displacement: Out of the Western Addition30

2. Displacement: Out of Bayview-Hunters Point31

II. CONNECTING THE DOTS: FROM REDLINING TO INJUSTICE IN
BAYVIEW-HUNTERS POINT34

III. LOOKING OUTSIDE THE TRADITIONAL ENVIRONMENTAL
TOOLBOX TO A MULTI-FACETED APPROACH TO ACHIEVE
RESTORATIVE JUSTICE40

A. *The Neglected Framework of People-Based Restorative
Justice*40

B. *Opportunities to Incorporate Restorative Justice: A Whole-of-
Government Approach*.....43

CONCLUSION45

INTRODUCTION

The de jure segregation of the Bayview-Hunters Point community in the famously progressive City of San Francisco, California, has had enduring impacts that current Black residents still face.¹ The legacy of the

* Helen Kang is a Professor of Law and Director of the Environmental Law and Justice Clinic at Golden Gate University School of Law. The clinic was founded in 1994 to provide legal services to communities of color and low-income neighborhoods heavily burdened by pollution.

1. I use the terms “African American” and “Black” mostly interchangeably as my clients from Bayview-Hunters Point do with me. At times, I also use the same terms employed by data collectors or the authors I cite to, including the term “black.” As to the

invidious racial discrimination includes existing pollution from facilities that support the residents of the rest of the city, radioactive contamination at the Hunters Point Naval Shipyard that attests to our nation's nuclear past, and lack of amenities such as access to healthy foods and sanitation services, in addition to other inequities in education and policing.

Still, the community has seen marked improvements in some respects: the only two power plants in the city that were located in the Bayview neighborhood are now gone, and the miles of trails along the southeastern shore of San Francisco are accessible to residents. Because of the displacement of the Bayview community's Black population, in what has been labeled a "Black exodus," however, most of the past residents who bore the burden of environmental disparities are no longer living in the historically Black neighborhood. The benefits of any positive developments in the community, therefore, do not inure to them. In fact, compounding the historical harms, eco-gentrification of the neighborhood is contributing to intensifying the displacement that began in the 1970s.

Seeking restorative justice for Bayview residents, past and present, thus requires recognizing the connections between *de jure* segregation, pollution, and displacement. The problems Bayview residents face are systemic problems rooted in its segregation past and the virulent prejudices Black communities still face. These systemic problems need systemic solutions. To remedy the injustices of this past, the traditional distributive and procedural lens typically employed to achieve environmental justice, while still fundamental, lends too narrow a focus. Instead, achieving true justice requires the hard work of achieving restorative justice: what has been wrested from these communities and residents should be restored to make them whole. Both the federal and local governments who were actors in creating the injustice should employ a restorative justice framework to redress the harm done to the displaced Bayview residents.

I. DE JURE SEGREGATION IN THE CITY OF SAN FRANCISCO AND THE DISPLACEMENT OF BLACK RESIDENTS FROM THE BAYVIEW-HUNTERS POINT NEIGHBORHOOD

As the Great Migration was transforming our nation, when six million African Americans escaped the Jim Crow South, cities that served as "receiving stations" took on the task of recreating the echoes of Jim Crow by intentionally creating segregated housing and, eventually,

Bayview-Hunters Point neighborhood, I generally refer to both neighborhoods as Bayview here and at times to the separate area of Hunters Point as Hunters Point.

neighborhoods.² In *The Color of Law: A Forgotten History of How Our Government Segregated America*, Richard Rothstein details how during the New Deal era and after, governments at all levels intentionally “created segregation in every metropolitan area of the nation.”³ That is, “[t]oday’s residential segregation in the North, South, Midwest, and West is not the unintended consequence of individual choices and of otherwise well-meaning law or regulation but of unhidden public policy.”⁴

In Rothstein’s telling, segregation in the San Francisco Bay Area serves as a particularly damning instance of government-sponsored or de jure segregation. In San Francisco, as in other areas of the San Francisco Bay Area such as East Palo Alto, Richmond, and West Oakland, the government created segregated areas where they did not previously exist: unlike in other metropolitan areas, there had been too few African Americans in areas like San Francisco for segregation patterns to cement themselves before the Great Migration of African Americans through the midst of World War II.⁵

Beginning at least in 1942, both the U.S. government through the Navy and the City of San Francisco established segregated housing in the Bayview neighborhood.⁶ Once segregated, the demographic pattern hardened in Bayview as white residents moved out. The pattern also in-

2. ISABEL WILKERSON, *THE WARMTH OF OTHER SUNS: THE EPIC STORY OF AMERICA’S GREAT MIGRATION* 19, 447 (2011); see generally RICHARD ROTHSTEIN, *THE COLOR OF LAW: A FORGOTTEN HISTORY OF HOW OUR GOVERNMENT SEGREGATED AMERICA* (2017) [hereinafter, “Rothstein”]. Of course, even starting with segregation ignores the connection between environmental injustice and slavery. See generally Nadia Ahmad, “Mask Off” – *The Coloniality of Environmental Justice*, 24 WIDENER L. REV. 195 (2019); Robin Morris Collin & Robert Collin, ENVIRONMENTAL REPARATIONS IN THE QUEST FOR ENVIRONMENTAL JUSTICE: HUMAN RIGHTS AND THE POLITICS OF POLLUTION (Bullard, ed. 2005) (connecting the “pervasive, predictable, and lethal” gaps in racialized disparities to slavery and advocating environmental reparations, which include cleanup and conversion of industries from polluting to clean ones).

3. Rothstein, *supra* note 2, at 13.

4. *Id.*

5. Rothstein, *supra* note 2, 13-14. Still, segregation in San Francisco existed before the Great Migration, even if San Francisco might not have been hyper-segregated. Bianca Taylor, *How ‘Urban Renewal’ Decimated the Fillmore District, and Took Jazz with It*, KQED (June 25, 2020), <https://www.kqed.org/news/11825401/how-urban-renewal-decimated-the-fillmore-district-and-took-jazz-with-it> (“San Francisco in the early 1900’s was segregated.”). Hypersegregation means the “separation of the races that was so total and complete that blacks and whites rarely intersected outside of work.” WILKERSON, *supra* note 2, at 447.

6. Helen H. Kang, *Respect for Community Narratives of Environmental Injustice: The Dignity Right to Be Heard and Believed*, 25 WIDENER L. REV. 219, 224 (2019). Bayview and Hunters Point are two separate neighborhoods of about six square miles. Saara Nafici, *The People or the Place?: Revitalization/Gentrification in San Francisco’s Bayview Hunters Point*, DSPACE@MIT, 9 n.4 (June 2006), <https://dspace.mit.edu/handle/1721.1/37868>.

tensified when the city's urban "renewal" policies displaced some African American residents from another part of the city into Bayview. Since the 1970s, demographics of the area have shifted, draining the neighborhood of longtime Black residents and their children in response to the pressures of gentrification and housing discrimination against low-income residents.

A. *The De Jure Segregation of Bayview-Hunters Point*

The Bayview and Hunters Point neighborhoods are located in southeast San Francisco, about six miles from downtown as the crow flies. The San Francisco Bay lies along the eastern shore of Hunters Point. The Bayview has historically been home to African Americans who sought a better life, away from the Jim Crow South. Among those pioneering residents were Pullman porters, members of the military, and civilian workers at the Hunters Point Naval Shipyard.⁷ Ironically, but reflective of the deeply-embedded racial hierarchies, these residents did not escape the reaches of Jim Crow even in San Francisco. The same underlying prejudices and the entrenched belief in the supremacy of the white race and the "otherness" of Black and other people of color that infected the Jim Crow South were prevalent in the city, as elsewhere.

Since before 1940, when the U.S. Navy assumed control of what was once a commercial drydock to use it as a shipyard for building, repairing, and maintaining naval ships, the shipyard was a presence in the Hunters Point neighborhood. Occupying some 500 acres, the site has a big footprint both physically and historically.⁸ During wartime, the shipyard employed as many as 17,000 to 18,500 people.⁹ Housing was in short supply as in other parts of the nation,¹⁰ and the City of San Francisco set about to build public housing to accommodate working families.¹¹ When the San Francisco Housing Authority attempted to create integrated housing for "14,000 workers and their families" at the shipyard in 1942, the Navy objected on the basis that "integration would cause conflicts among workers and interfere with ship repair" much needed in the

7. ALBERT S. BROUSSARD, BLACK SAN FRANCISCO: THE STRUGGLE FOR RACIAL EQUALITY IN THE WEST, 1900-1954, at 133-34 (1993), and other sources cited in Kang, *supra* note 6, at 221 n.7 (2019).

8. Kang, *supra* note 6, at 224.

9. *Id.*

10. See generally Rothstein, *supra* note 2, at 17.

11. "Public housing's original purpose was to give shelter not to those too poor to afford it but to those who could afford decent housing but couldn't find it because none was available." *Id.*

war.¹² The housing authority then acquiesced and moved African Americans to “separate sections.”¹³ The housing authority advertised vacant units to other white San Francisco residents, even as African American workers remained on the waitlist for available units.¹⁴

B. *Continuation of De Jure Segregation Through Redlining and Other Government Actions*

As Rothstein chronicles, de jure segregation entailed government-initiated discriminatory lending and mortgage guarantee policies, which limited the freedom of people of color, particularly Black people, to live where they wished. These policies, supported by cities and their departments, affected not only Black families in the post-Depression era but also their descendants, severely limiting access to adequate education, health care, and the ability to pass on accumulated wealth that might have been gained through building equity in residential property.¹⁵

Specifically, mortgage insurers or guarantors such as the Federal Housing Administration and U.S. Department of Veteran Affairs denied African American homeownership in most suburbs. In addition, preceding those practices, the Home Owners’ Loan Corporation (“HOLC”) created “Residential Security Maps” that divested African Americans of access to home loans and a chance at building wealth in urban areas where they lived.¹⁶ Created purportedly to assess mortgage risks, the

12. *Id.* at 27.

13. *Id.* at 28.

14. *Id.*

15. As Rothstein explains,

HOLC mortgages were amortized, meaning that each month’s payment included some principal as well as interest, so when the loan was paid off, the borrower would own the home. Thus for the first time, working- and middle-class home-owners could gradually gain equity while their properties were still mortgaged. If a family with an amortized mortgage sold its home, the equity (including any appreciation) would be the family’s to keep.

Id. at 63. The HOLC was “a government-sponsored corporation” established in 1933 “under New Deal legislation to help those in danger of home foreclosure.” Shadi O. Tehrani, Shuling J. Wu & Jeffnir D. Roberts, *The Color of Health: Residential Segregation, Light Rail Transit Development, and Gentrification in the United States*, INT’L J. OF ENV’T RESEARCH & PUB. HEALTH (Sept. 2019), <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6801918/>; Rothstein, *supra* note 2, at 63.

16. “[T]he Federal Housing Administration and Veterans Administration not only refused to insure mortgages for African Americans in designated white neighborhoods . . . [but] also would not insure mortgages for whites in a neighborhood where African Americans were present.” Rothstein, *supra* note 2, at 12.

HOLC maps coded areas like Hunters Point where African Americans lived with the color red, which designated areas that HOLC determined to present the highest loan risk, regardless of whether “it was a solid middle-class neighborhood of single-family homes.”¹⁷ The areas with the “safest” mortgage risks were coded green.

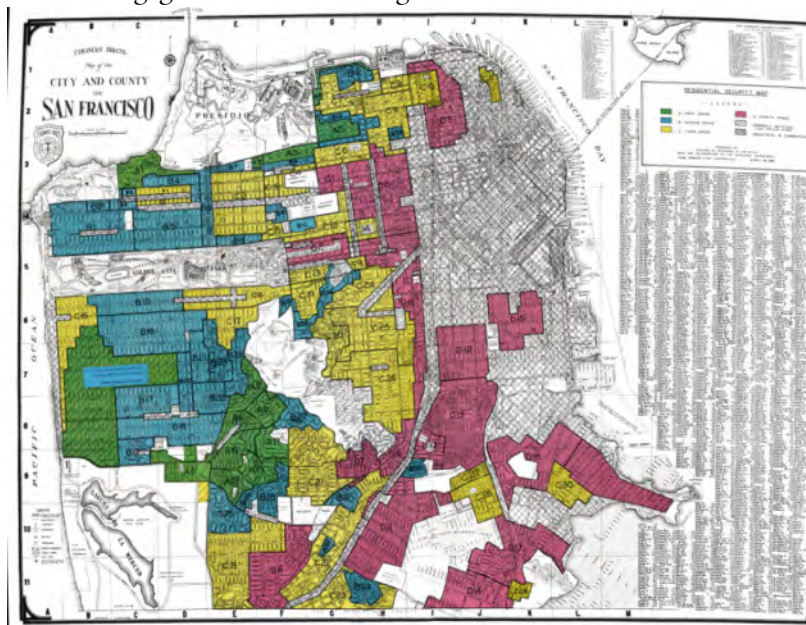


FIGURE 1 SOURCE: MAPPING INEQUALITY

17. *Id.* at 64; see Mapping Inequality, a collaborative project of three teams from the University of Richmond, Virginia Tech, University of Maryland, and Johns Hopkins. *About Mapping Inequality*, MAPPING INEQUALITY: REDLINING IN NEW DEAL AMERICA, <https://dsl.richmond.edu/panorama/redlining/#loc=6/35.889/-89.692&text=about>.

Mapping Inequality updates the study of New Deal America, the federal government, housing, and inequality for the twenty-first century. It offers unprecedented online access to the national collection of “security maps” and area descriptions produced between 1935 and 1940 by one of the New Deal’s most important agencies, . . . HOLC (pronounced “holk”). HOLC recruited mortgage lenders, developers, and real estate appraisers in nearly 250 cities to create maps . . . and their accompanying documentation [that] helped set the rules for nearly a century of real estate practice. . . . [M]ore than a half-century of research has shown housing to be for the twentieth century what slavery was to the antebellum period, namely the broad foundation of both American prosperity and racial inequality.

See also University of Richmond, *Mapping Inequality*, DATA-SMART CITY SOLUTIONS (2017), <https://datasmart.ash.harvard.edu/solutions/mapping-inequality>.

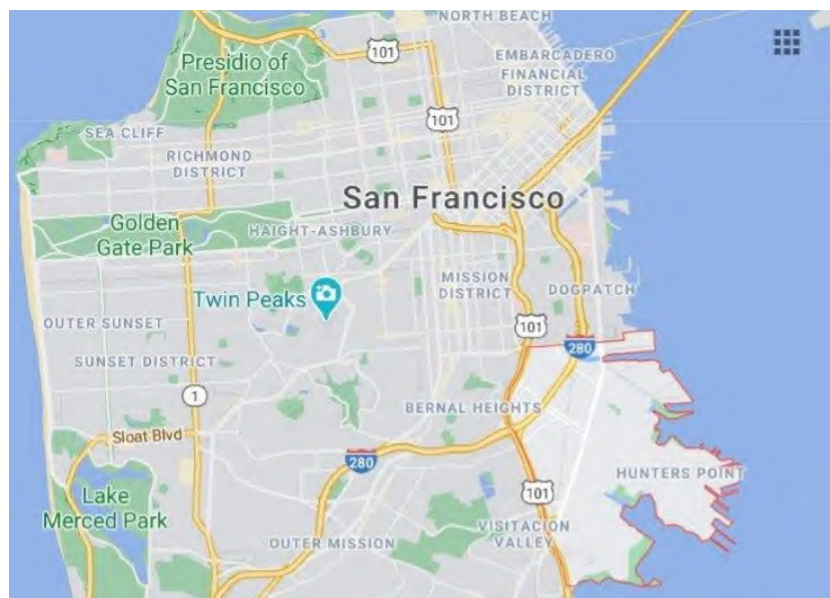


FIGURE 2 SOURCE: MAP DATA 2020 GOOGLE

Map cropped to match the HOLC map in Figure 1; the area demarcated in red is Bayview-Hunters Point.

C. Intensification of Segregation and the Subsequent Displacement of African Americans Out of the City

Several economic and policy developments devastated the African American residents of the city in the post-war decades. In the 1960s and 1970s, changes in the maritime industry in San Francisco and the closure of the Hunters Point Naval Shipyard resulted in crushing job losses for African Americans in Bayview.¹⁸ In those decades and since, the efforts led by the city government first resulted in concentrating the city's Black residents in Bayview, intensifying segregation, and then, after the 1970s, displacing them from the city. Although come to be known as the "Black exodus," there was no Moses leading these residents into the land of milk and honey—more accurately, the movement resulted from expulsion, whether intentional or not.¹⁹

18. Marcia Rosen & Wendy Sullivan, *From Urban Renewal and Displacement to Economic Inclusion: San Francisco Affordable Housing Policy 1978-2014*, 25 *STAN. L. & POL'Y REV.* 121, 124 (2014).

19. See generally Sarah Erlich, *The Disappearance of Black San Franciscans: 1970-2010*, 1 *ELEVEN* 29 (2010).

1. Displacement: Out of the Western Addition

Around the same time the housing authority of the City of San Francisco had intentionally segregated the housing at the Hunters Point shipyard, the authority created segregated housing in the Western Addition—four buildings for white families and one for African Americans.²⁰ One of the few areas where African Americans and immigrants from both Europe and Asia could live in the city, the Western Addition, including the Fillmore District in its eastern section, became a thriving cultural center for the city's Black residents, as Black residents began to occupy some of the residences and businesses.²¹ In 1947, however, the San Francisco Planning and Housing Association published a report called "Blight and Taxes," arguing that the city's "cancerous growth" of areas like the Western Addition were imposing cost burdens on the residents in "better areas" and that "it costs more to keep the slums than to tear them down and rebuild."²²

Subsequently, pursuant to the federal 1949 Housing Act, under which many urban areas considered "slums" were demolished for development funding, the City of San Francisco targeted the "low income and not-white" and once-integrated area of the Fillmore, whose residents by then were mostly Black, for the largest redevelopment project on the west coast.²³ Over 4,700 households "were forced out of their homes, often without much warning or adequate compensation," through eminent domain, and the city evicted 13,000 more people; nearly "2,500 Victorian homes were demolished" once the bulldozers that began their work finished.²⁴ About 900 businesses were shut down, among them Black-owned banks, small businesses such as retail shops and barbershops, and entertainment businesses, including jazz clubs that featured the famous

20. *Supra* note 18; see Adrienne R. Hall, *SFHA's "Neighborhood Pattern" and Geographies of Segregation*, in (DIS)LOCATION: BLACK EXODUS 30, 31 (2019), <https://archive.org/details/dislocationblackexodus/page/n33/mode/2up> (referencing the chart on page 31 titled, "Segregated Public Housing and Redlined Neighborhoods").

21. Kang, *supra* note 6, at 257; Taylor, *supra* note 5.

22. SAN FRANCISCO PLANNING AND HOUSING ASSOCIATION, BLIGHT AND TAXES 1, 10 (1947).

23. Taylor, *supra* note 5. See also Erlich, *supra* note 19, at 33, 38.

24. Erlich, *supra* note 19, at 38-39; Leslie Fulbright, *Sad Chapter in Western Addition History Ending*, SF GATE (July 21, 2008, updated Feb. 9, 2012), <https://www.sfgate.com/bayarea/article/Sad-chapter-in-Western-Addition-history-ending-3203302.php>; Rachel Brahinsky, *Fillmore Revisited – How Redevelopment Tore Through the Western Addition*, SAN FRANCISCO PUBLIC PRESS (Sept. 23, 2019), <https://www.sfpublicpress.org/fillmore-revisited-how-redevelopment-tore-through-the-western-addition/#>. Erlich states that the work began in 1956. Erlich, *supra* note 19, at 38.

artists of the time.²⁵ The city's redevelopment agency evicted renters and property owners and gave them "Certificates of Preference vouchers to return upon the properties' redevelopment, and \$25 to \$50 for moving expenses."²⁶ But affordable replacement housing promised to residents largely failed to materialize at the end of the decades-long redevelopment process and in the aftermath of the physical destruction of the neighborhood.²⁷ Most Black families were displaced; some of the displaced residents during the lengthy process moved into Bayview; some moved out of the city altogether into Oakland across the bay and farther out to Antioch, Fairfield, Pittsburg, and Vallejo, and still farther out to Stockton.²⁸

In the end, the Western Addition's urban renewal was a failure by any reckoning.²⁹

2. Displacement: Out of Bayview-Hunters Point

Bayview is no longer a majority Black neighborhood and has been that way since the beginning of the new century. Asian Americans and Latinos—even separately—far outnumber Black residents.³⁰ As of 2017,

25. Fulbright, *supra* note 24. Recounting the history of the "redevelopment," a former resident of the Western Addition estimates that there were at least 600 Black-owned businesses in the Western Addition. Arnold Townsend, *It Was Too Late*, in (DIS)LOCATION: BLACK EXODUS 51, 52 (2019), <https://antievictionmap.com/dislocation/black-exodus>.

26. Erlich, *supra* note 19, at 38.

27. *Id.* at 40-41 (describing the 1985 addition of condominiums, the razing of public housing, and racial targeting of Blacks in the Western Addition by the police).

28. *Id.* at 31.

29. "Theodore Miller, an aide to Mayor Edwin M. Lee, called it a "terrible undertaking that had catastrophic consequences." Thomas Fuller, *The Loneliness of Being Black in San Francisco*, N.Y. TIMES (July 21, 2016), <https://www.nytimes.com/2016/07/21/us/black-exodus-from-san-francisco.html>.

30. Comparisons of the various demographic data are not exact. Some use neighborhood statistics and others, census districts. Regardless, it is clear that demographics have shifted rapidly in San Francisco in recent years. In 2000, blacks in Bayview numbered 48 percent of the population. Nafici, *supra* note 6, at 15. In 2010, African Americans comprised about 28 percent of Bayview's population. By 2017, the Black population in Bayview dwindled to ten percent. *American Community Survey 1 year estimates*, retrieved from *Census Reporter Profile for San Francisco County (South Central)—Bayview & Hunters Point PUMA, CA*, U.S. CENSUS BUREAU (2017), <https://censusreporter.org/profiles/79500US0607507-san-francisco-county-south-centralbayview-hunters-point-puma-ca/> (43 percent Asian-Pacific Islanders, 35 percent Hispanic, 10 percent black, and 10 percent white). Citywide, San Francisco "experienced the most precipitous decline of its African American population" between 1970 and 2010, from 13.4 percent to 6.1 percent. John Diaz, *The quiet exodus of African Americans from SF*, SF Gate (Dec. 4, 2011), <https://www.sfgate.com/opinion/diaz/article/The-quiet-exodus-of-African-Americans->

Black residents were ten percent of the neighborhood's population, as compared to 72 percent in 1970.³¹

This "Black exodus," more accurately characterized from the residents' point of view as an "expulsion," has largely been attributed to economic factors such as the prohibitive cost of living in San Francisco from the influx of dot com workers. But the realities are far more complex and evade systematic study through a simplistic review of demographics data, as Sarah Erlich's work, centered on resident interviews, demonstrates:

Many African Americans I interviewed feel systematically excluded and targeted for expulsion from San Francisco. Furthermore, interviewees separately and repeatedly identified calculating and criminalizing instigators of displacement [aside from the city's policy in the Western Addition:] San Francisco Housing Authority's demolition of public housing and enforcement of a "One Strike and You're Out" law for public housing residents; the San Francisco Police Department's enforcement of gang injunctions in the Western Addition and Bayview Hunters Point; and real estate agencies' and banks' issuance of subprime mortgage loans[;] the exorbitant expense to rent or own housing in San Francisco; the level of violent crime and environmental health hazards that pervade the few neighborhoods African Americans find accessible in the housing market; the underinvestment in public education, which undermines the city's appeal for raising children; and the absence of a visible African American middle class.³²

Nevertheless, Bayview faces enormous pressures from gentrification: residents who owned homes are growing old, and the next generation can no longer afford to live in the houses where their grandparents and parents built their lives and community.³³ Targeting Bayview residents for

from-S-F-2345107.php. The demographics terminologies used in this footnote follow the convention of the data reporters.

31. *American Community Survey 1-year estimates*, *supra* note 31.

32. Erlich, *supra* note 19, at 30. Erlich points out that income as a reason for displacement does not fully bear out; a significant percentage of upper (63 percent) and middle class (33 percent) Black residents moved out of the city between 2000 and 2009. *Id.* Residents viewed the gang injunction, which the San Francisco City Attorney obtained, as a method of eradicating Black families from San Francisco because broad application of the injunction forced youth targets and their families to be expelled from public housing. *Id.* at 43-44.

33. The neighborhood has traditionally enjoyed high homeownership by African Americans who had stable employment. U.S. Census Bureau, *Census Explorer*, <http://www.census.gov/censusexplorer/censusexplorer.html> (census tracts 231.03, 232,

subprime mortgages also resulted in foreclosures.³⁴ Adding further to the pressures, the City of San Francisco is in the midst of erecting a 750-acre city within a city, redeveloping Candlestick Park stadium and Hunters Point shipyard, which is in the process of being remediated because it is contaminated with hazardous wastes, most famously nuclear waste from the Cold War years.³⁵ Known as the biggest redevelopment in the city's modern history, with expected investments in the billions of dollars, the redevelopment envisions creating 12,000 housing units alongside five million square feet of commercial and retail space and 350 acres of public space, including cultural centers and parks.³⁶

Once finished, the developments at the shipyard and Candle Stick Park stadium to the south (and other developments in the works to the west) will be dotted with parks and bayside trails: "Think 'Crissy Fields meet the High Line.'" ³⁷ Adding to this dramatic change in the neighborhood, one of the two shuttered power plant sites is also slated for development.³⁸ In the words of one community activist whose mother was among those evicted from the Western Addition and found a home in Bayview, the new development is not for "her or for her grandchildren":

"It would be positive if they cleaned up . . . parks and made them really nice and left open space, because it used to be a community of children. . . . Unfortunately, the plan is to tear down and make walkways. To tear down all of the old buildings . . . Put grass over it. And make a few docks and restaurants where people with boats from as far away as Oakland, Richmond, and San Jose can sail up and pull over . . . and have lunch or dinner. Nice restaurants and music areas, stroll through the wetlands and that kind of thing. And I'm thinking, 'Wow. How many folks do you know that live in public

and 234 show home ownership data); *See generally* Nafici, *supra* note 6. Younger populations of Black residents are more likely to leave the city than those who are older. Erlich, *supra* note 19, at 32.

34. Erlich, *supra* note 19, at 47 (describing how three banks popped up in Bayview during this period and documenting the large number of foreclosures between 2008 and 2009).

35. Kang, *supra* note 6, at 233 & n.58.

36. *Id.* at 233 n.58 & 224-32; Pendarvis Harshaw, *Do Parks Push People Out*, BAY NATURE MAGAZINE (Oct. 1, 2018), <https://baynature.org/article/do-parks-push-people-out/>.

37. Crissy Field (not Crissy Fields, as identified in the quote) is greenspace along the San Francisco Bay shoreline in the Marina District, where 78 percent of the residents are white. *See* Harshaw, *supra* note 36.

38. Adam Brinklow, *Where SF Plans to Build its Next 40,000 Homes*, CURBED SAN FRANCISCO (Dec. 23, 2019), <https://sf.curbed.com/maps/map-san-francisco-development-planning-pipeline-housing>.

housing, personally? And how many of them do you know own boats?”³⁹

Those are words of Marie Harrison, who had more searing words that capture the Bayview residents’ sentiments about the massive redevelopment taking over their neighborhood:

“When you sit [in] a room full of poor folks on one side and homeowners on the other side, who are trying to bring all of this . . . ‘greening’ into our areas, and trying to pass it off as something that’s going to be good and healthy for you, and you can’t see through that? And I’m saying, ‘Good Lord! We’re black, we’re not stupid.’”⁴⁰

II. CONNECTING THE DOTS: FROM REDLINING TO INJUSTICE IN BAYVIEW-HUNTERS POINT

Although researchers have not yet comprehensively layered intersecting dimensions of inequalities in historically redlined communities – i.e., pollution, food insecurity, police violence, urban redevelopment based on “blight,” provision of public services, among others – they are on their way of doing so.⁴¹ Notably, the National Community Reinvestment Coalition (“NCRC”) recently published a report, “Redlining and Neighborhood Health,” demonstrating a greater incidence of COVID-19 risk factors in once redlined neighborhoods; relatedly, other studies are finding that Black populations in the United States dispropor-

39. *Id.* Marie Harrison is a longtime advocate and resident of Bayview, whose family was pushed out of the Western Addition in the 1960s and then moved to Stockton in 2016. *Id.*; Fulbright, *supra* note 24. Harrison describes her mother’s struggle to find substitute housing after the Western Addition eviction. *Id.*

40. Harshaw, *supra* note 36. The interactive map at Mapping Inequality lends itself to layering. See, e.g., Brad Plumer & Nadja Popovich, *How Decades of Racist Housing Policy Left Neighborhoods Sweltering*, N.Y. TIMES (Aug. 24, 2020), <https://www.nytimes.com/interactive/2020/08/24/climate/racism-redlining-cities-global-warming.html> (historically redlined neighborhoods have less tree canopy coverage, which makes them hotter in summers and more dangerous to residents as the climate continues to warm).

41. These inequities are markers of systemic racial discrimination. Such discrimination “refers to the interlocking of racial disparities across multiple dimensions: residential location, education, employment and income, access to financial services and credit, justice, healthy food, a clean environment and quality of health services.” Jason Richardson, Bruce C. Mitchell, Jad Edlebi, Helen C.S. Meier & Emily Lynch, *The Lasting Impact of Historic “Redlining” on Neighborhood Health: Higher Prevalence of COVID-19 Risk Factors 6*, NATIONAL COMMUNITY REINVESTMENT COALITION (2020) [hereinafter “NCRC Report”], <https://nrcr.org/holc-health/> (citing Barbara Reskin, *The Race Discrimination System*, 38 ANN. REV. OF SOC. 17 (2012)).

tionately suffer and die from COVID-19.⁴² These results are consistent with research concluding that “[r]acial residential segregation is a foundation of structural racism, and contributes to racialized health inequities.”⁴³ In particular, health researchers note that racialized differences in health outcomes are consistent with research connecting elevated health risks and reduced access to health care in formerly redlined areas, on the one hand, and segregation and socio-economic factors and health outcomes, on the other.⁴⁴

Specific to Bayview, connecting the formerly redlined areas of Bayview with a measure of social vulnerability, NCRC’s report shows that the neighborhood, even with post-1970 demographic changes, is highly vulnerable: D16 and a part of D17, which are part of Bayview in the HOLC map (Figure 1), register Social Vulnerability Indices of 0.779 and 0.928, on a zero-to-one scale, based on the 2018 Center for Disease Control and Prevention’s data.⁴⁵ The Social Vulnerability Index, however, does not account for pollution. Bayview also ranks among the highest

42. Robert K. Nelson, *Mapping Inequality: There Were No Dog Whistles, The Racism Was Loud and Clear*, NATIONAL COMMUNITY REINVESTMENT COALITION (Sept. 10, 2020), <https://www.ncrc.org/mapping-inequality-there-were-no-dog-whistles-the-racism-was-loud-and-clear/> (NCRC “analysis that showed more chronic disease and greater risks from COVID-19 in formerly redlined communities”); Alyssa S. Parpia, Isabel Martinez, Abdulrahman M. El-Sayed, Chad R. Wells, Lindsey Myers & Jeffrey Duncan et al., *Racial Disparities in COVID-19 Mortality Across Michigan, United States*, THE LANCET (Feb. 26, 2021), [https://www.thelancet.com/journals/eclinm/article/PIIS2589-5370\(21\)00041-9/fulltext](https://www.thelancet.com/journals/eclinm/article/PIIS2589-5370(21)00041-9/fulltext) (concluding the “Black populations are disproportionately burdened by COVID-19 mortality, even after accounting for demographic and underlying health characteristics” and “highlight[ing] how disparities across race, which result from systemic racism, are compounded in crises”).

43. NCRC Report, *supra* note 41, at 27; see Nancy Krieger, Gretchen Van Wye, Mary Huynh, Pamela Waterman, Gil Marduro, Wenhui Li & R. Charon Gwynn et al., *Structural Racism, Historical Redlining, and Risk of Preterm Birth in New York City, 2013-2017*, 110 AM. J. OF PUB. HEALTH 1046, 1050 (July 2020) (“80 years after the HOLC grades were delineated . . . , they remained associated with contemporary risk of preterm births” in New York City).

44. Krieger, *supra* note 43, at 1050; Parpia, *supra* note 42, at .

45. See *D16*, NOT EVEN PAST: SOCIAL VULNERABILITY AND THE LEGACY OF REDLINING (last visited Mar. 6, 2021), <https://dsl.richmond.edu/socialvulnerability/map/#loc=14/37.725/-122.388&city=san-francisco-ca&area=20-D16>; see also *D17*, NOT EVEN PAST: SOCIAL VULNERABILITY AND THE LEGACY OF REDLINING (last visited Mar. 6, 2021), <https://dsl.richmond.edu/socialvulnerability/map/#loc=14/37.725/-122.388&city=san-francisco-ca&area=20-D17>. The index, originally developed for disaster management, accounts for “1) socioeconomic status, 2) household composition and disability, 3) minority status and language, and 4) housing and transportation.” Barry E. Flanagan, Edward W. Gregory, Elaine J. Hallisey, Janet L. Heitgerd & Brian Lewis, *A Social Vulnerability Index for Disaster Management*, 8 J. OF HOMELAND SEC. AND EMERGENCY MGMT. 1, 4 (2011), <https://svi.cdc.gov/A%20Social%20Vulnerability%20Index%20for%20Disaster%20Management.pdf>.

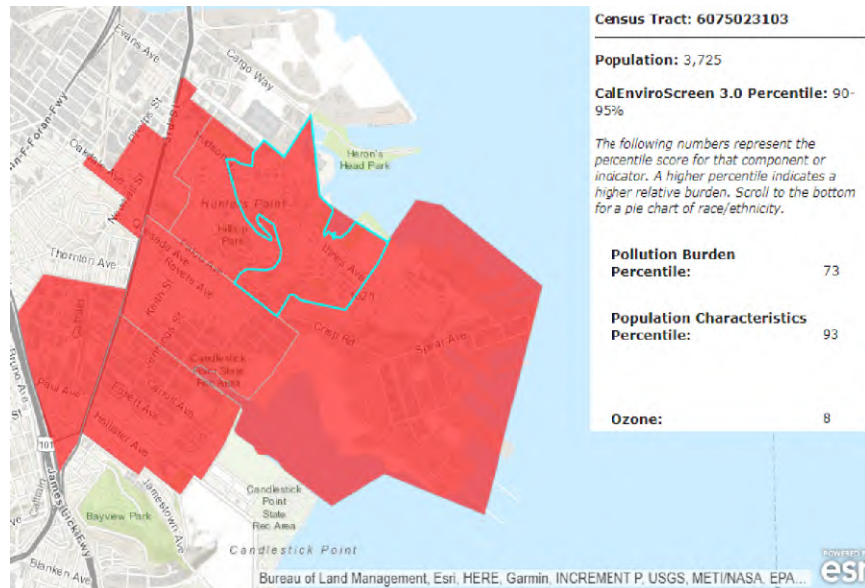
in the State of California on a measure of inequity based on pollution burden and socio-economic factors, called CalEnviroScreen.⁴⁶ CalEnviroScreen is a tool that factors in twenty indicators of cumulative pollution exposure and burden and population characteristics for each of California's 1,800 census tracts and ranks them.⁴⁷ Race is not among the twenty factors taken into account but is reported on the CalEnviroScreen mapping tool.⁴⁸ All of the areas east of Third Street, the main thoroughfare east of 101 North, which are part of Bayview, score in the 85 to 90th percentile, except the area in the figure below marked in the color aqua, which scores in the 90 to 95th percentile, meaning that the burden is higher than the 85 to 95 percent of the census tracts in California.⁴⁹

46. Tiffany Eng, Amy Vanderwarker, Marybelle Nzegwu, *CalEnviroScreen: A Critical Tool for Achieving Environmental Justice in California*, CALIFORNIA ENVIRONMENTAL JUSTICE ALLIANCE 13 (2018), https://calgreenzones.org/wp-content/uploads/2018/09/CEJA-CES-Report-2018_web.pdf [hereinafter "CEJA CalEnviroScreen Report"]. The latest version was adopted as CalEnviroScreen 3.0 in 2018. *Id.* at 15.

47. *Id.*

48. *Id.*

49. See *SB 535 Disadvantaged Communities*, CALIFORNIA OFFICE OF ENVIRONMENTAL HEALTH HAZARD ASSESSMENT (last updated June 2017), <https://oehha.ca.gov/calenviroscreen/sb535>. The census tracts do not correspond neatly to the neighborhood boundaries of Bayview. Pollution sources in Bayview are numerous: the largest percentage of industrial sites, brownfields, and leaking underground fuel tanks in San Francisco are located there, as are multiple sources of air pollution. The only two power plants in the city existed in the neighborhood until they were shuttered through community efforts. The older of the two wastewater treatment plants in the city handling 80 percent of the city's sewage—and created odor problems for residents—still operate there, as does a biodiesel plant that handles animal carcasses. Most publicized of all is the Hunters Point shipyard, which is a Superfund site contaminated with radioactive and other hazardous substances, including from the radiation laboratory that operated there, as noted above. Kang, *supra* note 6, at 223; see also Miriam Solis, *Conditions and Consequences of ELULU Improvement: Environmental Justice Lessons from San Francisco, CA*, J. OF PLANNING ED. & RES. (2020), <https://doi.org/10.1177/0739456X20929407>. A long-time advocate, the Bayview Hunters Point Community Advocates also reports that Bayview lacks groceries and pharmacies. The area also floods and experiences sewage overflows.

FIGURE 3 SOURCE: OEHHA⁵⁰

At the same time that these tools and efforts highlight the connection between the enduring legacy of redlining, they also illustrate the imperfection inherent in hewing to the HOLC maps to census-tract level data that are generally considered more finetuned.⁵¹ For example, the development of the Social Vulnerability Index postdates the peak period of Black residency in Bayview, the 1970s, and thus assessing the 1970s population characteristics against measures of vulnerability is not simple. Nor do tools like CalEnviroScreen allow for historical pollution assessments. For example, in the 1970s, when the Black population in Bayview was at its height, two power plants were in operation, emitting large amounts of pollution.⁵² In other words, it is difficult to connect the dots of segregation and redlining to pollution and other disamenities: the measures of inequality are imperfect because the relevant data are limited or difficult to mine, and the displacement of Black residents in redlined communities make it tricky to connect the dots between the conditions and the harms of segregation. With more of these endeavors studying and reporting the inequalities, the intersectionality of womb-to-grave inequalities among

50. *SB 535 Disadvantaged Communities*, *supra* note 49.

51. CEJA CalEnviroScreen Report, *supra* note 46, at 51.

52. Helen H. Kang, *Fighting for Environmental Justice Takes Long-Lasting Coalitions*, 45 CLIMATE CHANGE L. & POL'Y 158 (2011).

Black populations across the nation will become even more powerfully graphic.⁵³

Regardless of whether the inequities can be mapped, however, there is basis for hypothesizing the connection between the redlining practices and 21st century inequities. Like Bayview, following segregation and divestment of resources, redlined areas elsewhere in the country show similar characteristics, which are connected to negative health outcomes: limited “place-based resources for healthy living as features of the built environment, environmental pollution, quality and availability of housing stock, access to transportation, presence of local employers and access to well-paying jobs, presence of and access to well-resourced schools, and access to and quality of health facilities, food stores, bank branches, social services, and parks and recreational facilities.”⁵⁴ Needless to say, these are neighborhood characteristics that are harms in themselves, not just causal linkages to health harms.⁵⁵

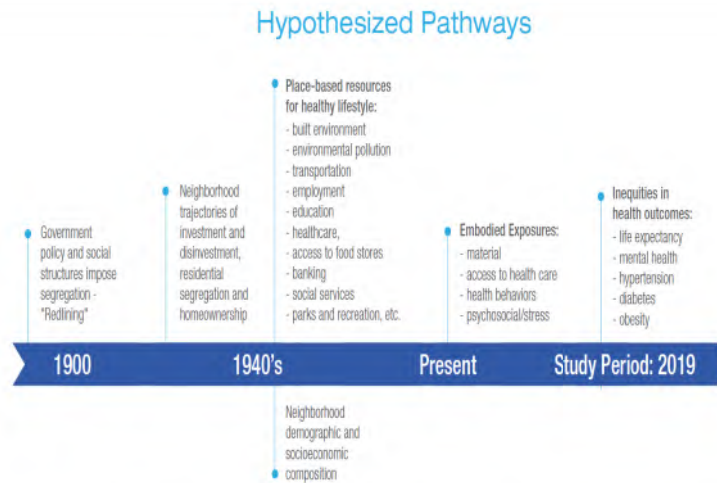


Figure 1. Hypothesized pathways linking redlining and policies of segregation to current health outcomes at the neighborhood level. (After Krieger, 2020)

53. Kang, *supra* note 6, at 255–56 (discussion of multiple inequalities for Black Americans).

54. Krieger, *supra* note 43, at 1047 (see chart).

55. In turn, pollution in areas like Bayview affects children’s cognition; air pollution also diminishes academic opportunities when the resulting illnesses like asthma increase the number of days children miss school, which then affects educational outcomes. See James K. Boyce, Klara Zwickl & Michael Ash, *Three Measures of Environmental Inequality*, INSTITUTE FOR NEW ECONOMIC THINKING, Working Paper No. 12, at 6–7 (Aug. 1, 2015), <http://ssrn.com/abstract=2638089>.

FIGURE 4 SOURCE: NCRC
 PATHWAY HYPOTHESIZED FOR LINKING REDLINING AND SEGREGATION TO
 HEALTH⁵⁶

Likewise, gentrification and displacement also cause harm.⁵⁷ Take the residents of the Western Addition who were displaced. They were not simply deprived of their property. According to community leaders, they suffered health harms; this anecdotal evidence is supported by literature on health impacts of displacement.⁵⁸ Studies document that “populations displaced by gentrification, as compared to those who remained, typically have shorter life expectancy, higher cancer rates, more birth defects, greater infant mortality, and higher incidences of asthma, diabetes, and cardiovascular disease.”⁵⁹ For African Americans in California, “gentrification was associated with poor self-rated health.”⁶⁰ Displacement can also profoundly harm mental health.⁶¹ Other impacts include loss of culture (in what some characterize as “cultural homicide”),⁶² sense of place, community, and neighborhood resilience.⁶³

56. NCRC Report, *supra* note 41, at 15 (citing Krieger, *supra* note 43).

57. See generally *Health Effects on Gentrification*, CENTERS FOR DISEASE CONTROL AND PREVENTION (Oct. 15, 2009), <https://www.cdc.gov/healthyplaces/healthtopics/genrification.htm>.

58. The Rev. Amos Brown described the destruction of the Fillmore–Western Addition District:

There is still [forty years later] frustration, hopelessness and a negative mindset on the part of the African American community because of what redevelopment did . . . They wiped out our community, weakened our institutional base and never carried out their promise to bring people back.

Fulbright, *supra* note 24. This displacement led James Baldwin to remark, “redevelopment is “removal of Negroes” and that despite San Francisco’s progressive image, it was no different from Birmingham, Alabama.” Taylor, *supra* note 5.

59. Tehrani, *supra* note 15, at 8.

60. *Id.*

61. *Id.* at 9.

62. Townsend, *supra* note 25, at 52 (antieviction mapping mag).

63. Tehrani, *supra* note 15, at 8–9. “Many say they feel like strangers in their own city.” Other less well-known impacts from the displacement of Black residents from the Western Addition to Bayview relate to “violent turf battles . . . [in] the volatile drug market.” Erlich, *supra* note 19 at 31. See also Taylor, *supra* note 5.

III. LOOKING OUTSIDE THE TRADITIONAL ENVIRONMENTAL TOOLBOX TO A MULTI-FACETED APPROACH TO ACHIEVE RESTORATIVE JUSTICE

So far, I have argued that the problems Bayview residents face are those rooted in its segregation past, whose tentacles reach to the present. In the intervening years, the virulent prejudices Black communities have faced as a result of systemic racism further entrenched the mind-boggling destruction of Black people and their culture. In this decade, the cleanup of the shipyard, rather than being celebrated, is resulting in unabated displacement of Bayview's original Black population. Indeed, Marie Harrison, in describing how the new Bayview is not for her, is describing what happens with "eco-," "green," or environmental gentrification—in the words of another, when redevelopment focuses on place instead of on people.⁶⁴ The benefits of the complex and colossal environmental cleanup of the shipyard⁶⁵ and the creation of highly desirable greenspace will not inure to the people who once lived in Bayview or their children and grandchildren. Instead, as some Bayview residents poignantly describe, the displaced and the soon-to-be displaced have simply served as human filters, carrying with them body burdens of pollution. Compounding the injustice, these residents have historically toiled to have Bayview cleaned up. This environmental injustice, where the displaced cannot benefit from the cleanup even though they bore the brunt of the cumulative pollution in Bayview, cannot be redressed with environmental solutions. This injustice is a result of systemic problems requiring systemic solutions.

A. *The Neglected Framework of People-Based Restorative Justice*

Academic literature on environmental justice has focused primarily on distributive and procedural injustices, with a few notable exceptions.⁶⁶ Environmental advocacy and litigation brought on behalf of environmental justice communities ("EJ communities"), too, have focused on re-

64. Nafici, *supra* note 6, at 10. See Juliana A. Maantay & Andrew R. Maroko, *Brownfields to Greenfields: Environmental Justice Versus Environmental Gentrification*, 15 INT'L J. ENV'T RES. & PUB. HEALTH (2018), <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6210586/>.

65. See Kang, *supra* note 6, at 223-45.

66. E.g., Rebecca Bratspies, *Renewable Rikers: A Plan for Restorative Environmental Justice*, 66 LOYOLA L. REV. 371 (2021); Carmen G. Gonzalez, *Migration as Reparation: Climate Change and the Disruption of Borders*, 66 LOYOLA L. REV. 401 (2021) (arguing for migration as a form of reparation integrating climate, racial and post-colonial justice); Sproat, Dana, *An Indigenous People's Right to Environmental Self-Determination: Native Hawaiians and the Struggle Against Climate Change Devastation*, 35 STAN. ENV. L.J. 157 (2016) (examining the potential for Native Hawaiian use of local laws to seek restorative justice for remedying environmental and cultural damages).

addressing those injustices; in addition, because of the nature of the remedies under environmental laws, litigation has focused on corrective justice—penalties and injunctive relief.⁶⁷ The reasons are somewhat obvious. First, the descriptions of communities that are considered EJ communities rely on the distributive injustice of disproportionality of pollution and environmental benefits such as green space, access to healthy foods, and basic amenities, including safe drinking water and utility and public services. Even President Clinton’s Executive Order No. 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” focuses on the disproportionality of pollution and benefits and public participation.⁶⁸ Second, one of the very reasons that distributive and procedural injustices afflict EJ communities is attributable to the failure of governments, corporations, and the nation’s laws to address disproportionate environmental burdens and barriers to public participation: more than forty years since environmental justice became a rallying cry, communities of color still bear a disproportionate pollution burden, as study after study document. And, EJ communities remain largely uninvited to, or only nominally sit at, the table when they

67. See Robert Kuehn, *A Taxonomy of Environmental Justice*, 30 ENV’T L. REP. 10681 (2000), on the taxonomy of environmental justice. In simplistic terms, opposition to siting of yet another polluter in an already polluted area implicates distributive justice; challenge to agency failure to fulfill public participation requirements, procedural injustice; and recovery of fines and imposition of injunctive relief, corrective justice. For examples seeking distributive and procedural justice, see case studies discussed in Tiffany Eng, Adeyinka Glover, Jazmine Johnson, Dan Sakaguchi & Chelsea Tu, *Rethinking Local Control in California: Placing Environmental Justice and Civil Rights at the Heart of Land Use Decision-Making*, CALIFORNIA ENVIRONMENTAL JUSTICE ALLIANCE 2 (Mar. 2020), https://calgreenzones.org/wp-content/uploads/2020/03/CEJA-Report-Rethinking_Local_Control-05_web.pdf (advocating community-led decision-making “to directly address [EJ communities’] needs and priorities”); ROBERT D. BULLARD, *DUMPING IN DIXIE* 116 (1994) (characterizing disparate treatment as the “process of defending one group’s privilege at the expense of another”); see also Helen H. Kang, *Pursuing Environmental Justice: Obstacles and Opportunities—Lessons from the Field*, 31 WASH. U. J. LAW & POL’Y 121, 145 (describing litigation seeking injunctive relief that at most may prevent future violations of environmental laws and civil penalties aimed at deterring future violations, which might best be characterized as corrective justice).

68. See Exec. Order No. 12898, 59 Fed. Reg. 7629 (Feb. 16, 1994). The Environmental Protection Agency defines environmental justice as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.” *Environmental Justice-Related Terms as Defined Across PSC Agencies*, ENVIRONMENTAL PROTECTION AGENCY (May 13, 2013), <https://www.epa.gov/sites/production/files/2015-02/documents/team-ej-lexicon.pdf>. The State of California similarly defines environmental justice as “[t]he fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of all environmental laws, regulations, and policies.” Cal. Gov’t Code § 65040.12(c).

are the ones most acutely harmed. It is thus natural for distributive and procedural injustices to stand out. Third, and perhaps foremostly, though, within our current political system, distributive and procedural injustices can at least partially be redressed or corrected through the legal system, even though the available remedies may be woefully insufficient, and slippages in the legal system shortchange achievement of justice.⁶⁹ For example, communities can at least attempt to fight additional pollution sources and seek to be included in decision-making.

For these and perhaps other reasons, while focusing on distributive, procedural and, at times, corrective justice, academic literature on environmental justice is sparse on restorative justice.⁷⁰ This is not to say scholars have ignored restorative justice. At times, it may be subsumed under the concept of social justice.

In this context, it may not be surprising that restorative justice is rarely the focus of any policy at any level of government for redressing environmental harms. Rarely have the harms imposed on EJ communities been redressed to make the community whole, whatever that may be. Yet restorative justice, particularly people-based restorative justice, not just environmental cleanup, is a critical lens to employ if we as a society are to fulfill the moral responsibilities that follow from the injustices done to EJ communities.

In contrast to governmental efforts to redress environmental injustice, grassroots advocates have embraced concepts of people-based restorative justice to redress environmental harms that are intimately connected with injustices resulting from the segregation past and present.⁷¹ Recently, for example, in evaluating a class action settlement resulting from the Flint water crisis in Michigan, advocates made clear that remedies available through employing the traditional lens of justice were inadequate to make Flint whole:

[P]art of the work of justice is empowering community members to determine for themselves what justice means and when justice has been done. . . . [O]utside assessments of harm have repeatedly failed to capture the scope of our crisis, incorporate community knowledge and concerns and imagine what it will

69. See, e.g., Kang, *supra* note 67.

70. Darren McCauley & Raphael Heffron, *Just Transition: Integrating Climate, Energy and Environmental Justice*, 119 ENERGY POL'Y 1 (2018) (stating that the “two dominant frames of analysis” in climate, energy, and environmental justice is distributional and procedural justice and recognizing restorative justice as an “underdeveloped” dimension).

71. See, e.g., Principles of Environmental Justice, *Proceedings*, THE FIRST PEOPLE OF COLOR ENVIRONMENTAL LEADERSHIP SUMMIT xiii (Oct. 24–27, 1991). Principle 9 states, “Environmental justice protects the right of victims of environmental injustice to receive full compensation and reparations for damages as well as quality health care.”

take for the community to thrive as opposed to merely surviving.

...

We will still be expecting adequate health care and wrap-around services. We will still be expecting the repeal of [Michigan] emergency manager laws that stripped us of democracy and put our water under the control of unelected autocrats. And we will be insisting, as always, that people ask us and our fellow residents before concluding that Flint has been made whole.⁷²

Like these grassroots advocates, labor unions before them began to use the restorative justice frame in the 1980s in advocating for job restoration to their members hurt by large-scale shuttering of fossil-fuel industries.⁷³

Governments who were actors in creating the disparities should employ this people-based restorative justice framework to redress the harm done to the displaced Bayview residents.

B. *Opportunities to Incorporate Restorative Justice: A Whole-of-Government Approach*

Solutions being proposed in response to the recent call for racial justice that arose during the COVID-19 pandemic, as well as the deepening climate crisis driving the move toward the Green New Deal, offer unparalleled opportunities for making whole displaced communities, including the Bayview community. So does the reparations movement that has been building, even though it has not seen traction in Congress. Remarkably, a recent report from the *Lancet* Commission on Public Policy and Health in the Trump Era recommended legislative action to “[c]ompensate Native Americans, Native Hawaiians, Puerto Ricans and

72. Bob Brown, Leon El-Alamin, Latisha Jones, Claire McClinton, Mona Munroe-Younis, Juani Olivares, Benjamin J. Pauli, Dan Scheid, Nayyirah Shariff, Laura Sullivan & Monica M. Villarreal, *A Long Way from Justice: Reflections from Flint on the \$600 Million Settlement Proposal*, 13 ENV'T JUSTICE 222, 223-24 (2020). For background, see Lindsey J. Butler, Madeleine K. Scammell & Eugene B. Benson, *The Flint, Michigan, Water Crisis: A Case Study in Regulatory Failure and Environmental Injustice*, 9 ENV'T JUSTICE 93 (2016). Michigan law allows replacing democratically-elected local government with an emergency city manager, purportedly to protect financial accountability. Mich. Pub. Acts § 436 (2013).

73. McCauley, *supra* note 70, at 4-5.

African Americans for the wealth denied to and confiscated from those groups in the past.”⁷⁴

The Biden-Harris administration, in particular, has adopted a whole-of-government approach to environmental justice,⁷⁵ which may be the closest approach to applying the restorative framework to achieve environmental justice (even though the administration has not referred to the framework). That it may be the “closest” also does not mean that it indeed is envisioned to achieve restorative justice. The new administration, however, has recognized that addressing environmental justice is not simply a matter of tinkering at the edges – that deeply-rooted problems require multi-agency collaboration. The Biden-Harris administration, which appears to be responding to the call for racial justice reforms, at least in its early actions, should take the opportunity to solve the problem of racial injustice in communities like Bayview and the problems the federal government actively participated in causing.

Solutions will not be easy. In fact, it may take a new Marshall Plan-like effort, as some Black leaders in San Francisco have in the past called for.⁷⁶ Solutions may be too complex because of the deeply-entrenched nature of systemic discrimination and the enormity of the problems it left in its wake.⁷⁷ But without envisioning achievement of restorative justice for the people of Bayview (and not just the place of Bayview), the envi-

74. *Health in the Trump Era*, THE LANCET (last visited Mar. 11, 2021), <https://www.thelancet.com/infographics/trump>.

75. Executive Order on Tackling the Climate Crisis at Home and Abroad, 86 Fed. Reg. 7619 (Jan. 27, 2021). Interestingly, the Biden-Harris administration announced a people-based restorative justice approach to redressing the harm done to families forcibly separated at the U.S.-Mexican border under the previous administration’s immigration policy, promising to “address the family needs, so we are acting as restoratively as possible.” *Press Briefing by Press Secretary Jen Psaki and Secretary of Homeland Security Alejandro Mayorkas*, THE WHITE HOUSE (Mar. 1, 2021), <https://www.whitehouse.gov/briefing-room/press-briefings/2021/03/01/press-briefing-by-press-secretary-jen-psaki-and-secretary-of-homeland-security-alejandro-mayorkas/>.

76. Nanette Asimov, *Rev. Amos Brown says S.F. needs a Marshall Plan for black residents*, SF GATE (Dec. 24, 2007), <https://www.sfgate.com/bayarea/article/Rev-Amos-Brown-says-S-F-needs-a-Marshall-Plan-3234426.php>.

77. As Reskin has proposed, attacking systemic racism will involve at the very least “identifying and intervening at leverage points, implementing interventions to operate simultaneously across subsystems, isolating subsystems from the larger discrimination system, and directly challenging the processes through which emergent discrimination strengthens within-subsystem disparities.” Reskin, *supra* note 41. Reskin, however, is concerned in her article with fixing the system and perhaps is addressing social justice. Kuehn, *supra* note 97, at 10697 (“The demands of social justice are . . . first, that the members of every class have enough resources and enough power to live as befits human beings, and second, that the privileged classes, whoever they are, be accountable to the wider society for the way they use their advantages.”) (citations omitted). In this article, I am concerned with making whole the people the government left behind.

ronmental justice movement will fail its founding as a transformative movement.⁷⁸

CONCLUSION

The federal and local governments created Bayview as a segregated community. The city then intensified this segregation when it destroyed the Western Addition, eliminating one of the two areas where most of the city's Black population lived. In recent years, the city's mega-redevelopment effort is once again displacing the city's Black population.

Meanwhile, the most notable features that signified the polluted landscape of the Bayview community—the power plants and the stacks that once emitted pollution right at the level of the residences uphill—are gone, primarily as a result of the persistent advocacy of the community. Significant green space is also being created and envisioned. Yet, having been subject to the harms of segregation, African Americans who once lived in Bayview are not there to enjoy the fruits of their labors. Instead, the displaced are likely occupying yet another landscape dotted with pollution sources.

To remedy the injustices of this past, the focus on environmental justice is too narrow a vision, while still fundamental. The solutions require a whole-of-government approach.

78. See Dorcetta Taylor, *The Rise of the Environmental Justice Paradigm*, 43 AM. BEH. SCI. 508, 521 (2000) (characterizing the environmental justice movement as a “transformative movement,” seeking “broad or sweeping changes in the social structure and its ideological foundation” and contrasting the movement with reformative movements that seek to make incremental change).

Exhibit 6

1 LUCAS WILLIAMS (State Bar No. 264518)
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3 ENVIRONMENTAL LAW AND JUSTICE CLINIC
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7 Facsimile: (415) 896-2450
8 luwilliams@ggu.edu

9 Attorneys for Petitioner and Plaintiff
10 CANDLESTICK HEIGHTS COMMUNITY ALLIANCE

11
12 **SUPERIOR COURT OF THE STATE OF CALIFORNIA**
13 **COUNTY OF SAN FRANCISCO**

14 CANDLESTICK HEIGHTS COMMUNITY
15 ALLIANCE, an unincorporated association,

16 Petitioner and Plaintiff,

17 v.

18 CITY AND COUNTY OF SAN
19 FRANCISCO, et al.,

20 Respondents and Defendants.

21 SAN FRANCISCO PLANNING
22 DEPARTMENT, et al.,

23 Real Parties Interest.

Case No. CPF-21-517632

**DECLARATION OF SHIRLEY
MOORE IN SUPPORT OF
PETITIONER'S MOTION FOR
PRELIMINARY INJUNCTION**

Date: October 14, 2022

Time: 9:30 a.m.

Location: Dept. 503

Judge: Judge Cynthia Ming-mei
Lee

[Filed concurrently with Notice of
Motion, Memorandum of Points and
Authorities and Declaration of Lucas
Williams]

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I, Shirley Moore, declare as follows:

1. I have personal knowledge of all facts stated in this declaration, and if called to testify, I could and would testify competently thereto. I make this declaration in support of Petitioner’s Motion for Preliminary Injunction.

2. I am the chair of the Candlestick Heights Community Alliance (the Alliance), the Petitioner in this action. The Alliance is an all-volunteer unincorporated association committed to making the Candlestick Heights and Bayview Hill neighborhoods safe, clean, and well-maintained places to live. To advance this goal, the Alliance advocates for fair and inclusive land use planning and protections from industrial and other polluting uses for Bayview communities. The Alliance is predominately comprised of people of color who live near the Vehicle Triage Center (the Center or project) including in the Alice Griffith public housing development and Candlestick Heights neighborhood.

3. I am a retired registered nurse. I live in the Candlestick Heights neighborhood in Bayview-Hunters Point District (Bayview) near Candlestick Point State Recreation Area (the State Park) in the City and County of San Francisco (City). I have lived in Bayview for over 30 years.

4. Bayview is home to a significant number of services for the unhoused. I am aware of the resources for the unhoused offered in Bayview because I have lived in this community for many years. Bayview hosts three Navigation Centers, the Bayview Access Point, the Pier 94 site for 120 vehicles, Neighborhood Food Pantries, and the Adult Coordinated Entry at Episcopal Community Services. I am concerned that, while bearing its fair share of supporting services for the unhoused, the Bayview receives less than a fair share of city-provided benefits such as parks and other greenspace.

5. I have experience studying air pollution in the neighborhood because Bayview has so many sources of air pollution that I am aware of based on my having lived here and my leadership role in the Alliance: pervasive construction dust and emissions from metal recycling centers, trucks traversing on Third Street, U.S. Postal Service trucks that come to the large parking lot in the neighborhood, the school bus depots, data centers, and the sewage treatment plant that

1 handles four times more sewage than the more modern plant near the San Francisco Zoo. For
2 example, when the City attempted to implode Candlestick Park Stadium without notice to us
3 residents, I studied the impacts of particulate matter (PM) pollution. I understand the health
4 impacts of air pollution because of my nursing background.

5 6. In addition to the sources of air pollution, we are also home to a Superfund site at
6 the Hunters Point Naval Shipyard, contaminated not only with radioactive substances, but also
7 asbestos, PCBs, and petroleum compounds. The nation’s most dangerously contaminated sites are
8 Superfund sites. NBC Bay Area Investigative Unit has aired many stories about the shipyard site.

9 7. I have watched as many people in my community, including friends and
10 neighbors, die prematurely from cancer, respiratory illnesses, and heart disease—which are
11 associated with exposures to high levels of pollution. I am also informed that these diseases
12 predispose me and my neighbors to the worst outcomes of COVID-19.

13 8. My community is plagued by the City’s historic and ongoing policy of locating
14 locally undesirable land uses in Bayview. I and other Bayview residents see other San Francisco
15 communities enjoying the amenities of San Francisco such as clean and safe parks, where the City
16 regularly enforces parking and anti-dumping laws. The same is not true in Bayview: we do not
17 have clean and safe parks, the City does not enforce parking and anti-dumping laws, and the
18 government does not maintain our only greenspace, the State Park.

19 9. The State Park’s brochure prominently states, “Its location on the western
20 shoreline of the bay— surrounded by millions of urban dwellers—provides a great variety of
21 recreational opportunities, from fishing to windsurfing to strolling. The walking trails, open
22 lawns, and fishing piers at this 252-acre park offer a chance to get away from it all, answering the
23 human need for fresh air, open space and wholesome leisure activities.” *See* Candlestick Point
24 State Recreational Area brochure, <https://www.parks.ca.gov/pages/519/files/CandlestickPt.pdf>
25 [“Park Brochure”], p. 2. In addition to being a resource to its visitors, the State Park has been a
26 cherished community resource. It is the only greenspace that is reasonably accessible to me and
27 other residents of my neighborhood. The State Park often has warm weather and is usually clear
28

1 of fog. The State Park is known for its panoramic views of the Bay. I have used the State Park
2 almost every day for the past 30 years. When I was younger, I ran in the State Park daily.

3 10. I was never asked whether the Vehicle Triage Center should be located in the State
4 Park. By the time I learned of the project in fall of 2021, the City had decided that the project
5 would be approved no matter what. I was not given any meaningful opportunity to participate in
6 the project approval process. I and other members of my community made numerous comments
7 regarding the inappropriateness of siting the project in San Francisco's most environmentally and
8 economically burdened neighborhood. My comments were ignored. In fact, the government
9 appeared to intentionally suppress public participation in the project approval process. For
10 example, at the Board of Supervisors meeting where the City considered the project proposal, the
11 item was placed on the consent calendar, which by its very nature precluded public comment.
12 Public comment was excluded even though my attorneys at the Environmental Law and Justice
13 Clinic submitted written comments before the meeting. During the meeting, although I demanded
14 that the City Clerk allow me and my colleagues to make public comments on the proposal on the
15 record, the Clerk flatly refused.

16 11. This kind of disrespect for Bayview residents has become too normalized. When
17 the City was demolishing Candlestick Park Stadium, the City similarly did not notify residents. I
18 found out from the Environmental Law and Justice Clinic, which happened to notice the City's
19 plan, buried in a document called, "Addendum 3 to the Environmental Impact Report." The City
20 and the developer rejected meetings to explain the method of setting charges to blow up the
21 stadium until we sought the Clinic's help. The developer apparently wanted to avoid a "herd
22 mentality" from people like me.² Those were the words used to describe our potential reaction.

23 12. The Center occupies over six acres of the State Park. The Center is located on a
24 part of the State Park that provides access to the San Francisco Bay shoreline, which is less than
25 100 yards away from the project. The project site includes a parking lot that was used for parking
26

27 _____
28 ² San Francisco Planning Department, Addendum 3 to Environmental Impact Report 15 (Sept. 19,
2014), available at http://sfmea.sfplanning.org/2007.0946E_Add3.pdf, p. 47.

1 by individuals using the State Park for recreational purposes including dog walking, exercising,
2 water sports, and fishing. Because of the project, the City has fenced off a portion of the State
3 Park, blocking several walking trails that were regularly used by me and other neighborhood
4 residents.

5 13. The City’s occupation of over six acres of the State Park for the project deprives
6 my community of access to its only greenspace, which is harmful to my community’s health and
7 wellbeing. Now that the Center has been constructed, I am prevented from enjoying the Park. The
8 project blocks my access to trails I previously used. Before the Center began operating, I visited
9 the State Park every day to walk my dogs. However, I use the State Park much less now that the
10 project has begun operating.

11 14. I have observed that impeding the community’s access to the State Park has been
12 particularly harmful to children in the Alice Griffith public housing community. One of the
13 Alliance’s members lives in the Alice Griffith community, and I have spoken to him many times
14 about the impact of the Center on parents and children living in his community, which confirms
15 my observations. The Alice Griffith community is the closest community to the Center. Parents
16 living in the Alice Griffith complex previously used the State Park to allow their children to gather
17 and play, such as having children’s birthday parties, sports games, and barbeques in the State Park.
18 Because of the Center, they can no longer do so because it is unsafe. The Alice Griffith
19 community is also deeply concerned about the proposal to use diesel generators at the Center,
20 given that the pollution will most impact their community.

21 15. To facilitate the project, the City has also closed Hunters Point Expressway for the
22 last ten months. The Hunters Point Expressway is a main vehicular access point to the State Park
23 for residents and individuals who use the Park for recreational purposes, including for water sports
24 and fishing. *See* Park Brochure, p. 2 (“Anglers find the convenience of two piers where they can
25 fish for halibut, striped bass, sturgeon, perch or flounder.”). Seniors who normally fish can only
26 use the lands end pier, which is a half mile from where the k-rails block traffic; they have to find
27 parking near Gilman. I personally know avid fishermen, and they cannot use the pier near Hunters
28 Point Expressway, which does not require a long walk, because the Expressway is closed. I am

1 informed that no notice was provided to the public before the Expressway was closed; I am aware
2 of no such notice. Moreover, the City did not provide any explanation for the sudden closure or
3 when the street will be reopened, if ever.

4 16. The Center uses flood lights that shine directly into my windows from sundown to
5 sunrise. The lights shine into my bedroom at night, which affects my ability to sleep. The lighting
6 at the Center remains on twenty-four hours, seven days a week. The lights are a nuisance to me
7 and other residents and interfere with my ability to sleep and enjoy my home. Although the City
8 said it would fix the lighting problems at the Center, it has not done so.

9 17. As documented by members of the Alliance, at least two significant fires broke out
10 because of the project. In June 2022, an RV at the Center caught fire. The fire sent plumes of
11 black smoke into the surrounding neighborhood. The fire department had difficulty extinguishing
12 the fire because the RV contained a large amount of munitions. Following the fire, the Fire
13 Marshall required additional spacing between the vehicles at the Center. A few months later, there
14 was another fire just outside the project's perimeter where brush in the State Park was set ablaze,
15 again blowing large plumes of black smoke into the neighborhood.

16 18. The Alliance has spent considerable time and resources attempting to settle the
17 case with City, including three settlement conferences before Commissioner Ly Pang. The
18 settlement negotiations were undermined by the City's decision to install diesel-fuel and fossil-fuel
19 generators as the primary source of power at the Center. Neither the City Attorney nor the City
20 informed the Alliance that the City was moving forward with installing large generators, which
21 would expose the Center's residents and the surrounding community to toxic air pollutants. I am
22 informed that our lawyers did not receive notice either. Rather, I learned about the generators at a
23 meeting we hosted: in early June 2022, Emily Cohen, the Deputy Director for Communications &
24 Legislative Affairs for San Francisco's Department of Homelessness and Supportive Housing,
25 attended a community meeting hosted by the Alliance. During the meeting, Ms. Cohen made a
26 casual remark that the Center would have "generators" installed soon. The community members
27 were shocked. Bayview already suffers from excessive air pollution, and diesel pollution from
28 generators is one of the most harmful air pollutants. Community members asked Ms. Cohen to

1 clarify what she meant by “generators” being installed, including what size and what kind of fuel
2 would be used to power the generators. Ms. Cohen said she did not know. She said the generators
3 were necessary because PG&E could not supply the Center with power. A representative from the
4 Air District was present at the meeting. He asked Ms. Cohen if the City had applied for a permit
5 for the generators. Ms. Cohen said she did not know. The Air District representative said that it
6 would be a “horrible” idea to install generators as the primary source of power at the Center.
7 Nevertheless, on August 30, 2022, the Air District proposed to grant a permit for the City to
8 operate three large generators for more than two years until 2025, two years beyond the date the
9 government said the Center would operate.

10 19. Installing toxic pollution sources in the State Park is unacceptable to me and my
11 community. The City would never propose to install large generators in a park in a neighborhood
12 like Russian Hill. I believe the City’s decision to further burden our community with air pollution
13 constitutes environmental racism.

14 20. Despite the City’s promises that the project would reduce vehicle encampments in
15 the neighborhood, the encampments have been proliferating in the neighborhood surrounding the
16 Center. Based on what I have observed in Bayview over the last nine months, I estimate that there
17 are hundreds of individuals living in vehicles in Bayview. The encampments have especially
18 grown on Carroll Avenue. These new encampments adversely impact residents and local
19 businesses. For example, one of the unauthorized encampments recently caused a significant fire
20 on Carroll Avenue near several small businesses. A member of the Alliance took photos on or
21 around September 10, 2022 of the conditions along Carroll Avenue. I am familiar with this part of
22 Carroll Avenue and the conditions are representative of the areas from which the photographs
23 were taken. These conditions are not acceptable to me given that we live in one of the richest
24 cities in the nation in the richest county in the world. True and correct copies of the photographs
25 taken on or around September 10, 2022 are replicated below:
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21. The Center has not resulted in the transition of vehicularly housed individuals to permanent housing. At a recent public meeting hosted by the Alliance, Emily Cohen of the Department of Homelessness and Supportive Housing admitted that the City has moved only two of the Center’s 64 residents into permanent housing. The City has transitioned only two people to permanent housing despite the fact that the City has spent over \$1 million on the project to date (nine months), according to Ms. Cohen, who reported on the project’s finances at the Alliance’s community meeting on September 6, 2022. I believe the City should invest the millions of dollars they are spending on a “temporary” project on permanent solutions.

22. The City has decided to burden my community with additional pollution and deprive us of greenspace with a “temporary” project to address the homelessness crisis—all without complying with the California Environmental Quality Act and other important land use laws. Yet throughout the time that the City has been planning and operating the Center, the City has repeatedly voted against permanent housing solutions for the unhoused. For example, the City

Exhibit 7

San Francisco County (South Central)--Bayview & Hunters Point PUMA, CA

PUMA in: [California](#), [United States](#)

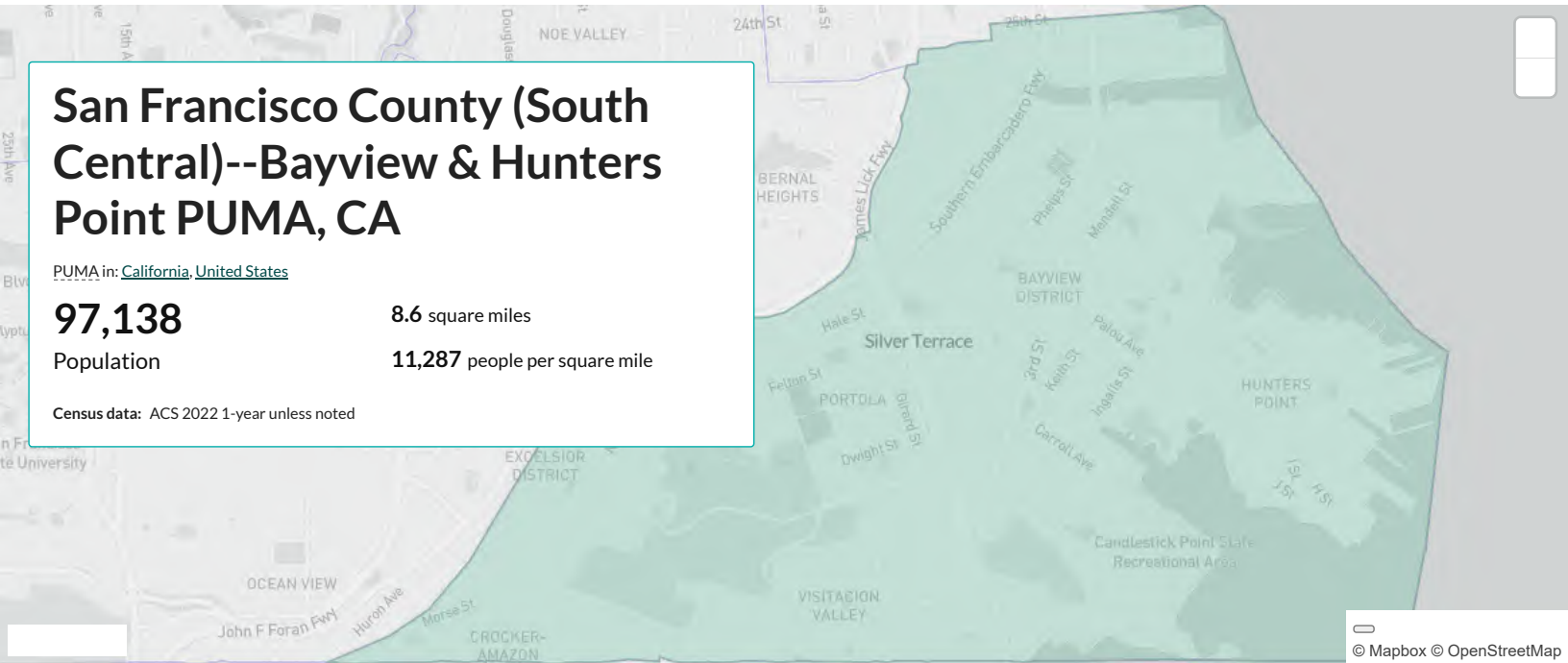
97,138

Population

8.6 square miles

11,287 people per square mile

Census data: ACS 2022 1-year unless noted



© Mapbox © OpenStreetMap

Find data for this place

Search by table or column name...

Hover for margins of error and contextual data.

Demographics

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Age

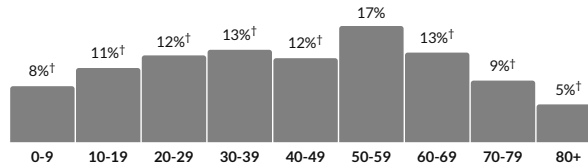
44.3

Median age

about 20 percent higher than the figure in California: 37.9

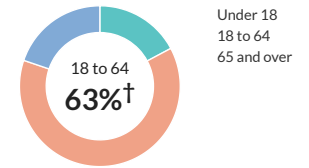
about 10 percent higher than the figure in United States: 39

Population by age range



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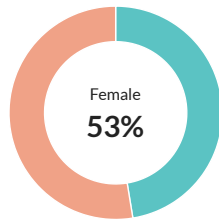
Population by age category



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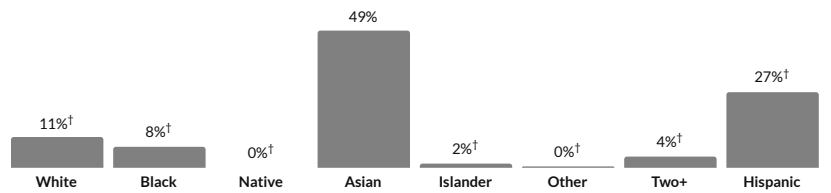
† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Sex



Male
Female

Race & Ethnicity



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* Hispanic includes respondents of any race. Other categories are non-Hispanic.

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Economics

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Income

\$41,668

Per capita income

about 90 percent of the amount in California: \$46,661

about the same as the amount in United States: \$41,804

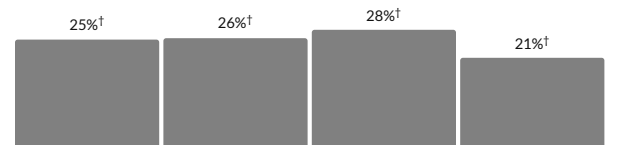
\$98,283

Median household income

about 10 percent higher than the amount in California: \$91,551

about 1.3 times the amount in United States: \$74,755

Household income



Show data / Embed

Poverty

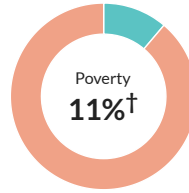
† Margin of error is at least 10 percent of the total value. Take care with this statistic.

11.4%

Persons below poverty line

about 90 percent of the rate in California: 12.2%
 about 90 percent of the rate in United States: 12.6%

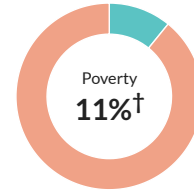
Children (Under 18)



Poverty
Non-poverty

Show data / Embed

Seniors (65 and over)



Poverty
Non-poverty

Show data / Embed

Transportation to work

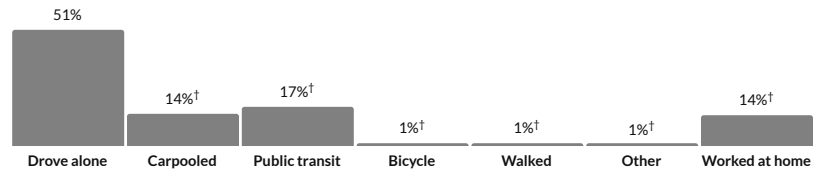
† Margin of error is at least 10 percent of the total value. Take care with this statistic.

29.6 minutes

Mean travel time to work

a little higher than the figure in California: 28.3
 about 10 percent higher than the figure in United States: 26.4

Means of transportation to work



* Universe: Workers 16 years and over

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Families

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Households

31,196

Number of households

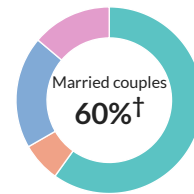
California: 13,550,586
 United States: 129,870,930

3.1

Persons per household

about 10 percent higher than the figure in California: 2.8 †
 about 25 percent higher than the figure in United States: 2.5 †

Population by household type

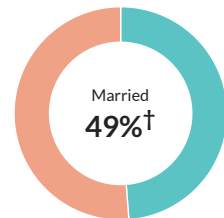


Married couples
Male householder
Female householder
Non-family

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Marital status

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

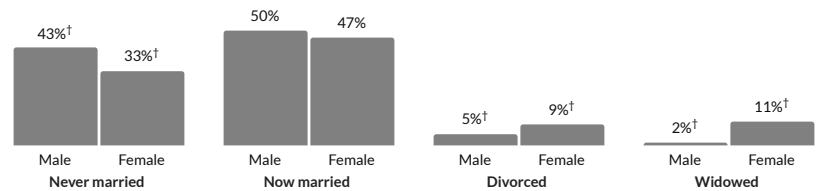


Married
Single

* Universe: Population 15 years and over

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Marital status, by sex



Show data / Embed

Fertility

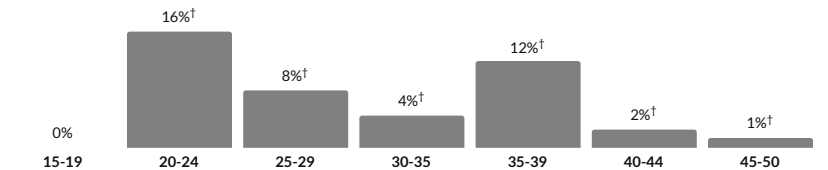
† Margin of error is at least 10 percent of the total value. Take care with this statistic.

5.6%

Women 15-50 who gave birth during past year

about 20 percent higher than the rate in California: 4.8%
 about 10 percent higher than the rate in United States: 5.2%

Women who gave birth during past year, by age group



* Universe: Women 15 to 50 years

Show data / Embed

Units & Occupancy

Housing

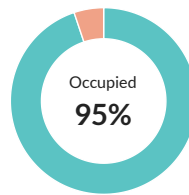
32,886

Number of housing units

California: 14,627,041

United States: 143,772,900

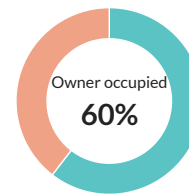
Occupied vs. Vacant



Occupied
Vacant

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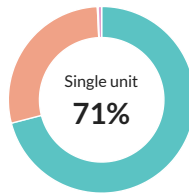
Ownership of occupied units



Owner occupied
Renter occupied

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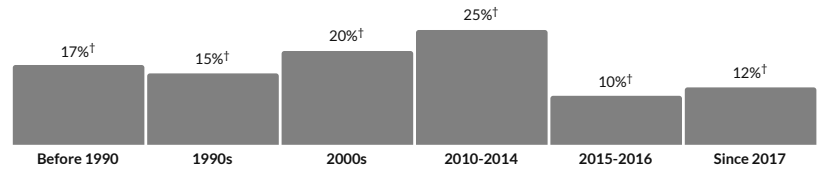
Types of structure



Single unit
Multi-unit
Mobile home
Boat, RV, van, etc.

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Year moved in, by percentage of population



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† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Value

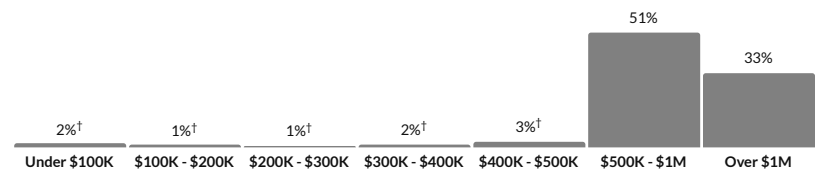
\$1,047,800

Median value of owner-occupied housing units

about 1.5 times the amount in California: \$715,900

more than double the amount in United States: \$320,900

Value of owner-occupied housing units



* ACS 2021 5-year data

Show data / Embed

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Geographical mobility

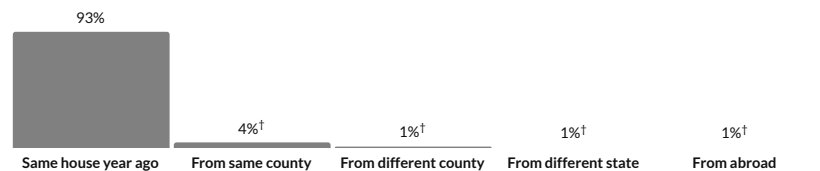
7%

Moved since previous year

about three-fifths of the rate in California: 11.1%

about three-fifths of the rate in United States: 12.6%

Population migration since previous year



Show data / Embed

Social

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Educational attainment

77.2%

High school grad or higher

about 90 percent of the rate in California: 84.7%

about 90 percent of the rate in United States: 89.6%

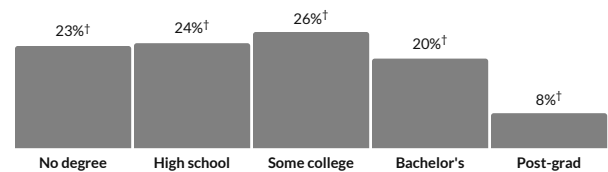
27.8%

Bachelor's degree or higher

about three-quarters of the rate in California: 37%

about 80 percent of the rate in United States: 35.7%

Population by highest level of education



* Universe: Population 25 years and over

Show data / Embed

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Language

63.1%

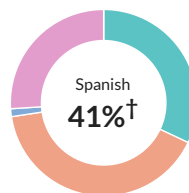
Persons with language other than English spoken at home

* ACS 2021 5-year data

about 1.4 times the rate in California: 43.9%

more than double the rate in United States: 21.7%

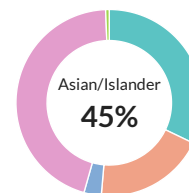
Language at home, children 5-17



English only
Spanish
Indo-European
Asian/Islander
Other

Show data / Embed

Language at home, adults 18+



English only
Spanish
Indo-European
Asian/Islander
Other

Show data / Embed

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Place of birth

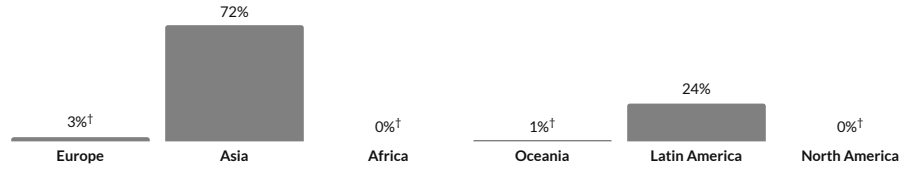
43.7%

Foreign-born population

more than 1.5 times the rate in California: 26.7% †

more than double the rate in United States: 13.9% †

Place of birth for foreign-born population



* ACS 2021 5-year data

Show data / Embed

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Veteran status

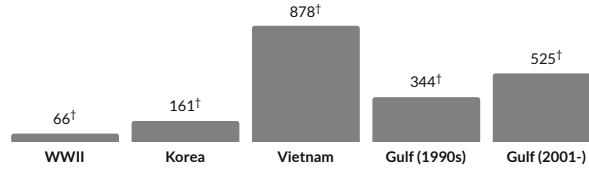
2.3%

Population with veteran status

about half the rate in California: 4.3%

about two-fifths of the rate in United States: 6.2%

Veterans by wartime service



* Civilian veterans who served during wartime only; ACS 2021 5-year data

Show data / Embed

1,863 Total veterans

1,863 Male

N/A Female

Hover for margins of error and contextual data.

This profile displays data from more than one ACS release. Charts not derived from ACS 2022 1-year data are noted with an *.

Citation: U.S. Census Bureau (2022). *American Community Survey 1-year estimates*. Retrieved from *Census Reporter Profile page for San Francisco County (South Central)--Bayview & Hunters Point PUMA, CA* <<http://censusreporter.org/profiles/79500US0607507-san-francisco-county-south-central-bayview-hunters-point-puma-ca/>>

Citation: U.S. Census Bureau (2021). *American Community Survey 5-year estimates*. Retrieved from *Census Reporter Profile page for San Francisco County (South Central)--Bayview & Hunters Point PUMA, CA* <<http://censusreporter.org/profiles/79500US0607507-san-francisco-county-south-central-bayview-hunters-point-puma-ca/>>

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Exhibit 8

CALIFORNIA STATE LANDS COMMISSION

ENVIRONMENTAL JUSTICE POLICY

INTRODUCTION

The Commission envisions a future in which environmental justice communities are no longer disproportionately impacted by pollution or environmental hazards, and all Californians can access and enjoy our beautiful public lands and natural resources. The purpose of this Environmental Justice Policy is to advance that vision. The Commission commits to promoting equity and advancing environmental justice through more inclusive decision-making that considers the disproportionate burdens on disadvantaged communities and Native Nations. It also commits to applying this Environmental Justice Policy to all its operations, programs, and policies.

The Commission recognizes the critical connection California's Native Nations have to the environment and acknowledges that the injustices they have endured over generations, including the destruction of natural resources that sustained their communities and systematic displacement from their lands, give tribal communities a unique perspective on environmental justice concerns. California's Native Nations experience many of the same environmental injustices as other vulnerable communities, such as polluted air, water, and soil. They also experience many unique impacts, such as lost access to sacred resources or locations and lost opportunities to gather or grow food, hunt, and fish, or practice traditional medicine. Climate change and sea-level rise will expose, erode, or submerge tribal burial sites, cultural artifacts, and sacred resources, and further decrease opportunities to gather or grow food, hunt, fish, or practice traditional medicine. Incorporating tribally-identified metrics and narratives is a critical part of an environmental justice impact analysis. The Commission will use this policy together with its Tribal Consultation Policy to amplify tribal voices.

This Policy uses the terms “disadvantaged,” “marginalized,” and “vulnerable” interchangeably; it intends to encompass not only the definitions contemplated by SB 1000,¹ but also to include other low-income and minority populations that are disproportionately burdened by or less able to prevent, respond, and recover from adverse environmental impacts. It also uses the term Native Nations to encompass the federally and non-federally recognized California Native American Tribes and tribal entities included on the list maintained by the Native American Heritage Commission.

The Commission commits to the principle that past environmental injustices will not define California’s future and supports the ideal that all communities equitably share in the environmental benefits and burdens resulting from its decisions. The environmental justice goals below are bold and transformative because that is what California needs. Addressing environmental injustice is especially urgent now—at a time when the impacts of climate change on human health will disproportionately affect marginalized and disadvantaged communities and with it, the public’s right to access and enjoy Public Trust lands.

ENVIRONMENTAL JUSTICE GOALS

1. PROMOTE EQUITY

- a. Ensure that all voices are heard, all communities are treated fairly and equitably, and everyone is given equal opportunity to participate in the Commission’s decision-making process, with an emphasis on ensuring that traditionally disadvantaged groups are not left behind.
- b. Work to leverage the Commission’s management and authority over State-owned Public Trust and school lands to facilitate and encourage projects that alleviate barriers to racial and social equity, such as community renewable energy facilities, broadband internet infrastructure, and habitat restoration projects that improve natural resources for all.

2. INCREASE AWARENESS ABOUT THE COMMISSION’S WORK

The Commission will develop tools and strategies to provide information about:

¹ “Disadvantaged communities” is defined in California law (SB 535, Health and Safety Code section 39711) as including those communities identified by CalEPA to be disadvantaged, taking into consideration environmental pollution and other hazards and concentrations of low income, high unemployment, and other socioeconomic factors. To identify these communities, CalEPA developed CalEnviroScreen and designated the highest scoring 25 percent of census tracts as disadvantaged communities. SB 1000 (Government Code section 65302) defines disadvantaged communities as including those identified by CalEPA’s methodology, as well as “an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.”

- a. The Public Trust Doctrine – what protections and benefits it offers the public and how it can advance environmental justice.
 - b. The public’s rights to use and enjoy Public Trust lands, including tide and submerged lands and navigable waterways, and what constitutes a Public Trust use.
 - c. Management of Public Trust lands and resources for the people of California.
 - d. Oversight of Public Trust lands and resources that the Legislature granted to local jurisdictions.
 - e. Generation of income for the California State Teachers’ Retirement System by managing school lands.
 - f. Prevention of oil spills and marine invasive species introductions.
3. INCREASE AND SUPPORT EQUITABLE PUBLIC ACCESS
- a. Support projects that increase access to Public Trust lands and resources for vulnerable communities that have traditionally not been able to enjoy them.
 - b. Embrace partnerships with state agencies, Native Nations, local jurisdictions, and organizations for projects and other efforts that:
 - i. Protect, conserve, and restore natural resources and wildlife habitat.
 - ii. Protect the integrity and confidentiality of tribal cultural resources and sensitive cultural areas by limiting public access where necessary.
 - iii. Increase and enhance trail and recreational amenity construction, habitat preservation or restoration, open space, parks, and beach access.
4. IDENTIFY AND ENGAGE WITH IMPACTED COMMUNITIES
- a. Identify impacted and vulnerable communities that live, work, or play near a proposed project or activity site, using CalEnviroScreen and other resources.
 - b. Be more informed about the impacts of Commission decisions on Tribes, Native Nations, and marginalized communities.
 - c. Outreach to affected communities soon after receiving an application and throughout the application review process.
5. ANALYZE IMPACTS AND IDENTIFY BENEFITS
- a. Assess and analyze how proposed Commission actions might impact environmental justice communities.
 - b. Analyze climate justice and climate adaptation strategies for disadvantaged communities.
 - c. Identify and analyze potential benefits that a proposed project could provide to disadvantaged communities. Directly reach out to disadvantaged communities concerning benefits they want to see from a proposed project. Encourage changes in project proposals that will create greater equity in the distribution of environmental benefits and burdens.

6. REDUCE IMPACTS AND INCREASE BENEFITS

- a. Strive to minimize additional burdens on and increase benefits to marginalized and disadvantaged communities resulting from a proposed project or lease.
- b. Work to reduce and mitigate adverse impacts on vulnerable communities including climate change; sea-level rise; displacement; poor air, water, and soil quality; lost economic opportunities; and inadequate access to open space and Public Trust lands and resources.
- c. Work to reduce and mitigate adverse impacts on tribal communities, resources, and lands, including lack of safe access for gathering, harvesting, ceremony, and other traditional practices; disturbance of ancestral remains and village sites; damage to and looting of cultural artifacts.
- d. Support efforts by ports and others to minimize and reduce environmental and health impacts and maximize environmental and economic benefits to vulnerable communities from industrial activities within the port.

7. HONOR THE IMPORTANCE OF TRIBES' ANCESTRAL HOMELANDS

- a. Acknowledge, uplift, and respect the voices of California Native American Tribes and Native Nations in managing lands and resources that include their ancestral homelands. Seek out and learn from indigenous peoples' unique historical, cultural, and ecological knowledge of California's lands and resources.
- b. Understand the importance of Ancestral Homelands:
 - i. Respect and apply principles and practices of government-to-government consultation between California Native American Tribes and the State.
 - ii. Support opportunities to advance traditional use and enjoyment of ancestral lands by Native Nations by facilitating and prioritizing access to and use, restoration, and management of state-owned lands by tribes with historical connections to the land.
 - iii. Protect cultural resources and preserve sacred and culturally important sites whenever possible.
 - iv. Actively support opportunities to empower Tribes to protect, restore, and manage their ancestral lands.

8. BUILD TRUST AND FORM RELATIONSHIPS

- a. Leverage partnerships with public agencies, non-governmental organizations, ports, and Native Nations to advance environmental justice and achieve better outcomes for impacted communities.
- b. Build and foster cooperative and mutually respectful relationships with local communities, tribal communities, and environmental justice communities and groups.

9. SUPPORT CLEANER INDUSTRY

- a. The [California Global Warming Solutions Act of 2006](#) (AB 32)² limits greenhouse gas emissions, reduces fossil fuel dependency, and encourages clean energy. [SB 100](#) (De Leon, 2018)³ makes it state policy to plan for 100 percent of retail sales of electricity in California to come from renewable energy and zero-carbon resources by 2045. [Executive Order B-55-18](#)⁴ sets a state goal to achieve carbon neutrality by 2045 and directs all policies and programs in support of this goal to “seek to improve air quality and support the health and economic resiliency of urban and rural communities, particularly low-income and disadvantaged communities.” To help achieve these goals, the Commission will support efforts to:
 - i. Transition California away from fossil fuels through the timely and responsible decommissioning of oil and gas facilities.
 - ii. Promote the use of state lands to facilitate the development and growth of renewable and clean energy production and support infrastructure.
 - iii. Work with regulatory agencies, the Legislature, industry, lessees, environmental groups, and environmental justice advocates to prioritize energy efficiency and clean energy and help achieve near zero emissions.

10. ADVANCE CLIMATE EQUITY

- a. Facilitate sea-level rise preparedness and community adaptation using the best available science to help inform decisions regarding the management and protection of Public Trust lands and resources, following the [2018 State of California Sea-Level Rise Guidance](#).⁵
- b. Prioritize social equity and disadvantaged communities in sea-level rise planning and adaptation strategies.
- c. Prioritize the protection of coastal habitat and preservation of public access while balancing other Public Trust uses and existing water-dependent infrastructure along the coast.
- d. Collaborate with Native Nations to incorporate tribal expertise into coastal resiliency and adaptation while protecting resources and artifacts that become exposed during coastal erosion or submerged because of sea-level rise.
- e. Collaborate with interagency working groups and planners, including the Coastal and Ocean Resources Working Group for the Climate Action Team, the

² https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32

³ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100

⁴ <https://www.gov.ca.gov/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>

⁵ http://www.opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-A_OPC_SLR_Guidance-rd3.pdf

Safeguarding California Climate Action Team, and the Sea Level Rise Interagency Team, with the goal of promoting and advancing social resiliency and climate equity.

- f. Support local trustee partners with developing and implementing sea-level rise adaption strategies.

11. INCREASE PUBLIC PARTICIPATION

- a. Increase and expand outreach efforts to communities that are impacted by Commission actions.
- b. Ensure that documents related to a proposed Commission action use plain language and are available, where appropriate, in the most common languages spoken in the impacted communities.
- c. Engage meaningfully with vulnerable communities throughout the decision-making process for projects that affect them.
- d. Hold outreach and Commission meetings in locations that are accessible to communities impacted by the decisions the Commission may make at those meetings.
- e. Use the Commission website and social media to connect environmental justice communities to the Commission's decision-making process.

12. ACCOUNTABILITY

- a. After policy adoption, finalize and approve an implementation plan based on the attached draft implementation blueprint.
- b. Incorporate environmental justice policy implementation into the Commission's [Strategic Plan](#).⁶
- c. Regularly assess policy implementation and provide annual progress reports to the Commission at a public meeting.

⁶ <http://www.slc.ca.gov/About/Docs/StrategicPlan.pdf>

APPENDIX

IMPLEMENTATION BLUEPRINT

I. PURPOSE STATEMENT

These strategies are meant to guide the Commission's implementation of its Environmental Justice Policy and can be adapted to ensure the intent is achieved and meaningfully considered in all areas of the Commission's work. This is not intended to be an exhaustive list, but rather to represent potential ways the Commission may advance its Environmental Justice Policy goals.

II. PROCEDURAL GOALS

GOAL 1.0: IDENTIFY AND ENGAGE WITH IMPACTED COMMUNITIES.

The Commission will work to identify marginalized and disadvantaged communities, including tribal and non-tribal communities, that live, work, and play near a proposed project or lease site as an initial step in the application process.

STRATEGIES TO ACHIEVE THIS GOAL:

- 1.1. Reach out to environmental justice groups, impacted communities, Tribes and Native Nations when the Commission becomes aware of project proposals or receives a lease application, and collaborate with impacted groups throughout the review process.
- 1.2. Develop relationships with community-based organizations and seek their assistance in identifying marginalized and disadvantaged communities that live, work, and play near a proposed project.
- 1.3. Develop and sustain relationships with Native Nations to ensure tribal-specific environmental justice concerns are understood and honored.
- 1.4. Use CalEnviroScreen and other resources that assess where there are marginalized or disadvantaged communities in proximity to project and lease applications and policy decisions.
- 1.5. Continuously update and enhance contacts and relationships with local, regional, and statewide environmental justice advocates.

GOAL 2.0: SOLICIT INDIGENOUS PERSPECTIVES.

Native Nations have unique environmental justice concerns and valuable historical, cultural, and ecological knowledge of California lands and resources. The Commission will seek indigenous perspectives and expertise in furtherance of the Commission's Tribal Consultation Policy and Environmental Justice Policy.

STRATEGIES TO ACCOMPLISH THIS GOAL:

2.1. Respect and apply principles and practices of government-to-government consultation between California Native American Tribes and the State.

2.2. Seek out and learn from indigenous peoples' unique historical, cultural, and ecological knowledge of California's lands and resources.

GOAL 3.0: EDUCATE AND EMPOWER STAFF.

Staff will receive ongoing environmental justice training to understand what environmental justice is and how environmental justice considerations should be incorporated into their everyday work.

STRATEGIES TO ACCOMPLISH THIS GOAL:

3.1. Provide staff with educational materials about environmental justice and equity. Build a collection of relevant environmental justice materials and resources. Provide comprehensive and continuous environmental justice and equity training for staff. Incorporate environmental justice training into new employee training.

3.2. Establish an Environmental Justice Liaison who will be the Commission's first point of contact with environmental justice communities, which will provide more effective and personalized responses to issues and facilitate ongoing communication among staff and environmental justice communities. The Liaison will outreach to communities, identify issues of concern, and recommend solutions.

3.3. Partner and collaborate with agencies, Native Nations and tribal land trusts, nonprofit organizations, and others that are knowledgeable about environmental justice issues. Leverage collaboration to host outreach meetings and brainstorm solutions.

3.4. Develop environmental justice champions throughout the Commission. Integrate environmental justice considerations into all aspects of the Commission's work.

- 3.5. Encourage and teach staff to incorporate environmental justice issue identification, research, and analysis into division and program work.
- 3.6. Embrace, share and implement lessons about social and racial equity learned from the Commission's participation in the Government Alliance on Race and Equity Cohort.⁷
- 3.7. Continuously assess staff capacity and workload and leverage resources to ensure that staff can fulfill the goals of this policy.
- 3.8. Incorporate and prioritize implementation of the Policy in the Commission's Strategic Plan.
- 3.9. Empower staff to challenge the norm, be innovative and empathetic, and self-reflect.

GOAL 4.0: ANALYZE POTENTIAL ENVIRONMENTAL JUSTICE IMPACTS OF A PROPOSED PROJECT OR ACTION.

The Commission will ensure that staff analyze, consider, incorporate, and balance the priorities and concerns of marginalized and disadvantaged communities equitably with the priorities and concerns of other stakeholders. Staff will identify and explain the factors that it has analyzed, considered, and weighed in making its recommendation to the Commission.

STRATEGIES TO ACCOMPLISH THIS GOAL:

- 4.1. Incorporate the identification, research, and analysis of environmental justice concerns, issues and potential impacts into the Commission's practices and procedures.
- 4.2. Require industrial and commercial lease applications to identify environmental justice communities in the area and potential impacts of the project on those communities.
- 4.3. Include an environmental justice analysis in staff reports for projects that impact marginalized or disadvantaged communities.

⁷ <https://www.racialequityalliance.org/>

GOAL 5.0: REDUCE IMPACTS.

Foster a culture that focuses on reducing and avoiding impacts and scrutinizing the value of a proposed project based on its potential impacts on tribal and environmental justice communities.

STRATEGIES TO ACCOMPLISH THIS GOAL:

5.1. Modify the Commission's industrial and commercial lease application forms to require applicants to identify environmental justice communities in the area and to identify potential impacts and mitigation.

5.2. As part of the application process, research impacts and work with the applicant and impacted communities to develop strategies to decrease those impacts and increase benefits to impacted communities.

5.3. When there are concerns that a project will result in disproportionate burdens to vulnerable communities, weigh those against the merits of the project and, where feasible, require reduction or elimination of those burdens.

GOAL 6.0: IDENTIFY AND PROMOTE ACTIONS THAT INCREASE EQUITY.

Leverage the Commission's management and authority over State-owned Public Trust and school lands to facilitate and encourage projects that alleviate or remove barriers to racial and social equity, including community- or regional- scale renewable energy facilities, broadband internet infrastructure, and habitat protection, management, or restoration projects that improve natural resources for all.

STRATEGIES TO ACCOMPLISH THIS GOAL:

6.1. Where the Commission is a responsible agency or a noticed party on a proposed project, Commission staff will seek to identify projects that have environmental justice impacts and provide comments during the California Environmental Quality Act review process.

6.2. Develop partnerships with ports, harbor districts, and grantees and lessees to minimize and reduce environmental and health impacts on vulnerable communities from industrial activity or the logistics industry.

6.3. Seek opportunities to preserve, protect, and expand public access to Public Trust lands and resources for everyone, and especially for marginalized, disadvantaged, and tribal communities.

GOAL 7.0: IMPROVE PUBLIC ENGAGEMENT AND TRANSPARENCY.

The Commission will focus on how best to do community engagement and increase transparency, explore different ways to involve communities and seek funding for public engagement.

STRATEGIES TO ACCOMPLISH THIS GOAL:

7.1. Develop and implement a meaningful public participation process. Connect with communities at the beginning of the lease application and project review process and continue engaging them throughout the process.

7.2. Plan outreach meetings, public hearings, and meeting times and locations in areas that are accessible to communities impacted by the decisions that the Commission may make at those meetings.

7.2.1. When that is not feasible, find alternate ways of hearing from affected communities, such as satellite meeting locations and listening sessions, webinars, or community visits during the application review process before a Commission meeting.

7.3 Use listservs, social media, the Commission's website, and other technology to communicate with environmental justice communities.

7.4. Ensure that public notices are available to disadvantaged and marginalized communities.

7.5. Improve the readability of public documents, including CEQA documents, staff reports, and lease applications. Use plain language and fewer acronyms and, where appropriate, translate documents into other languages.

7.6. Incorporate environmental justice topics and concerns into consultations under the Tribal Consultation Policy.

7.7. Send knowledgeable staff to environmental justice-oriented events around the State to share information about the Commission, build relationships, improve public participation, and respond to and address issues and concerns from impacted communities.

GOAL 8.0: ENCOURAGE COMMUNITY-ORIENTED LESSEES.

The Commission will leverage its management and authority over State-owned Public Trust and school lands to promote healthy communities around those lands by considering the values and the risks that a potential lessee will bring to those communities based on their needs and vulnerabilities.

STRATEGIES TO ACCOMPLISH THIS GOAL:

8.1. Work with potential lessees early in the planning process to develop projects that will be consistent with the Public Trust and will reduce impacts and provide benefits to vulnerable neighboring communities.

GOAL 9.0: ENSURE ACCOUNTABILITY

The Commission and its staff will be held accountable through measurable goals and mechanisms for evaluating and re-assessing strategies. The Commission will regularly measure success and reflect upon the effectiveness of this policy and its implementation. Staff will review the information provided by the public, environmental justice communities, Native Nations, and others to ensure that it fulfills the policy expectations and is beneficial to vulnerable communities. The Commission will use this review to determine if revisions are needed to improve the policy's effectiveness or adapt it to reflect new concerns, issues, or laws.

STRATEGIES TO ACCOMPLISH THIS GOAL:

9.1. Establish an external environmental justice advisory group that will meet one to four times annually and advise the Commission and staff on the effectiveness of the Commission's environmental justice policy and implementation plan.

9.2. Adopt methods for determining effectiveness in implementing the policy and establish performance measures to ensure that it is benefitting marginalized, disadvantaged, and tribal communities.

9.3. Present an annual status report to inform the Commissioners of steps taken to implement the Policy.

9.4. Revise the policy and implementation plan as needed to reflect lessons learned and shortcomings identified through the assessment process or public collaboration.

Exhibit 9

Staff Report 30

LESSEE/SUBLESSOR:

California Department of Parks and Recreation

SUBLESSEE:

City and County of San Francisco

PROPOSED ACTION:

Amendment of Lease and Endorsement of Sublease

AREA, LAND TYPE, AND LOCATION:

Filled sovereign land within the Candlestick Point State Recreation Area in San Francisco, City and County of San Francisco.

AUTHORIZED USE:

Open space and recreation.

TERM:

Lease: 66 years, beginning July 1, 2014

Sublease: Two years.

CONSIDERATION:

The public use and benefit, with the State reserving the right at any time to set a monetary rental if the Commission finds such action to be in the State's best interests.

PROPOSED AMENDMENT:

Authorize the temporary use of an existing paved parking lot and installation of public utilities for the development, operation, and maintenance of a Low Barrier Navigation Center.

SUMMARY:

Since the start of the COVID-19 pandemic, unhoused people in approximately 100 to 150 vehicles have lived in the vicinity of the Candlestick Point State Recreation Area (CPSRA). The Lessee, community based social service providers, and San Francisco City departments (City) have collaborated to place people into housing and shelter. In response, the City is proposing the development of a temporary Low Barrier Navigation Center named the Bayview Vehicle Triage Center (VTC) proposed to be located on filled sovereign lands. The property is currently an existing underutilized boat launch parking lot in the CPSRA.

BACKGROUND:

On April 6, 2011, the Commission approved a Title Settlement, Public Trust Land Exchange and Boundary Line Agreement, pursuant to Chapter 203, Statutes of 2009, between the San Francisco Redevelopment Agency, the Port of San Francisco, the City and County of San Francisco, the California Department of Parks and Recreation (State Parks), and the Commission. The agreement resulted in the issuance of a General Lease - Public Agency Use to the Lessee for certain lands within the CPSRA ([Item 67, April 6, 2011](#)).

State Parks, the Lessee, received a letter, dated April 20, 2021, from the City seeking interest in partnering with State Parks to set up a VTC for people experiencing homelessness living in vehicles encamped along the Hunter's Point Expressway and surrounding area adjacent to the CPSRA. Under the proposal, the City would manage and provide services consistent with those found in a low-barrier navigation center, as that term is defined in Government Code section 65660. The Lessee now seeks authorization for the development of the Bayview VTC on the leased lands and endorsement of a sublease agreement between the Lessee and the City.

STAFF ANALYSIS AND RECOMMENDATION:

AUTHORITY:

Public Resources Code sections 6005, 6216, 6301, 6501.1, 6503, and 6503.5;
California Code of Regulations, title 2, sections 2000 and 2003.

PUBLIC TRUST AND STATE'S BEST INTERESTS:

The Lessee has applied to amend the lease to permit the temporary (2-year) use, maintenance, and operation of an existing underutilized portion of the CPSRA consisting of approximately 312,000 square feet, including a former boat launch parking lot; a 25-foot-wide and approximately 500-foot-long driveway; 6-inch-diameter sanitary sewer force main and lift station; 3-inch-diameter water pipeline; and electrical facilities for the Bayview VTC.

The City proposes to restripe the parking lot to accommodate a maximum of 155 parking stalls for 86 recreational and 69 passenger vehicles with a maximum of 232 people and install the following: a perimeter fence with privacy screen; solar lights; portable restrooms, showers, and laundry facilities on trailers; staff trailers for site supervisors, case managers, clinical supervisors, security, and janitorial staff; a guard shack; picnic area; potable water hose bibs; electrical service to each vehicle enough to charge cell phones and small appliances; fire water service; trash containers; security cameras; and access gates. Utility upgrades will be done to support the electrical, water, and wastewater needs of the site. Additional parking will be provided for staff, visitors, and other vehicles. Other amenities such as picnic tables, shade umbrellas, and a pet area will provide spaces for people to gather and foster community. The City will spend approximately \$45,000 per month or \$540,000 per year to maintain and operate the Bayview VTC.

The Bayview VTC, as a "low-barrier navigation center" is not subject to the California Environmental Quality Act (CEQA) under the terms of AB 101 (Assembly Budget Committee), which Governor Newsom signed in August 2019. Government Code section 65660(a) defines a "low barrier navigation center" as a Housing First, low-barrier, service enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. Staff believes the Bayview VTC meets the elements of a "low-barrier navigation center" and is therefore statutorily exempt from review under CEQA.

Development of the low-barrier navigation center by means of the proposed Bayview VTC directly addresses homelessness, an issue of statewide concern. Governor Newsom has directed through executive order (N-23-20), state agencies to "assess the use of [] state resources . . . and their impact on reducing street homelessness, breaking down barriers to homeless individuals accessing health care and other critical services, and increasing housing options for those experiencing homelessness." In addition, numerous bills have been signed into law this year that identify homelessness as an issue of statewide concern and appropriate resources to meaningfully address the issue (see AB 101 (noted above));

AB 1220 (L. Rivas), AB 977 (Gabriel), and AB 816 (Chiu) among others). While the Commission's jurisdiction and authority has not been directly affected by these laws, they illustrate a statewide policy of acknowledgement that addressing local and regional homelessness benefits the entire state and serves important policies.

Approval of the proposed VTC is consistent with the evolving nature of the Public Trust and management of filled sovereign tidelands. In addressing what constitutes an appropriate use to which Public Trust lands may be dedicated, California courts have made it clear that water dependent uses related to commerce by navigation, fisheries, and other water-related uses or activities, such as public access and use for recreation, and ecological preservation for scientific study and wildlife habitat (*Marks v. Whitney* (1971) 6 Cal.3rd 151), as well as those uses that are necessary and incidental to accomplish or promote those uses (*Haggerty v. City of Oakland* (1958) 161 C.A.2d 404), are consistent with the land use requirement of the trust. Ancillary visitor serving facilities, such as restaurants and hotels, have also received judicial approval because they enhance and facilitate the public's enjoyment of trust lands, by providing public accommodation (*Martin v. Smith* (1960) 184 Cal. App. 2d 571).

The use of Public Trust lands for long term private, residential use is inimical to the trust, as interpreted by the judicial decisions, and because it significantly impairs the public's right to trust lands. However, whereas filled sovereign lands have traditionally not been used for addressing homelessness, the Commission has authority to approve such uses where "it appears that the execution of such leases and the operations thereunder will not interfere with the trust upon which such lands are held or substantially impair the public rights to navigation and fishing." (*San Francisco Baykeeper, Inc. v. State Lands Comm.*, (2015) 242 Cal.App.4th 202, 232).

Staff believe that the proposed VTC will not substantially interfere with, or impair, Public Trust uses and values at this location, and therefore may be authorized by the Commission. The VTC sublease itself will be of limited term without granting long term or permanent rights to the property, the proposed amendment will allow use of a chronically underutilized parking lot and would serve to divert homeless encampments from nearby Hunter's Point Expressway. This diversion to the leased lands would improve vehicular and pedestrian safety for the roadway and VTC users and provide those users access to utilities and social services that could improve refuse collection, sanitation, and public health, within the entire CSPRA area. This will serve to improve and enhance the broader visitor experience to the CSPRA and the Bay and continued protection of the environment and Public Trust resources. In clearing the roadway, it would also improve public access to the state recreation area and the Bay. Finally, staff do not anticipate that the proposed VTC

will limit access to the boat ramp or waterways. In all, staff finds the temporary short-term use of sovereign land in support of transitioning unhoused people living in their vehicles adjacent to the CPSRA to the VTC is of statewide benefit and in the best interests of the State.

CLIMATE CHANGE:

Climate change impacts, including sea level rise, more frequent and intense storm events, and increased flooding and erosion, affect both open coastal areas and inland waterways in California. The facilities are located on land adjacent to San Francisco Bay, in a tidally influenced site vulnerable to flooding at current sea levels and at a higher risk of flood exposure given projected scenarios of sea-level rise.

The California Ocean Protection Council updated the State of California Sea Level Rise Guidance in 2018 to provide a synthesis of the best available science on sea-level rise projections and rates. Staff evaluated the “high emissions,” “medium-high risk aversion” scenario to apply a conservative approach based on both current emission trajectories and the lease location and structures. The San Francisco tide gauge was used for the projected sea level rise scenario for the region as listed in Table 1.

Table 1. Projected Sea-Level Rise for San Francisco

Year	Projection (feet)
2030	0.8
2040	1.3
2050	1.9
2100	6.9

Source: Table 13, State of California Sea-Level Rise Guidance: 2018 Update
 Note: Projections are with respect to a 1991 to 2009 baseline.

As stated in *Safeguarding California Plan: 2018 Update* (California Natural Resources Agency 2018), climate change is projected to increase the frequency and severity of natural disasters related to flooding, drought, and storms (especially when coupled with sea-level rise). The combination of these conditions will likely result in increased wave run up, storm surge, and flooding in coastal and near coastal areas. Climate change and sea-level rise will further influence coastal areas by changing erosion and sedimentation rates. Beaches, coastal landscapes, and near-coastal riverine areas will be exposed to increased wave force and run up, potentially resulting in greater beach or bank erosion than previously experienced. The combination of increased wave action, storm activity, and sea-level rise could result in additional damage or degradation to facilities within the lease area,

however, the facilities will be temporary; therefore, there will be no long-term effects due to climate change.

CONCLUSION:

For all the above reasons, staff believes that the lease amendment and endorsement of a sublease for the temporary use of sovereign land in support of transitioning unhoused people living in their vehicles will not interfere with, or impair, Public Trust values and resources and is in the best interests of the State.

OTHER PERTINENT INFORMATION:

1. Approval or denial of the application is a discretionary action by the Commission. Each time the Commission approves or rejects a use of sovereign land, it exercises legislatively delegated authority and responsibility as trustee of the State's Public Trust lands as authorized by law. Upon expiration or prior termination of the lease, the lessee also has no right to a new lease or to renewal of any previous lease.
2. This action is consistent with the "Meeting Evolving Public Trust Needs Committing to Collaborative Leadership" and "Prioritizing Social, Economic and Environmental Justice" Strategic Focus Areas of the Commission's 2021-2025 Strategic Plan.
3. Staff recommends that the Commission find that this activity is exempt from the requirements of CEQA as a statutorily and categorically exempt project. The project is exempt under Government Code section 65660; and Class 1, Existing Facilities; California Code of Regulations, title 14, section 15301, and Class 3, New Construction or Conversion of Small Structures; California Code of Regulations, title 14, section 15303.

Authority: Public Resources Code section 21084 and California Code of Regulations, title 14, section 15300.

APPROVALS OBTAINED:

City and County of San Francisco

APPROVALS REQUIRED:

California Department of Parks and Recreation

EXHIBITS:

- A. Land Description
- B. Site and Location Map
- C. Safe Parking Area and Vehicle Triage Center
- D. Endorsement of Sublease

RECOMMENDED ACTION:

It is recommended that the Commission:

CEQA FINDING:

Find that the activity is exempt from the requirements of CEQA pursuant to Government Code section 65660, as a statutorily exempt project; and California Code of Regulations, title 14, section 15061 as a categorically exempt project, Class 1, Existing Facilities; California Code of Regulations, title 14, section 15301, and Class 3, New Construction or Conversion of Small Structures; California Code of Regulations, title 14, section 15303.

PUBLIC TRUST AND STATE'S BEST INTERESTS:

For all the above reasons, staff believes that the lease amendment and endorsement of a sublease will not impact Public Trust resources and are in the best interests of the State.

AUTHORIZATION:

1. Authorize the amendment of Lease Number PRC 6414, a General Lease – Public Agency Use, of sovereign land, effective November 1, 2021, for the Low Barrier Navigation Center within the CPSRA for a two-year term; and in addition to the existing Exhibit A, Land Description and Exhibit B, Site and Location Map (for reference purposes only), add Exhibit C, Candlestick Point VTC attached and by this reference made a part hereof; all other terms and conditions shall remain in effect without amendment.
2. Authorize the Executive Officer or her designee to execute an endorsement of sublease for a period of no more than two years between the Lessee and Sublessee for the temporary use of an existing paved parking lot and public utilities for the Bayview Vehicle Triage Center.

EXHIBIT A

PRC 6414

LAND DESCRIPTION

All that certain real property, including tide lands and submerged lands, whether filled or unfilled, situate in the City and County of San Francisco, State of California, described as follows:

BEGINNING at the intersection of the northeasterly line of Underwood Avenue (formerly 21st Avenue) with the northwesterly line of Arelious Walker Drive (formerly F Street) as said avenue and street is shown and so designated on that certain "Map of the Salt Marsh and Tide Lands and Lands Lying Under Water South of Second Street and Situate in the City and County Of San Francisco" filed in Map Book W at Pages 46-47, Document Number X45805, Official Records of said City and County;

thence along said northeasterly line South 53°18'15" East, 64.00 feet to the southeasterly line of said Arelious Walker Drive;

thence South 36°42'01" West, 554.63 feet along the southeasterly line of said Arelious Walker Drive to the mean high tide line of Yosemite Slough;

thence, along said mean high tide line of Yosemite Slough, with all its sinuosities, in the following three (3) general directions and distances:

- (1) northwesterly 1,500 feet, more or less,
- (2) southwesterly 200 feet, more or less, and
- (3) southeasterly 1,500 feet, more or less, to the mean high tide line of San Francisco Bay;

thence, along said mean high tide of San Francisco Bay, with all its sinuosities, in the following seven (7) general directions and distances:

- (1) southwesterly 600 feet, more or less,
- (2) southeasterly 2,600 feet, more or less,
- (3) southwesterly 2,200 feet, more or less,
- (4) southeasterly 1,000 feet, more or less,
- (5) northeasterly 700 feet, more or less,
- (6) southeasterly 700 feet, more or less, and
- (7) westerly 200 feet, more or less, to the county line between San Mateo County and said City and County of San Francisco;

thence, westerly along said county line 1,300 feet, more or less, to said mean high tide line of San Francisco Bay;

thence, along said mean high tide line, with all its sinuosities, in a generally westerly direction 4,000 feet, more or less, to said county line;

thence along said county line North 89°03'12" West, 50.11 feet, more or less, to the southeasterly boundary of Harney Way as designated and shown on that certain Map entitled "Map Showing the Opening of Harney Way from Jamestown to County Line", filed in Book U of Maps at Pages 64 and 65 under Document No. N63258, in the office of said Recorder;

thence along said southeasterly boundary North 45°51'33" East 516.68 feet;
thence North 46°57'55" East 202.58 feet;
thence from a tangent that bears North 46°38'06" East along a non-tangent curve to the right, concave southeasterly, having a radius of 405.80 feet, through a central angle of 7°01'26", an arc distance of 49.75 feet;

- (1) South 56°53'02" East 282.67 feet,
- (2) North 66°15'15" East 89.60 feet,
- (3) North 45°25'04" East 85.86 feet,
- (4) North 70°06'35" East 121.71 feet,
- (5) South 60°39'53" East 88.05 feet,
- (6) South 43°15'05" East 119.42 feet,
- (7) South 63°50'44" East 133.57 feet,
- (8) South 54°07'51" East 43.39 feet,
- (9) South 50°45'14" East 148.74 feet,
- (10) North 63°31'31" East 102.86 feet,
- (11) North 36°20'30" East 235.12 feet,
- (12) North 59°53'58" East 233.55 feet,
- (13) North 73°48'12" East 214.43 feet,
- (14) South 85°22'26" East 87.38 feet, and
- (15) South 52°58'06" East 206.28 feet to a point on the southwesterly line of Jamestown Avenue as shown on Sheet 1 of 4 of the "Map Showing the Widening and Extension of Jamestown Avenue from Hunters Point Expressway to Redondo Street", filed in Book "U" of Maps at Pages 60 through 63 under Document No. N63257 in the office of said Recorder;

thence along said southwesterly boundary of Jamestown from a tangent which bears South 41°47'17" East, along a non-tangent curve to the left, concave northeasterly, having a radius of 700.00 feet, through a central angle of 47°15'56" an arc distance of 577.46 feet;
thence continuing along said boundary and its easterly prolongation South 89°03'10" East 462.95 feet to a point from which said survey control monument "Candlestick" bears South 72°41'35" West 3583.66 feet;

thence along the following seven (7) courses:

- (1) South 52°04'06" East 57.17 feet,
- (2) North 77°30'04" East 56.70 feet,
- (3) North 88°03'07" East 105.18 feet,
- (4) South 83°52'07" East 152.76 feet,
- (5) North 58°35'30" East 54.42 feet,
- (6) North 03°29'53" West 712.73 feet, and
- (7) North 41°59'03" West 355.46 feet to a point on the easterly line of Hunters Point Expressway as shown by the "Map Showing The Opening Of Hunters Point Expressway From Gilman Avenue to County Line", a copy of which is filed in Map Book U, Page 59, Document N63256 in the Office of the Recorder, from which survey control monument "Candlestick" described hereafter in the Basis of Bearing, bears South 60°08'31" West 4086.48 feet;

thence along said easterly line of Hunters Point Expressway North 00°56'49" East 300.59 feet to a point from which said survey control monument "Candlestick" bears South 56°39'28" West 4248.28 feet;

thence leaving last said easterly line and along the following fourteen (14) courses:

- (1) South 53°17'46" East 483.43 feet,
- (2) North 28°29'56" East 181.80 feet,
- (3) North 33°06'40" East 343.27 feet,
- (4) North 20°18'03" East 267.80 feet,
- (5) North 26°20'05" East 149.63 feet,
- (6) North 68°45'03" East 206.80 feet,
- (7) North 39°58'07" East 215.81 feet,
- (8) North 09°36'28" East 234.06 feet,
- (9) North 12°33'35" West 161.50 feet,
- (10) North 29°00'46" West 209.96 feet,
- (11) North 43°26'10" West 139.81 feet,
- (12) North 50°22'41" West 36.37 feet to a point from which said survey control monument "Candlestick" bears South 49°34'30" West 5884.36 feet,
- (13) South 48°00'38" West 806.04 feet, and
- (14) South 47°59'55" West 419.20 feet to the northeasterly line of said Gilman Avenue;

thence along said Gilman Avenue North 53°18'15" West 323.38 feet to the southeasterly line of said Donahue Street;

thence along said Donahue Street North 36°41'45" East 1109.44 feet to a point from which said survey control monument "Candlestick" bears South 44°14'38" West 5693.66 feet;

thence the following nineteen (19) courses:

- (1) North 00°45'03" West 250.63 feet,
- (2) North 53°19'14" West 96.45 feet,
- (3) South 65°07'25" West 168.91 feet,
- (4) North 53°18'15" West 173.94 feet,
- (5) North 25°19'23" West 117.62 feet,
- (6) North 42°34'38" West 75.09 feet,
- (7) North 24°48'20" West 87.64 feet,
- (8) North 53°18'15" West 351.99 feet,
- (9) North 66°56'28" West 177.17 feet,
- (10) North 53°18'15" West 0.74 feet,
- (11) North 43°48'13" West 15.61 feet,
- (12) North 31°47'46" West 17.73 feet,
- (13) North 34°54'42" West 37.11 feet,
- (14) North 11°34'22" West 28.96 feet,
- (15) North 37°09'59" West 6.16 feet,
- (16) North 05°05'26" West 173.61 feet,
- (17) North 29°54'22" East 201.41 feet,
- (18) North 24°22'08" East 263.40 feet, and
- (19) North 53°19'18" West 418.36 feet to the southeasterly line of said Griffith Street, from which point said survey control monument "Candlestick" bears South 25°41'14" West 6512.19 feet;

thence North 36°42'01" East 22.94 feet along said southeasterly line to the southwesterly line of Yosemite Avenue;

thence along said southwesterly line North 53°18'15" East 958.17 feet to the Agreed 1869 Ordinary High Water Mark described in Exhibit 25 to that certain Hunters Point

Shipyard/Candlestick Point Title Settlement, Public Trust Exchange and Boundary Line Agreement recorded in Reel _____, Image _____, Document No. _____,

_____ , in the office of said Recorder;

thence in a generally northwesterly direction along said Agreed 1869 Ordinary High Water Mark 108 feet, more or less, to the northeasterly line of said Yosemite Avenue;

thence along said northeasterly line North 53°18'15" West 94.03 feet to a point 205 feet

southeasterly of, measured along last said northeasterly line from said Ingalls Street;

thence North 36°42'01" East 200.00 feet to the southwesterly line of said Wallace Avenue to a

point 205 feet southeasterly of, measured along last said southwesterly line, said Ingalls Street;

thence along said southwesterly line South 53°18'15" East 52.48 feet to said Agreed 1869

Ordinary High Water;

thence in a generally southeasterly direction along said Agreed 1869 Ordinary High Water Mark 277 feet, more or less, to the northeasterly line of said Wallace Avenue;

thence along said northeasterly line North 53°18'15" East 181.63 to the southeasterly line of said Hawes Street;

thence along said southeasterly line North 36°42'01" East 27.55 feet;

thence South 53°19'18" East 587.58 feet;

thence South 03°34'00" West 22.28 feet;

thence along the following four (4) courses:

(1) South 52°20'04" East 172.46 feet,

(2) South 52°08'03" East 134.28 feet,

(3) South 56°23'09" East 220.08 feet, and

(4) South 83°01'52" East 158.40 feet to the northwesterly line of said Arelious Walker Drive;

thence along said northwesterly line North 36°42'01" East 466.08 feet to the northeasterly line of Underwood Avenue and the POINT OF BEGINNING.

BASIS OF BEARING of this description is North 37° 08' 31" East between found monuments designated and shown on that certain Record of Survey filed in Book AA of Maps at Pages 49 to 58 in the Office of the City and County of San Francisco Recorder as points "CANDLESTICK" (HPGN D CA 04 GF, PID-AB7679, EPOCH 1991.35) and "US Navy Monument", a brass disk located at Innes Avenue and Earl Street with coordinates Northing 2,093,622.933 feet and Easting 6,020,345.522 feet.

DISTANCES in this description are U.S. Survey feet and decimals thereof and are "Ground" measurements per Survey Control Note No. 4 as shown on Sheet 1 of said Record of Survey.

Unless otherwise noted herein all street citations are based upon that certain map entitled "Map of Lands Transferred in Trust to the City and County of San Francisco" as approved by the State Land Commission on October 29, 1975 and March 25, 1976 on file in Liber C169 pages 573 to 664, Document Number Y 88209 dated September 1974 and said map filed in Map Book W Pages 66 to 72 inclusive in the office of the Recorder of said City and County of San Francisco.

EXCEPTING THEREFROM all those portions lying within the following described Exception Parcels One through Four:

Exception Parcel One

All that certain real property including tidelands and submerged land, whether filled or unfilled, situate in the City and County of San Francisco, State of California and being portions of Arelious Walker Drive (Formerly F Street) between Underwood Avenue (Formerly 21st Avenue) and Wallace Avenue (Formerly 23rd Avenue) all as designated and shown on that certain map entitled "Map of the Salt Marsh and Tide Lands and Lands Lying Under Water South of Second Street and Situate in the City and County Of San Francisco" approved by the Board of Tide Land Commissioners March 19, 1869 and filed in Map Book W at Pages 46-47, Document Number X45805, in the office of the Recorder of said City and County of San Francisco described as follows:

BEGINNING at the intersection of the northeasterly line of said Underwood Avenue with the northwesterly line of said Arelious Walker Drive;
thence along said northeasterly line of Underwood Avenue South 53°18'15" East 64.00 feet to the southeasterly line of said Arelious Walker Drive;
thence South 36°42'01" West 555.70 feet to the mean high tide line of San Francisco Bay;
thence along said mean high tide line with all its sinuosities, westerly 74 feet, more or less, to said northwesterly line of Arelious Walker Drive;
thence leaving said mean high tide line and along last said northwesterly line North 36°42'01" East 584.71 feet, more or less, to the POINT OF BEGINNING.

Exception Parcel Two

All that certain real property including tidelands and submerged land, whether filled or unfilled, situate in the City and County of San Francisco, State of California and being portions of Arelious Walker Drive (Formerly F Street), Bancroft Avenue (Formerly 26th Avenue) and Block 807, all as designated and shown on that certain map entitled "Map of the Salt Marsh and Tide Lands and Lands Lying Under Water South of Second Street and Situate in the City and County Of San Francisco" approved by the Board of Tide Land Commissioners March 19, 1869 and filed in Map Book W at Pages 46-47, Document Number X45805, in the office of the Recorder of said City and County of San Francisco described as follows;

COMMENCING at the intersection of the northeasterly line of Carroll Avenue (Formerly 27th Avenue) as shown on said Map of Tidelands previously cited with the northwesterly line of said Arelious Walker Drive;
thence along said northwesterly line of Arelious Walker Drive North 36°42'01" East 166.79 feet to the TRUE POINT OF BEGINNING;
thence leaving said northwesterly line South 05°05'26" East 21.78 feet;
thence South 37°09'59" East 6.16 feet;
thence South 11°34'22" East 28.96 feet;
thence South 34°54'42" East 37.11 feet;
thence South 31°47'46" East 17.73 feet;

thence South 43°48'13" East 13.34 feet to a point from which survey control monument "Candlestick", described hereafter in the Basis of Bearings, bears South 31°22'22" West 5789.28 feet;
thence North 36°41'45" East 123.04 feet, more or less, to the mean high tide line of San Francisco Bay;
thence along said mean high tide line, with all its sinuosities, northwesterly 134 feet, more or less, to said northwesterly line of Arcelius Walker Drive;
thence leaving said mean high tide line and along last said northwesterly line South 36°42'01" West 134.65 feet, more or less, to the TRUE POINT OF BEGINNING.

Exception Parcel Three

All that certain real property including tidelands and submerged land, whether filled or unfilled, situate in the City and County of San Francisco, State of California and being portions of Blocks 810, 826, 830, 844, together with portions of Donner Avenue (Formerly 28th Avenue), Egbert Avenue (Formerly 29th Avenue) and Fitzgerald Avenue (Formerly 30th Avenue), all as designated and shown on that certain map entitled "Map of the Salt Marsh and Tide Lands and Lands Lying Under Water South of Second Street and Situate in the City and County Of San Francisco" approved by the Board of Tide Land Commissioners March 19, 1869 and filed in Map Book W at Pages 46-47, Document Number X45805, in the office of the Recorder of said City and County of San Francisco, described as follows;

BEGINNING at the intersection of the northeasterly line of Gilman Avenue with the southeasterly line of Donahue Street as said Avenue and Street are shown on said certain map entitled "Map of the Salt Marsh and Tide Lands Lying Under Water South of Second Street and Situate in the City and County of San Francisco" previously cited;
thence along said southeasterly line of Donahue Street North 36°41'45" East 933.86 feet to a point from which said survey control monument "Candlestick bears South 44°29'00" West 5519.65 feet;
thence leaving said southeasterly line, South 21°59'15" East 16.88 feet;
thence from a tangent which bears South 04° 02' 51" West along a curve to the right, concave westerly, having a radius of 390.00 feet, through a central angle 16° 38' 07", an arc distance of 113.23 feet;
thence along a line parallel with said southeasterly line of Donahue Street South 36°41'45" West 655.11 feet;
thence leaving said parallel line South 53°18'15" East 295.88 feet;
thence South 47°59'55" West 182.68 feet;
thence North 00°56'49" East 14.75 feet to said northeasterly line of Gilman Avenue;
thence along said northeasterly line North 53°18'15" West 312.37 feet to the POINT OF BEGINNING.

Exception Parcel Four

All that certain real property including tidelands and submerged land, whether filled or unfilled, situate in the City and County of San Francisco, State of California and being portions of Blocks

860 and 857, together with portions of Ingerson Avenue (Formerly 33rd Avenue) as designated and shown on that certain map entitled "Map of the Salt Marsh and Tide Lands and Lands Lying Under Water South of Second Street and Situate in the City and County Of San Francisco" approved by the Board of Tide Land Commissioners March 19, 1869 and filed in Map Book W at Pages 46-47, Document Number X45805, in the office of the Recorder of said City and County of San Francisco, described as follows:

COMMENCING at the intersection of the northeasterly line of Gilman Avenue with the southeasterly line of Donahue Street, as said Avenue and Street are shown on said certain map entitled "Map of the Salt Marsh and Tide Lands lying under water South of Second Street and situate in the City and County of San Francisco", previously cited;
thence along said northeasterly line of Gilman Avenue South 53°18'15" East 312.37 feet;
thence leaving said northeasterly line and along the easterly line of Hunters Point Expressway as shown by the "Map Showing The Opening Of Hunters Point Expressway From Gilman Avenue to County Line" a copy of which is filed in Map Book U Page 59 Document N63256 in the Office of the Recorder of said City and County, South 00°56'49" West 667.72 feet to the TRUE POINT OF BEGINNING;
thence South 53°18'15" East 105.06 feet to a point from which said survey control monument "Candlestick" bears South 57°58'42" West 4285.22 feet;
thence South 36°41'45" West 96.78 feet;
thence South 00°43'22" West 179.14 feet;
thence South 89°16'38" East 1.50 feet;
thence South 00°43'22" West 14.75 feet;
thence North 41°59'00" West 45.43 feet to the said easterly line of said Hunters Point Expressway;
thence along last said easterly line, North 00°56'49" East 300.51 feet to the TRUE POINT OF BEGINNING.

The BASIS OF BEARINGS of this description is North 37°08'31" East between found monuments designated and shown on that certain Record of Survey filed in Book AA of Maps at Pages 49 to 58 in the Office of the City and County of San Francisco Recorder as survey control monuments "Candlestick" (HPGN D CA 04 GF, PID-AB7679, EPOCH 1991.35) and "US Navy Monument", a brass disk located at Innes Avenue and Earl Street with coordinates Northing 2,093,622.933 feet and Easting 6,020,345.522 feet.

DISTANCES in this description are ground measurements expressed in U.S. Survey per Survey Control Note No. 4 as shown on sheet 1 of said Record of Survey.

END OF DESCRIPTION

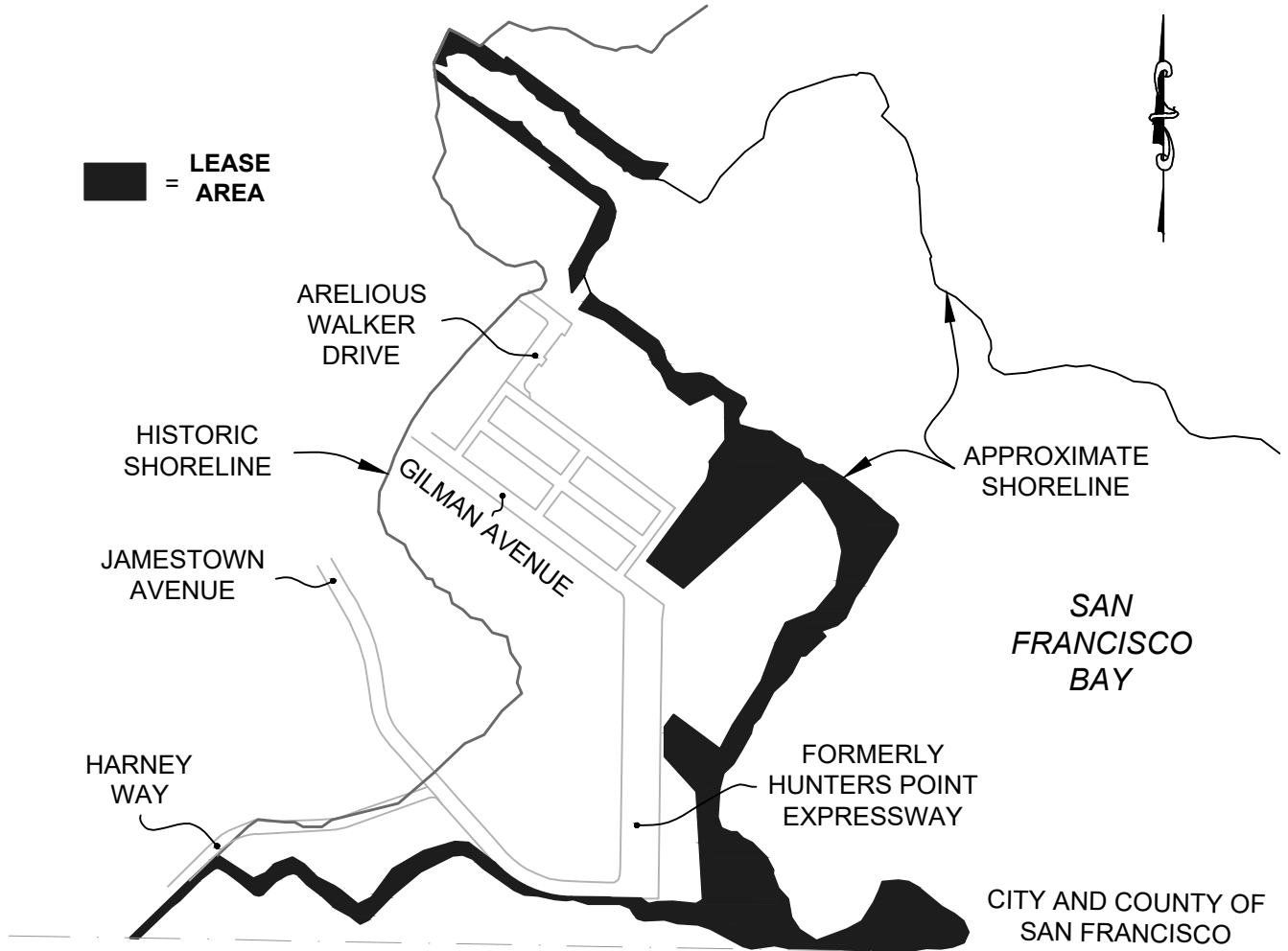
Prepared 3/30/2011 by the California State Lands Commission Boundary Unit



NO SCALE

SITE

■ = LEASE AREA



CITY AND COUNTY OF SAN FRANCISCO

SAN MATEO COUNTY

CANDLESTICK POINT STATE RECREATION AREA (C.P.S.R.A.)

NO SCALE

LOCATION

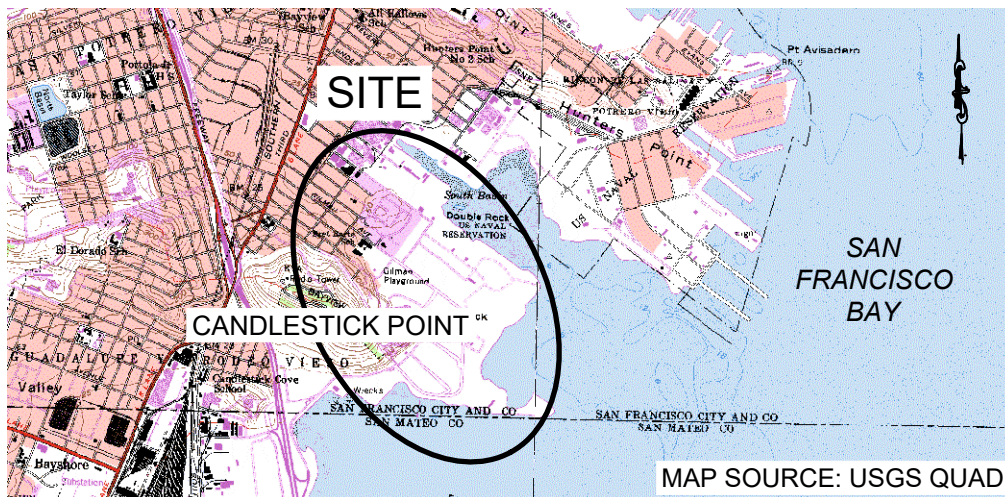


EXHIBIT B

PRC 6414
 C.P.S.R.A. LEASE
 AMENDMENT
 GENERAL LEASE -
 PUBLIC AGENCY USE
 CITY & COUNTY OF SAN
 FRANCISCO



JWP 10/6/2021

THIS EXHIBIT IS SOLELY FOR PURPOSES OF GENERALLY DEFINING THE LEASE PREMISES, IS BASED ON UNVERIFIED INFORMATION PROVIDED BY THE LESSEE OR OTHER PARTIES AND IS NOT INTENDED TO BE, NOR SHALL IT BE CONSTRUED AS, A WAIVER OR LIMITATION OF ANY STATE INTEREST IN THE SUBJECT OR ANY OTHER PROPERTY.

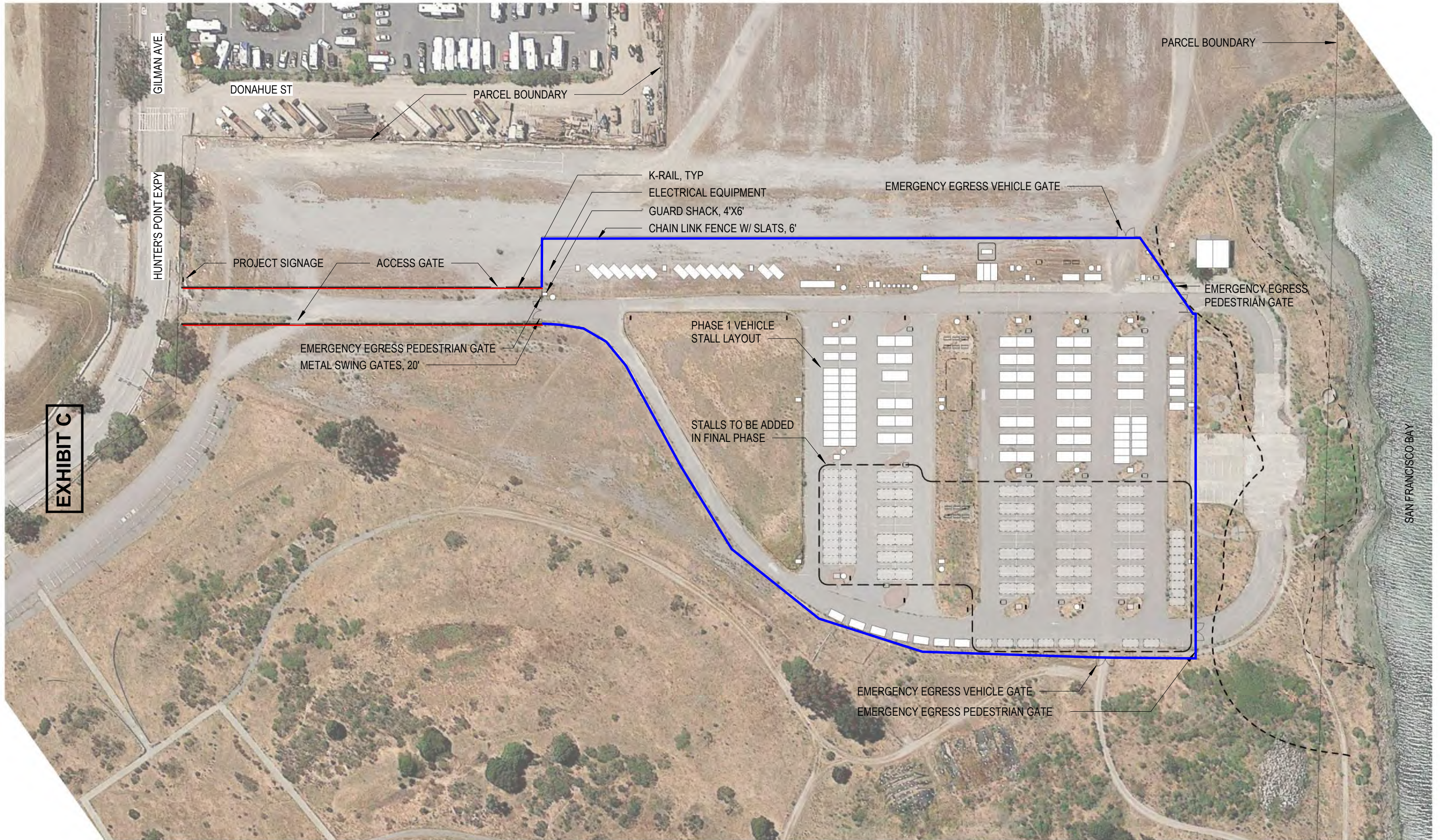


EXHIBIT C

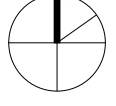
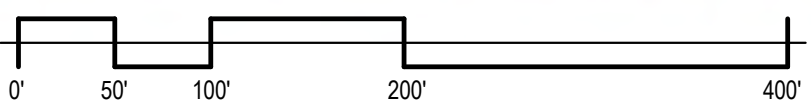


EXHIBIT D - SUBLEASE ENDORSEMENT

STATE OF CALIFORNIA –
STATE LANDS COMMISSION

Pursuant to Commission Staff Report No. _____, dated October 21, 2021, the herein Sublease between the California Department of Parks and Recreation and the City and County of San Francisco, under a portion of State Lease 6414, is hereby approved.

By: _____

**ROBERT BRIAN BUGSCH, Chief
Land Management Division**

Exhibit 10



Candlestick Point State Recreation Area

 [PARK INFO \(#Parkinfo-content-panel\)](#)

 [GETTING HERE \(#Directions-content-panel\)](#)

 [RESERVATIONS \(#Reservations-content-panel\)](#)

 [BROCHURES \(#Brochures-content-panel\)](#)

 [PARK EVENTS \(#Events-content-panel\)](#)

 [FEATURES \(#Features-content-panel\)](#)

 Phone Number

(415) 822-8033

 Park Hours

7:00 am to 5:00 pm

 Dogs Allowed?

Yes

Dogs must be on a maximum 6-foot leash at all times.



[Accessible Features \(http://access.parks.ca.gov/parkinfo.asp?park=67&type=0\)](http://access.parks.ca.gov/parkinfo.asp?park=67&type=0)



[Purchase Annual Passes \(/?page_id=1049\)](#)



[Safety Tips \(/?page_id=29142\)](#)

Due to COVID-19 concerns, the San Francisco County Department of Public Health has not approved camping at Candlestick SRA. Therefore, the campsites will be closed until further notice.

Please check the web periodically for updates.

Candlestick Point State Recreation Area's main parking lot will reopen on **Saturday, April 8, 2023!** Park staff, with support from San Francisco's Department of Public works, has created a new route into the park's main entrance on Hunter's Point Expressway from Gilman Avenue. Please drive safely when using this new entrance. The main parking lot will be open from 7:00 AM to 7:00 PM. The parking lot at Last Port (160 Harney Way) will continue to be open from 8:00 AM to 5:00 PM.

Do you have a Candlestick Point story? We are currently gathering stories to explore the history of Candlestick Point State Recreation Area's landscape and community, how people have shaped and continue to shape the shoreline, and how it has impacted the people of the Bayview/Hunter's Point neighborhood of San Francisco. We want to hear from you! For more information, including how to get in contact with us and to share your story, please visit our [Candlestick Point Oral History Project page \(./././?page_id=31240\)](https://www.sfparks.org/history-project-page).

From Candlestick Point State Recreation Area, visitors can enjoy panoramic views of the San Francisco Bay, the East Bay Hills, and San Bruno Mountain all while relaxing in the peaceful scenery of the park itself. Its location on the western shoreline of the San Francisco Bay provides a variety of recreational opportunities including windsurfing, kayaking, fishing, hiking, picnicking, biking, and bird watching.

Candlestick Point SRA was born through the efforts of San Francisco residents organizing for environmental justice in their community. In 1977, Candlestick Point became California's first urban State Recreation Area, bringing state park values into the city and acting as a gateway for entry to other State Parks. Candlestick Point's history - from historic wetlands, to landfill, to landscaped park - demonstrates some of the ways in which people can dramatically alter their landscape, and the interplay of natural and built systems within California's history.

Location

- Main Park Entrance: 500 Hunters Point Expressway, San Francisco, CA 94124.
Note that this is not Hunters Point Boulevard, which is located approximately 2 miles north.
- Last Port Entrance: 150 Harney Way, San Francisco, CA 94124
- Park Office: 1150 Carroll Ave, San Francisco, CA 94124

Day-Use Picnic Areas

Candlestick Point SRA has many picnic areas for visitors to enjoy, including four group picnic sites. All picnic tables and group sites are available on a first-come, first-serve basis and cannot be reserved at this time.

When using our day-use areas, please keep the following rules in mind:

- No Bounce Houses
- No Open Ground Fires
- No Amplified Music/DJs
- No Private Vendors
- No balloons or confetti

Seasons/Climate Recommended Clothing

The weather can be changeable; layered clothing is recommended.

Activities

Candlestick Point SRA is a unique state park on San Francisco Bay offering a variety of recreational opportunities for visitors.

The park offers hiking, jogging, bicycling, bird watching, windsurfing informal games, and picnicking. There is a paved bicycle and pedestrian path, as well as a fitness course.

Please note that there is no lifeguard on-duty at any beach within the park.

The park is popular for the fishing opportunities found along its shoreline and a public pier. The "Old Pier" on Jamestown Avenue is temporarily closed for rehabilitation. The "Fishing Pier" at Sunrise Point remains open for use during park hours. Depending on the season, catches might include halibut, striped bass, perch or sturgeon. All fish and wildlife rules apply, including pole limits, fishing license requirements on the shoreline, and daily bag limits. Please visit <https://wildlife.ca.gov/Regulations> (<https://wildlife.ca.gov/Regulations>) for more information.

Related Pages

[Sunrise Point Campground \(/?page_id=29924\)](#)

[Volunteer Opportunities \(/?page_id=27988\)](#)

[Candlestick Stories: An Oral History \(/?page_id=31240\)](#)

[General Plan \(https://www.parks.ca.gov/pages/21299/files/CPSRA_GP_EIR201301.pdf\)](https://www.parks.ca.gov/pages/21299/files/CPSRA_GP_EIR201301.pdf)

Contact Information

Main Park Entrance:
500 Hunters Point Expressway (not Blvd.), San Francisco, CA 94124

Candlestick Interpretive Office:
(415) 822-8033

Candlestick Office Cell:
(415) 300-5860

Operating Hours

Everyday 8 AM – 5 PM

Restrictions

Firearms, weapons or hunting is not allowed. Possession of loaded firearms and air rifles is prohibited. This includes anything that shoots a projectile, including, but not limited to, arrows, pellets, BB's, paint balls and sling shots.

Park plants, artifacts and animals are protected and should not be touched or harassed. It is important that you use the provided metal storage bins for all food and scented items to avoid accidentally feeding or having any negative interactions with native park wildlife.

Commercial filming requires a permit from the California Film Commission, and need at least 10 days to process.

Prohibited activities include: Bounce Houses, Private vendors, DJ's, Amplified music, Open ground fires, Drones, or sales of any kind.

Posted Order

[Bay Area District Posted Order - Model Aircraft/Unmanned Aircraft Systems \(UAS\)/Glider Use \(../pages/519/files/BAD_PO_Model_Aircraft_UAS_Glider_Use.pdf\) \(7/1/2016\)](#)

(<https://outerspatial.link/csp>)



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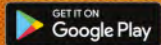
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IMAGE GALLERY



[\(/pages/519/images/CandlestickPointSRA1.jpg\)](/pages/519/images/CandlestickPointSRA1.jpg)



[\(/pages/519/images/CandlestickPointSRA3.jpg\)](/pages/519/images/CandlestickPointSRA3.jpg)



[\(/pages/519/images/CandlestickPointSRA2.jpg\)](/pages/519/images/CandlestickPointSRA2.jpg)

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Exhibit 11

Candlestick Point

State Recreation Area



Our Mission

The mission of the California Department of Parks and Recreation is to provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

GRAY DAVIS
Governor

MARY D. NICHOLS
Secretary for Resources

RUTH COLEMAN
Director, California State Parks



California State Parks does not discriminate against individuals with disabilities. Prior to arrival, visitors with disabilities who need assistance should contact the park at the phone number below. To receive this publication in an alternate format, write to the Communications Office at the following address.

CALIFORNIA STATE PARKS For information call:
(800) 777-0369
P. O. Box 942896 (916) 653-6995, outside the U.S.
Sacramento, CA 94296-0001 711, TTY relay service

www.parks.ca.gov

Candlestick Point State Recreation Area

P.O. Box 34159
San Francisco, Ca 94134
(415) 671-0145

*Surrounded by millions
of urban dwellers, the
park provides a great
variety of recreational
opportunities, from
fishing to windsurfing
to strolling.*





From Candlestick Point State

Recreation Area, panoramic views of San Bruno Mountain, the East Bay Hills and San Francisco Bay give visitors a sense of solitude and relaxation. Its location on the western shoreline of the bay—surrounded by millions of urban dwellers—provides a great variety of recreational opportunities, from fishing to windsurfing to strolling. The walking trails, open lawns, and fishing piers at this 252-acre park offer a chance to get away from it all, answering the human need for fresh air, open space and wholesome leisure activities.



Angler on fishing pier

HISTORY

The name Candlestick Point dates back to the 1800s, when a U.S. Coast Guard survey gave the designation to a rock outcropping that resembled a candlestick. A somewhat more colorful local fable tells of the burning of abandoned sailing ships during the 19th century, and the flaming masts that resembled lighted candlesticks as they sank into the bay.

At the beginning of World War II, the United States Navy filled in tidelands to create the nearby Naval Shipyard (now closed). Today the part of this landfill on which the park sits is a cultural resource that demonstrates the effect of major land changes in ecologically sensitive areas.

RECREATION

Close to major routes of travel, Candlestick Point State Recreation Area was the first California State Park unit purposely acquired to bring state park values into an urban setting. This made both passive and active recreational opportunities available to Bay Area residents of all physical abilities.

Wind-sheltered individual and group picnic areas with spectacular views provide visitors with enjoyable outdoor experiences. Call ahead to reserve one of the four group picnic areas. Distances from the parking lot to the picnic areas vary from 30 to 250 yards.



The Old Pier



View of Plover Group Picnic Area

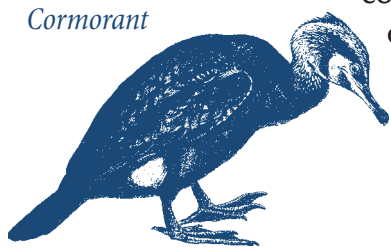
Mudflat walks, bird walks and fishing

programs are provided to schools and other groups on request. Visitors strolling down a trail might encounter an artist, complete with easel, immortalizing the breathtaking bay view on canvas. Along the way they might look up to see brightly colored kites bobbing in the brisk sea breeze. Anglers find the convenience of two piers where they can fish for halibut, striped bass, sturgeon, perch or flounder.

The Community Gardens offer city dwellers individual garden plots for growing vegetables and flowers, and there is a fitness course for those who wish to stay in shape. Windsurfers will discover a wind-whipped bay with excellent opportunities for those at intermediate and advanced levels.

WILDLIFE

The mud and sand beds of the wetland habitat are home to clams, ghost shrimp, marine worms and other small animals. The bay waters support a great variety of sea life, as well as resident and migratory waterfowl and shorebirds. Squirrels and rabbits make the park their home, and birdwatchers can enjoy the sight of hawks, brown pelicans, cormorants, surf scoters, western grebes, terns, and snowy and common



egrets, among many other species.



Sheltered bay coves offer peace and tranquility

ACCESSIBLE FEATURES

Accessibility is continually improving. Call the park for the latest information.

- One-and-a-half miles of mostly level, paved trails
- Three picnic tables at the Last Port Area, and four picnic tables with barbecue grills at the Plover Group Picnic Area
- Restrooms — At Plover Group Picnic Area (Restroom #4), Sunrise Point (Restroom #5)



Adjacent Candlestick Stadium, home of the San Francisco 49ers football team

HOW TO GET THERE

The park is most easily reached from Highway 101. Take the Candlestick Park exit heading towards the stadium and follow the shoreline to the Candlestick Point State Recreation Area parking lot. Public transportation is also available: Take the Municipal Railway (MUNI) bus #15-Third Street to Arleta and Bayshore; transfer to the #15 Rutland, and exit at Executive Park Plaza. Walk across the road to the San Francisco Bay shoreline. From the East Bay take Bay Area Rapid Transit (BART) to Balboa Park station and transfer to the #15-Third Street MUNI bus.

PLEASE REMEMBER

- The park is open daily from 8:00 a.m. to posted closing time (approximately sunset).
- Groups of 8 to 20 people may request special fishing instruction programs.
- Group picnic sites are available by advance reservation for \$40 per site (maximum of 60 people to each site). For picnic site reservations, call the ranger office at (415) 671-0145.










NEARBY STATE PARKS

- Angel Island State Park, in San Francisco Bay. Ferries from Tiburon/Vallejo/San Francisco (415) 435-1915
- San Bruno Mountain State Park, San Mateo County Parks (650) 992-6770
- Robert W. Crown Memorial State Beach, East Bay Regional Park District (510) 521-7090

Candlestick Point State Recreation Area



Legend

-  Paved road
-  Paved trail
-  Trail
-  Nature Trail
-  Bicycle Trail
-  Hiking
-  Fishing
-  Windsurfing
-  Picnic Area
-  Group Picnic Area
-  Parking
-  Restrooms
-  Accessible Feature

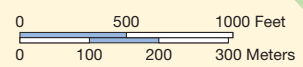


Exhibit 12



S. Executive Summary

S.1 Park Description

Candlestick Point State Recreation Area (CPSRA, or the park) is located in the City and County of San Francisco along the southeastern waterfront, adjacent to San Francisco Bay. It occupies 151 acres within San Francisco's Bayview Hunters Point neighborhood, and is surrounded by industrial uses, residential uses, and Candlestick Park stadium. As California's first urban state park, CPSRA provides access to open space, the Bay, and recreational opportunities in a highly urbanized and industrial area of San Francisco.

The shoreline of CPSRA is perhaps its most defining feature. The park skirts the western shore of San Francisco Bay for approximately 3.4 miles, offering access to the Bay and long-range scenic views. Visitors from the local and regional community engage in a wide range of day-use recreation activities, including trail use, picnicking, windsurfing, wildlife viewing, and beach use, among others.

Although CPSRA is built entirely on reclaimed land, the park conserves important natural and cultural resources. A rare open space resource in San Francisco's southeastern corner, CPSRA provides habitat for birds, small mammals, and other wildlife. The park's position along the Pacific flyway makes it a valuable stopover for migrating birds. CPSRA's history of use, from the Ohlone people, to Chinese fishing camps, to the filling of the Bay, enriches its story as the state's first urban state park.

CANDLESTICK POINT STATE RECREATION AREA



1.6.1 Executive Summary

The Executive Summary is a brief discussion of the General Plan's most important points. It provides the reader with a clear picture of the key issues addressed in the General Plan. The Executive Summary is a stand-alone document that provides all of the essential General Plan and EIR information.

1.6.2 Introduction

Chapter 1, Introduction, provides an overview of CPSRA, including its location, local and regional context, park acquisition and history, and sense of place. It also explains the purpose and organization of the General Plan, subsequent planning, the planning hierarchy used by State Parks, and describes the interagency and stakeholder involvement that took place during preparation of the General Plan.

1.6.3 Existing Conditions

Chapter 2, Existing Conditions, describes the current physical conditions of CPSRA. It includes information on land use; significant physical, biological, cultural, aesthetic, and recreation values; and the park's existing relationship to the surrounding communities. Chapter 2 establishes the baseline against which proposed changes will be evaluated. The existing conditions section also lists system-wide and regional planning influences affecting CPSRA.

1.6.4 Issues and Analysis

Chapter 3, Issues and Analysis, documents the planning assumptions underlying the General Plan and identifies key issues to be addressed during the planning process. Sources of information for the issues and analysis section include early input from stakeholders and focus groups, issues identified by the various stakeholder groups, issues identified during scoping, and resource-specific issues unique to the site.

1.6.5 Park Plan (Goals and Guidelines)

Chapter 4, Park Plan (Goals and Guidelines), presents the purpose, vision, and guidance for CPSRA. It states the basic philosophy or management intent for the park and establishes planning zones, goals, and guidelines for the overall park and for specific zones, as applicable.

1.6.6 Environmental Analysis

Chapter 5, Environmental Analysis, contains the Program EIR for the General Plan. Chapter 5 includes an analysis of the environmental impacts resulting from implementation of the General Plan.

4.3.6 Beach Shoreline Zone

The Beach Shoreline Zone should be managed as a series of shoreline destinations that facilitate a range of visitor experiences. This zone is characterized by a sandy shoreline and access to the Bay for recreation. The scale of the Beach Shoreline Zone may range from the large, active Jackrabbit Beach in the Heart of the Park to the smaller, more respite-oriented beach at Candlestick Cove. This zone may include enhanced and expanded beaches to maximize opportunities for recreation. The Beach Shoreline Zone contains a total of approximately five acres in the Heart of the Park, The Point, The Neck, and the Last Port.

4.3.7 Administration/Maintenance Zone

The Administration/Maintenance Zone should be managed as a center of operations for CPSRA staff and volunteers. This zone includes CPSRA's existing administration and maintenance facilities, located adjacent to the Community Garden. The focus of the Administration/Maintenance Zone is on providing maintenance and administration facilities to serve the future operational needs of CPSRA. This zone may include new and enhanced facilities for park operations, maintenance, storage, and staff parking. The Administration/Maintenance Zone contains a total of approximately two acres in the western portion of Yosemite Slough.

4.4 Land Use Management

CPSRA includes seven distinct geographic areas, within which a mix of activities and facilities will occur. The Draft General Plan Preferred Alternative (Figure 4-1) illustrates the major features of each of these geographic areas. The Draft Concept Master Plan included in Appendix C presents one example of how these areas may be improved.

4.4.1 Yosemite Slough

This area consists of the portion of CPSRA surrounding Yosemite Slough, including the Community Garden/Plant Nursery and Administration/Maintenance zones. The Yosemite Slough Restoration Project stems from CPSRA's first General Plan. Construction of Phase I (north of the slough), began in 2011, and detailed design of Phase II (south of the slough) will occur in the future. Uses are primarily oriented around the creation of tidal marsh and upland habitats, low-impact recreation, (e.g., wildlife viewing, picnicking), and educational and interpretive activities related to the restoration project. Facilities in the Yosemite Slough area will include the existing Community Garden and native plant nursery, maintenance/administration facilities, and adjacent staff parking area; new facilities may include an information kiosk, iconic art, an interpretive area in an upland area on the north side of Yosemite Slough that could

(*Jaumea carnosa*), and alkali heath (*Frankenia salina*); the intermediate marsh primarily by pickleweed (*Salicornia virginica*) and fleshy jaumea; and the low marsh primarily contains areas of invasive cordgrass (*Spartina alterniflora*) and possibly native Pacific cordgrass (*S. foliosa*). The upper marsh edge around Yosemite Slough is covered with annual grasses, iceplant (*Carproprotus edulis*), and other non-native plants. The development of additional coastal salt marsh along this and the remaining shoreline in CPSRA is limited by extensive riprap and rubble used to combat erosion.

Coastal salt marsh is identified as a sensitive natural community and tracked in the CNDDDB, a database of California's most sensitive species and habitats (CNDDDB 2010). Coastal salt marsh habitat also qualifies as wetland habitat subject to USACE jurisdiction under Section 404 of the CWA.

Wildlife Associated with Coastal Salt Marsh

Large areas of coastal salt marsh in and around San Francisco Bay are known to provide food, cover, and nesting and roosting habitat for a variety of upland birds, mammals, reptiles, and amphibians, some of which are endemic and rare. State Park biologists reportedly observe snow egret (*Egretta thula*) on a regular basis and have seen western garter snake (*Thamnophis elegans*) on multiple occasions in the areas with salt marsh habitat. The habitat located in Yosemite Slough, however, is fragmented, degraded, and relatively small due to the adjacent and surrounding industrial and urban development. Nevertheless, this coastal salt marsh provides foraging habitat for waterfowl, shorebirds, and wading birds, particularly at low tide when areas of mudflats are exposed and tidal pools are accessible. According to an LSA Associates biologist who conducted wildlife surveys in 2003 and 2004, Yosemite Slough is not an important waterfowl area but can support large numbers of shorebirds, especially when outgoing tides expose foraging areas on the mudflats. However, they also noted that relative to other high-quality salt marsh habitat in the area, shorebird numbers here are typically low except when migratory pulses of shorebirds are present in the region (GGAS 2004). Within Yosemite Slough and, to a lesser extent, along the entire CPSRA shoreline, western sandpiper (*Calidris mauri*), least sandpiper (*C. minutilla*), and dunlin (*C. alpina*) were most common, but many other species were also observed (GGAS 2004).

Freshwater Seasonal Wetland

This plant association typically resembles a wetland community only following the wet season; it dries up rapidly in the summer, and the wetland indicator species become dormant. During the dry season, seasonal wetlands may not easily be recognizable as wetlands because upland grasses and forbs typically become established.

Exhibit 13

4.0

from OEHHA

SB 535 Disadvantaged Communities Map

CalEnviroScreen Website

4,659)

Ozone	6
Particulate Matter 2.5	32
Diesel Particulate Matter	100
Toxic Releases	42
Traffic	75
Pesticides	25
Drinking Water	15

Zoom to

500

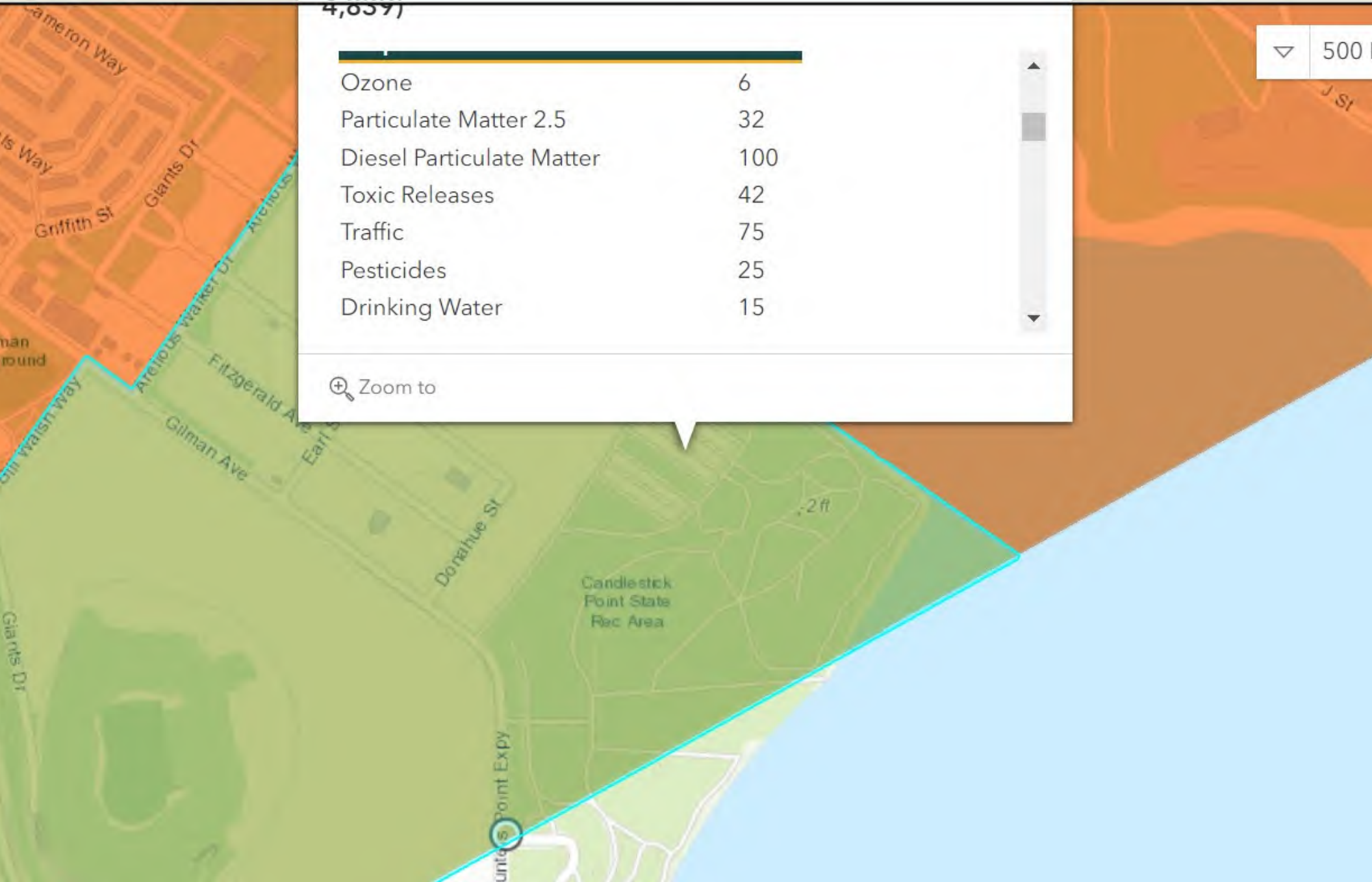


Exhibit 14

DPP

From: Pamela Leong <PLeong@baaqmd.gov>
Sent: Thursday, June 23, 2022 2:44 PM
To: Damian Breen <dbreen@baaqmd.gov>
Subject: FW: Candlestick Point - Generator Permit Inquiry

Damian,
First put the unhoued next to Recology stockpiles, now energize the RV village w/ deadly diesel PM. What is SF doing?

They want a meeting w/ Engineering to permit these. I thought you told Greg it was premature. Not sure what's going on.

Pam

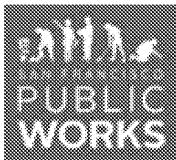
From: Macaraeg, Marc (DPW) <marc.macaraeg@sfdpw.org>
Sent: Thursday, June 23, 2022 2:24 PM
To: Barry Young <BYoung@baaqmd.gov>
Cc: Lee, Jessica (DPW) <jessica.m.lee@sfdpw.org>; John Marvin <JMarvin@baaqmd.gov>; Park, Joanne (HOM) <joanne.park@sfgov.org>; Oates, Dennis (DPW) <Dennis.Oates@sfdpw.org>; Pamela Leong <PLeong@baaqmd.gov>
Subject: RE: Candlestick Point - Generator Permit Inquiry

Some people who received this message don't often get email from marc.macaraeg@sfdpw.org. [Learn why this is important](#)

I'll take the 9-10am time slot. We would like to understand the process from start to finish, I'd like to take a look at all the paperwork involved, and the timeline. It may just be me and Jessica Lee joining the call, but will keep the invitation open to Joanne with HSH (client department) and Dennis if they'd like to attend.

Are you able to send out an invitation?

Thanks,
-Marc



Marc Macaraeg, PE
Construction Manager
San Francisco Public Works | City and County of San Francisco
49 South Van Ness Ave - Suite # 1000 | San Francisco, CA 94103
cell (415) 819-1773

From: Barry Young <BYoung@baaqmd.gov>
Sent: Thursday, June 23, 2022 1:16 PM
To: Macaraeg, Marc (DPW) <marc.macaraeg@sfdpw.org>
Cc: Lee, Jessica (DPW) <jessica.m.lee@sfdpw.org>; John Marvin <JMarvin@baaqmd.gov>; Park, Joanne (HOM) <joanne.park@sfgov.org>; Oates, Dennis (DPW) <Dennis.Oates@sfdpw.org>; Pamela Leong <PLeong@baaqmd.gov>
Subject: RE: Candlestick Point - Generator Permit Inquiry

Exhibit 15

Summary: Diesel Particulate Matter Health Impacts

CATEGORIES

Topics Health, Air Pollution, Zero-Emission Transportation, Construction & Earthmoving Equipment, Environmental Justice, Oceangoing Vessels & Harbor Craft, Freight & Goods Movement, Trains & Railyards, Transit, VW Diesel Vehicles

Programs Exposure, Research Planning, Community Air Protection Program, Community Health

Type Information

CONTACT

Research Division

Email research@arb.ca.gov

Phone (916) 445-0753

Diesel engines emit a complex mixture of pollutants, including very small carbon particles, or "soot" coated with numerous organic compounds, known as diesel particulate matter (PM). Diesel exhaust also contains more than 40 cancer-causing substances, most of which are readily adsorbed onto the soot particles. In 1998, California identified diesel PM as a toxic air contaminant (TAC) based on its potential to cause cancer. Other agencies, such as the National Toxicology Program, the U.S. Environmental Protection Agency and the National Institute of Occupational Safety and Health, concluded that exposure to diesel exhaust likely causes cancer. The most recent assessment (2012) came from the World Health Organization's International Agency for Research on Cancer (IARC). IARC's extensive literature review led to the conclusion that diesel engine exhaust is "carcinogenic to humans," thereby substantiating and further strengthening California's earlier TAC determination.

Diesel engine emissions are believed to be responsible for about 70% of California's estimated known cancer risk attributable to toxic air contaminants. ^[1] Also, diesel PM comprises about 8% of outdoor fine particulate matter (PM2.5), which is a known health hazard. As a significant fraction of PM2.5, diesel PM contributes to numerous health impacts that have been attributed to particulate matter exposure, including increased hospital admissions, particularly for heart disease, but also for respiratory illnesses, and even premature death. ^[2] ARB estimates that diesel PM contributes to approximately 1,400 (95% confidence interval: 1,100-1,800) premature deaths from cardiovascular disease annually in California. ^[3] Additionally, exposure to diesel exhaust may contribute to the onset of new allergies; a clinical study of human subjects has shown that diesel exhaust particles, in combination with potential allergens, may actually be able to produce new allergies that did not exist previously.

Several factors exacerbate the health risks of diesel PM exposure:

- Diesel PM is often emitted close to people so high exposures occur
- Diesel PM is in a size range that readily deposits in the lung
- Diesel PM contains compounds known to damage DNA and cause cancer

Additionally, diesel PM pollution can affect the environment:

- Diesel PM causes visibility reduction
- Diesel black carbon (soot) is a potent contributor to global warming

Assessments of Diesel Exhaust Health Impacts

Agency	Date	Summary of Findings
The National Institute for Occupational Health and Safety (NIOSH)	1988	<ul style="list-style-type: none">• Animal evidence "confirmatory" for carcinogenesis• Human evidence "limited"• Diesel exhaust classified as "potential occupational carcinogen"
International Agency for Research on Cancer (IARC)	1989	<ul style="list-style-type: none">• Rat data "sufficient" for carcinogenicity• Human epidemiology data "limited"• Diesel exhaust considered a "probable" human carcinogen
World Health Organization (WHO)	1996	<ul style="list-style-type: none">• Rat data support carcinogenicity• Human epidemiology data suggest "probably carcinogenic"• Epidemiology studies considered "inadequate for a quantitative estimate of human risk"
California Environmental Protection Agency	1998	<ul style="list-style-type: none">• Rat data "have demonstrated" carcinogenicity of diesel exhaust particles• Causal association of diesel exhaust and lung cancer in epidemiology studies is a "reasonable and likely explanation"• Designated diesel particulate matter a "toxic air contaminant"

Agency	Date	Summary of Findings
National Toxicology Program (NTP)	2000	<ul style="list-style-type: none"> • Diesel exhaust particulates listed as “reasonably anticipated to be a human carcinogen” based on findings of elevated lung cancer in occupational groups exposed to diesel exhaust and supporting animal and mechanistic studies
U.S. Environmental Protection Agency (EPA)	2002	<ul style="list-style-type: none"> • Diesel emissions considered “likely to be carcinogenic to humans” • Strong but less than sufficient epidemiologic evidence • Evidence of carcinogenicity of diesel exhaust particles in rats and mice by non-inhalation routes of exposure • Extensive supportive data including the demonstrated mutagenic and/or chromosomal effects of diesel exhaust and its organic constituents
U.S. Environmental Protection Agency (EPA)	2009	<ul style="list-style-type: none"> • Although not diesel-specific, the relationship between particulate matter (such as diesel PM) and premature mortality was determined to be causal
National Toxicology Program (NTP)	2011	<ul style="list-style-type: none"> • Diesel exhaust particulates listed as “reasonably anticipated to be a human carcinogen, based on limited evidence of carcinogenicity from studies in humans and supporting evidence from studies in experimental animals and mechanistic studies”
International Agency for Research on Cancer (IARC; part of the World Health Organization (WHO))	2012	<ul style="list-style-type: none"> • Diesel engine exhaust classified as “carcinogenic to humans” • “Sufficient evidence” in humans for diesel exhaust as a cause of lung cancer • “Limited evidence” for increased risk of bladder cancer

1 Based on estimated ambient statewide diesel PM levels in 2012, the current cancer risk is estimated to be 520 new cases of cancer projected to occur per million residents exposed. This estimate was calculated using a unit risk factor of $8.94 \times 10^{-4} \mu\text{g}/\text{m}^3$ derived using methodology developed by the California Office of Environmental Health Hazard Assessment and assumes an ambient diesel PM concentration of $0.58 \mu\text{g}/\text{m}^3$. Derivation of both of these values are summarized in Propper et al. 2015. *Environmental Science & Technology* **49**(19):11329–11339.

2 A more extensive list of health impacts associated with particulate matter exposure was released in 2009 by the U.S. Environmental Protection Agency

3 Based on 2009 to 2011 exposure

RELATED RESOURCES

[SNAPS Inglewood Oil Field Communities Air Quality Sensors](#)

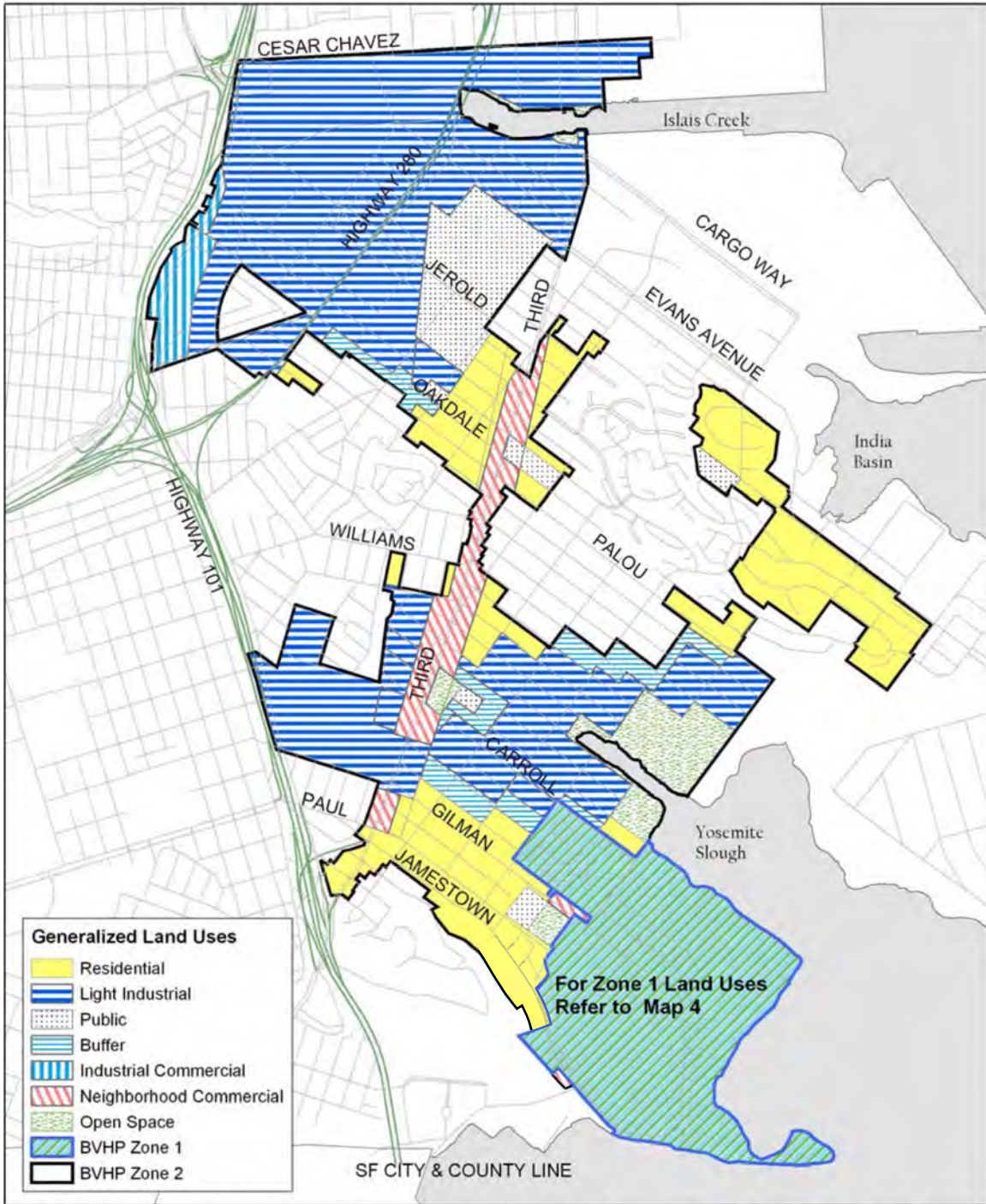
[Mobile Source Strategy](#)

[2025 Mobile Source Strategy](#)

(800) 242-4450 | helpline@arb.ca.gov
 1001 I Street, Sacramento, CA 95814
 P.O. Box 2815, Sacramento, CA 95812



Exhibit 16



Map 5 Area B - Zone 2 Generalized Land Use Map *

Bayview Hunters Point Redevelopment Plan
Office of Community Investment and Infrastructure
2018

* Based on General Plan BVHP Area Plan Figure 4

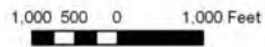


Exhibit 17

1 LUCAS WILLIAMS (State Bar No. 264518)
JACOB JANZEN (State Bar No. 313474)
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503 Divisadero Street
3 San Francisco, California 94117
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4 lwilliams@lexlawgroup.com
jjanzen@lexlawgroup.com

5 CAROLINE FARRELL (State Bar No. 202871)
6 ENVIRONMENTAL LAW AND JUSTICE CLINIC
GOLDEN GATE UNIVERSITY SCHOOL OF LAW
7 536 Mission Street
San Francisco, California 94105
8 Telephone: (415) 442-6581
cfarrell@ggu.edu

9 Attorneys for Plaintiff
10 CANDLESTICK HEIGHTS COMMUNITY ALLIANCE

11 UNITED STATES DISTRICT COURT
12 NORTHERN DISTRICT OF CALIFORNIA
13 SAN FRANCISCO DIVISION
14

15 CANDLESTICK HEIGHTS COMMUNITY
16 ALLIANCE, an unincorporated association,

17 Plaintiff,

18 v.

19 CITY AND COUNTY OF SAN
20 FRANCISCO, a municipal corporation,

21 Defendant.

Case No. 3:23-cv-00082-SK
Assigned to Honorable Judge Sallie Kim

**DECLARATION OF SHIRLEY MOORE
IN SUPPORT OF PLAINTIFF'S
OPPOSITION TO DEFENDANT'S
MOTION FOR JUDGMENT ON THE
PLEADINGS AND REPLY IN SUPPORT
OF PLAINTIFF'S MOTION TO
SUPPLEMENT THE COMPLAINT**

Date: November 20, 2023
Time: 9:30 a.m.
Place: Zoom videoconference

1 I, Shirley Moore, declare as follows:

2 1. I am a member of the Candlestick Heights Community Alliance (the Alliance), the
3 Plaintiff in this action. I live in the Candlestick Heights neighborhood near Candlestick Point State
4 Recreation Area (the state park) in which the Vehicle Triage Center (the facility) is located. I have
5 lived here since 1992. I am a retired hospital administrator. I have personal knowledge of all facts
6 stated in this declaration, and if called to testify, I could and would testify competently thereto.

7 2. My home is about a quarter of a mile from the facility. I can see the facility from my
8 bedroom and kitchen windows, as well as from my balcony. I can smell diesel fumes from the
9 generators at my home. I cannot open my windows, sit on my balcony, or enjoy my backyard because
10 of the fumes and soot emitted from Defendant's diesel generators at the facility, which permeate the air.

11 3. The state park is the only greenspace accessible to me and other residents of Candlestick
12 Heights. Prior to the construction and operation of the facility, I used the state park every day for 30
13 years. When I was younger, I ran in the state park every day. In recent years, before construction of
14 the facility, I used the state park frequently for walking my dogs. The state park was once a jewel of
15 this community. The state park used to be a space where the community could have picnics, barbeques,
16 and birthday parties. There was an area for dogs. People would come fish off the pier. Families would
17 play on the beach. Outdoorsmen, windsurfers, and water sports enthusiasts would access the Bay from
18 the beach and other points in the state park. I have observed that the impacts from the facility,
19 including the emissions of hazardous air pollutants, have severely limited and in some cases eliminated
20 the ability of people to access the park for many of the previously enumerated uses.

21 4. Since the facility has been operating diesel generators, I am prevented from enjoying the
22 state park. In addition to blocking my access to trails, I no longer enjoy using the state park and I visit
23 much less often than I used to due to the hazardous air pollution from the facility's diesel generators. I
24 still walk my dogs every day, but I only go to the state park to walk my dogs when the generators are
25 not operating. I understand that the diesel generators power lighting and run from dusk to dawn. I
26 avoid the park during those times so that I will not be exposed to diesel pollution. I have personally
27 observed that not as many people go to the park since the facility has been operating. I have also
28 noticed that many groups that previously used the park in the early morning or late evening hours no

1 longer do so or have significantly modified their use and activity in the park due to the air pollution
2 from the facility.

3 5. As a longtime resident of this community, I know that the Bayview has been designated
4 an air quality “care zone” by the Bay Area Air Quality Management District (the Air District) due to
5 the unusually high numbers of respiratory disease that afflict members of the community because of the
6 concentration of environmental pollution in the area. Before the City began operating the facility, the
7 air in this neighborhood could be bad, but the generators at the facility exacerbate and intensify the
8 pollution in this already fragile respiratory care zone. I have spoken with neighbors living in the
9 apartment complex on the corner of Arelious Walker Drive and Gilman Avenue, as well as the Alice
10 Griffith Apartments on Arelious Walker Drive—both of which are located between my home and the
11 facility. Vulnerable residents there have expressed concerns to me about their health and safety in light
12 of the City’s use of diesel generators at the facility. I am also especially concerned for the residents
13 who live at the facility, who are even more directly exposed to the City’s diesel generators. While I
14 fear for my own safety and respiratory health, the facility residents may not have the ability or means to
15 attempt to avoid emissions from the City’s diesel generators as I have been forced to do.

16 6. I am concerned that because the City did not obtain air quality permits, it did not disclose
17 information about the diesel generators it was using at the facility. Through my involvement with the
18 Alliance, I now know that the City was using diesel generators to power lights at the facility for at least
19 10 months before the Alliance discovered their use, and that the City continued to use diesel generators
20 well after the Alliance expressed concern about them. In that time, the City did not disclose
21 information to me or to the Alliance about the emissions from the diesel generators. In a meeting with
22 the City, the Alliance and the Bay Area Air Quality Management District (the Air District), a
23 representative from the City let it slip that the City intended to use generators at the facility. The Air
24 District expressed great concern about using diesel generators at the facility. I am concerned that the
25 City circumvented the Air District and daisy chained the smaller generators for lights that were under
26 the 50 horsepower permit limit for individual generators, so that the City did not have to notify the
27 community. I am concerned that the harmful diesel particulate emissions of the smaller daisy chained
28 generators are equal to or exceeded the harmful particulate output for the larger generators that require

1 a permit. The diesel emissions harm me and other Bayview residents because they saturate the air,
2 ground, and pollute the indoor air in my home, and settle on cars and plants that I come into contact
3 with. I fear that contact with the diesel particulates in our respiratory systems and through our skin as
4 we contact our cars and other property in our community poses a significant risk to me and vulnerable
5 residents.

6 7. I and the Alliance have demanded that the facility comply with state and federal
7 environmental laws since its inception and have opposed subsequent renewals unless and until the City
8 complies with those laws, especially given that the project was only supposed to be for two years. The
9 City and the Board of Supervisors initially approved the facility in a committee meeting and would not
10 allow public comment on the issue during the first term of the project. The City and the Board of
11 Supervisors approved the renewal of the facility without public comment. If the City had complied
12 with the law, it would have been required to give the community notice and opportunity to comment on
13 the facility's air impacts and would have been required to study the environmental harms the residents
14 are experiencing from the diesel particulates that have been polluting the air in this community.

15 8. Because of my involvement with the Alliance and our efforts to ensure that the City
16 complies with the law when it approves new pollution sources in our neighborhood, I understand from
17 reports prepared by organizations that have studied Candlestick Heights' air and soil quality that
18 particulate matter accumulates in the soil over time. Through my experience as a hospital
19 administrator, I know that even short-term exposures to diesel particulate matter can be highly toxic.

20 9. In addition to the facility's diesel generators, the City allowed a cement batching
21 operation to operate without the proper permits at the same time and within a few hundred yards of the
22 facility and the residents of the housing complexes on Gilman Street and Arelious Walker Drive. I am
23 fearful that the cement silica particulates from the unpermitted cement batching operation combined
24 with the diesel exhaust particulates from the facility, created an immediate harm to the residents of the
25 community and the inhabitants of the facility. The cement batching operation was allowed to operate
26 concurrently with the operation of the unpermitted generators at the facility, despite numerous
27 complaints to the City, the Board of Supervisors, the city attorney, the San Francisco Department of
28 Public Health and the Air District.

Exhibit 18

San Francisco Property Information Map - Map Viewer

Search by address, parcel or planning application, or click on the map



Map Layers

PROPERTY

- Parcels (Block/Lots)
- Parcel History
- Blocks
- Addresses
- Planning Districts
- Neighborhoods
- Current Planning Teams
- City Properties
- Schools (K-12)
- Port Facilities
- Supervisor Districts 2022-2032
- Supervisor Districts 2012-2022
- Census Tracts (2020)
- Transportation Analysis Zones
- Year Built
- Zip Codes

PRESERVATION

- Historic Evaluations
- Article 10 Designated Landmarks, Historic Districts, and Work Program Properties
- Article 11 Preservation Designation
- National Register Historic Districts
- National Register Individuals
- California Register Historic Districts
- Historic Resource Evaluation Responses
- Historic Resource Assessments
- Historic Resource Reviews
- Active SF Survey Areas
- Past Surveys
- Historic Context Statements
- Mills Act
- Legacy Business Registry
- Property Photos

PLANNING APPLICATIONS

- All Planning Applications
- Active Planning Applications
- Conditional Use Authorizations
- Discretionary Review - Mandatory
- Discretionary Review - Public Initiated
- Discretionary Review - Public Initiated - Last 2 Years
- Environmental Review Applications - Active
- Environmental Review Applications
- Preliminary Project Assessments

Exhibit 19

1 [Sublease Agreement - California State Lands Commission - Candlestick Point State
2 Recreation Area - Vehicle Triage Center - Base Rent of \$312,000]

3 **Resolution authorizing and approving the Director of Property, on behalf of the**
4 **Department of Homelessness and Supportive Housing, to negotiate and enter into a**
5 **sublease agreement for 312,000 square feet of property owned by the California State**
6 **Lands Commission and leased to the California Department of Parks and Recreation,**
7 **for the City’s continued use as the Bayview Vehicle Triage Center at Candlestick Point**
8 **State Recreation Area, for a term of two years commencing on or about January 13,**
9 **2024, through January 12, 2026, for a base rent of \$312,000 per year; authorizing the**
10 **Director of Property to execute documents, make certain modifications and take certain**
11 **actions in furtherance of the sublease; affirming findings under the California**
12 **Environmental Quality Act; and finding the proposed sublease is in conformance with**
13 **the General Plan, and the eight priorities of Planning Code, Section 101.1.**

14
15 WHEREAS, The Department of Homelessness and Supportive Housing’s (“HSH”)
16 mission is to prevent homelessness when possible and to make homelessness a rare,
17 brief, and one-time experience in San Francisco through the provision of coordinated,
18 compassionate, and high-quality services; and

19 WHEREAS, With the enactment of Resolution No. 319-18 in October 2018, the
20 Board of Supervisors and Mayor London N. Breed declared a shelter crisis and affirmed
21 San Francisco’s commitment to combatting homelessness and creating or augmenting a
22 continuum of shelter and service options for those experiencing homelessness; and

23 WHEREAS, Proposition C (2018) (Gross Receipts Tax for Homelessness Services)
24 (“Prop C”), passed by San Francisco voters in November 2018, created the Homelessness
25 Gross Receipts Tax to fund the Our City, Our Home (“OCOH”) program, in order to expand

1 and be complementary to existing funding and strategic efforts to prevent and end
2 homelessness for San Francisco residents; and

3 WHEREAS, On May 10, 2019, the Mayor approved Ordinance No. 82-19, creating the
4 “Safe Overnight Parking Pilot Program” to provide eligible people experiencing homelessness
5 residing in their vehicles a place to park and sleep in their vehicles overnight, case
6 management and other services; and

7 WHEREAS, The City opened the Vehicle Triage Center Pilot Program (“Pilot Program”)
8 as a temporary use of the property located at 2340 San Jose Avenue (“Balboa Upper Yard”)
9 in November 2019 that served a total of 75 individuals during the first year of operations and
10 was closed in March 2021 to allow for the commencement of construction of a 100%
11 affordable housing project at Balboa Upper Yard; and

12 WHEREAS, The Pilot Program at Balboa Upper Yard was proven as an effective
13 program for resolving vehicle encampments in the community; and

14 WHEREAS, In October 2021, Resolution No. 479-21 was approved by the Mayor and
15 the Board of Supervisors and authorized the city to negotiate and enter into a sublease
16 agreement for 312,000 square feet of property owned by the California State Lands
17 Commission and leased to the California Department of Parks and Recreation, for the City’s
18 use as a the Bayview Vehicle Triage Center (“Program”) at Candlestick Point State Recreation
19 Area (“CPSRA”) for an initial term of two years, with rent to be paid through in-kind public
20 services; and

21 WHEREAS, The OCOH Oversight Committee recommended in its 2020-2023
22 Investment Plan that the City use Prop C funds to prioritize investments into a range of
23 different models for sheltering and supporting people experiencing homelessness, tailored to
24 the needs of different communities of people experiencing homelessness, including funding for
25 safe parking programs; and

1 WHEREAS, According to the 2022 Point-in-Time Homeless Count administered
2 by HSH, there were approximately 7,754 people experiencing homelessness in San
3 Francisco, 5,180 of which were unsheltered with 24% of those sleeping in vehicles; and

4 WHEREAS, According to the Tent, Structure and Vehicle Count conducted by the City
5 in July 2023, there were 1,058 inhabited vehicles in San Francisco, 507 or 48% of which were
6 located in District 10; and

7 WHEREAS, Without a safe alternative location for unhoused people living in their
8 vehicles to stay, the City and the State Parks are limited in their ability to resolve existing
9 vehicle encampments in the area; and

10 WHEREAS, In 2021, the City identified an approximately 312,000 square foot parking
11 lot (commonly known as the “Boat Launch Parking Lot”) within the CPSRA, Assessor’s Parcel
12 Block No. 4886, Lot No. 09 (the “Property”), as an optimal site for unhoused people residing in
13 their vehicles to safely store or stay in their vehicles while accessing a variety of services and
14 resources to support a permanent exit from homelessness (“Vehicle Triage Center”) to
15 resolve the vehicle encampment in the vicinity of the CPSRA; and

16 WHEREAS, The identified Property, the Boat Launch Parking Lot, was recommended
17 by community stakeholders because it has been closed for many years and would not impact
18 parking or recreational use of CPSRA; and

19 WHEREAS, The Property is relatively private and remote and does not interfere with
20 the operations or recreational use of the park ; and

21 WHEREAS, On October 19, 2021, the Board of Supervisors adopted Resolution No.
22 479-21 authorizing the City to enter into a sublease (“Sublease”) with the California State
23 Lands for the creation of a Vehicle Triage Center at the Property; and

24 WHEREAS, The Sublease has a term of two years and terminates on January 12,
25 2024; and

1 WHEREAS, The State Lands Committee approved the Sublease on October 21, 2021,
2 and will be required to approve the new sublease following approval of this Resolution by the
3 Board of Supervisors; and

4 WHEREAS, As part of the terms of the Sublease, HSH: (i) installed a perimeter fence
5 around the Program, solar lighting, guard shack, mobile trailers, potable water bibs, and porta-
6 potties as needed; (ii) repainted the adjacent existing public restrooms; and (iii) proposes to
7 repair and improve CPSRA water mains and sewer lines, as necessary, for the use of the
8 Property as a Vehicle Triage Center; and

9 WHEREAS, The Program opened in January 2022, and provided critical resources to
10 unhoused people residing in the vehicle encampments in the vicinity of CPSRA and other
11 recreational and passenger vehicles in the Bayview, providing a safe place to stay in their
12 vehicles while accessing services and connecting to resources within the Homelessness
13 Response System to support a permanent exit out of homelessness; and

14 WHEREAS, The Program has served a total of 113 unique households since it opened;
15 and

16 WHEREAS, On April 26, 2022, the Board of Supervisors adopted Resolution No. 146-
17 22 that authorized HSH to execute a Standard Agreement with the California Department of
18 Housing and Community Development and accept and expend \$5,600,000 of 2021-22
19 California Budget Act Funds to support capital expenditures related to the Program; and

20 WHEREAS, HSH continue to participate in a community working group with neighbors,
21 non-profit operators of the site, and appropriate city departments that meets regularly to
22 address any community concerns related to the Program; and

23 WHEREAS, HSH desires to continues to operate the Program at the Property for
24 another two-year term to continue to provide critical resources to people experiencing
25 homelessness and residing in vehicles in the area; and

1 WHEREAS, The FY2023-25 HSH budget includes funding to maintain critical shelter
2 resources, including the continued operations of the Program with an expanded capacity if the
3 proposed, new sublease is approved; and

4 WHEREAS, The Real Estate Division on behalf of HSH, in consultation with the Office
5 of the City Attorney, has negotiated a new sublease that is similar to the existing Sublease, a
6 copy of which is on file with the Clerk of the Board of Supervisors in File No. 210966; setting
7 forth the terms on which the State will allow the continuation of the Vehicle Triage Center on a
8 portion of the CPSRA, in addition to the upgrade and repair of the existing restroom facility
9 near the Property, and upgrade and repair of existing water and sewer pipelines for use at the
10 Property; and

11 WHEREAS, The term of the proposed new sublease shall be for two years,
12 commencing on or about January 13, 2024, or upon approval by the State Lands
13 Commission; and

14 WHEREAS, Base rent shall be \$312,000 per year, with no annual adjustment as
15 determined by the Director of Property to be fair market value; and

16 WHEREAS, State Parks supports the new sublease of the Property to the City for
17 continued use as the Bayview Vehicle Triage Center; and

18 WHEREAS, Under Administrative Code Section 23.27, since the consideration payable
19 by the City is less than \$45 per square foot per year, an independent fair market rental
20 appraisal is not required for approval of the new sublease; and

21 WHEREAS, The City shall continue to pay for utility and services (janitorial, 24/7
22 staffing) at the Property; and

23 WHEREAS, On September 6, 2023, the Environmental Planning Division of the
24 Planning Department determined that the actions contemplated in this resolution are not
25 subject to the California Environmental Quality Act, Public Resources Code, Section 21000 et

1 seq. (“CEQA”), pursuant to California law set forth in Assembly Bill 101, California
2 Government Code, Sections 65660 – 65668 (AB 101) (the “CEQA Determination”), a copy of
3 which is on file with the Clerk of the Board of Supervisors in File No. 230974 and is
4 incorporated herein by reference; and

5 WHEREAS, On September 6, 2023, the Planning Department found the actions
6 contemplated in this resolution are consistent, on balance, with the General Plan and the eight
7 priority policies in Planning Code, Section 101.1 (the “General Plan Referral”), and a copy of
8 the General Plan Referral is on file with the Clerk of the Board of Supervisors in File No.
9 230974 and is incorporated herein by reference; now, therefore, be it

10 RESOLVED, That in accordance with the recommendation of the Executive Director of
11 HSH and the Director of Property, the Board of Supervisors authorizes the Director of
12 Property, in consultation with the Office of City Attorney and HSH, to renew the Sublease for
13 the Property as set forth in the new sublease for the Property on file; and, be it

14 FURTHER RESOLVED, The yearly base rent for the new sublease term shall be
15 \$312,000, exclusive of utilities and services which are the City’s responsibility; and, be it

16 FURTHER RESOLVED, The new sublease form will be generally consistent with the
17 Sublease that was previously negotiated and accepted by the City as tenant, and shall include
18 contracting requirements set forth in the City’s Administrative Code, subject to any
19 exemptions or waivers applicable to the State; and, be it

20 FURTHER RESOLVED, The Board of Supervisors authorizes the payment of
21 administrative fees, estimated to be no more than \$25,000 to the State of California
22 Department of Parks and Recreation, and other State departments for review and approval of
23 the new sublease and plans for the proposed improvements to the Property; and, be it

24
25

1 FURTHER RESOLVED, The Board of Supervisors finds that the new sublease and
2 proposed continued use of the Property as a Vehicle Triage Center serves a public purpose
3 for the benefit of the State, City and District; and, be it

4 FURTHER RESOLVED, The Board of Supervisors approves the terms as set forth in
5 the new sublease, and authorizes the Director of Property to take all actions, on behalf of the
6 City, to enter into a new sublease consistent with the Term Sheet, and to make any
7 amendments or modifications to the new sublease that the Director of Property determines, in
8 consultation with the City Attorney, are in the best interests of the City, do not materially
9 increase the obligations or liabilities of the City, and are necessary or advisable to complete
10 the transaction and effectuate the purposes and intent of this resolution and are in compliance
11 with all applicable laws, including the City Charter; and, be it

12 FURTHER RESOLVED, The Board of Supervisors authorizes HSH and the
13 Department of Public Works to make improvements to the Property as described in the new
14 sublease as part of the new sublease transaction; and, be it

15 FURTHER RESOLVED, That the new sublease will include a city indemnification of the
16 State Lands Commission and State Parks, and an agreement to defend the State Lands
17 Commission and State Parks against any and all claims, costs and expenses, including,
18 without limitation, reasonable attorney's fees incurred as a result of the City's use of the
19 Property, any default by the City in the performance or any of its obligations under the new
20 sublease, or any acts or omissions of the City or its agents in, on, or about the Property or the
21 larger parcel of CPSRA on which the Property is located, including those claims ,costs and
22 expenses incurred as a result of the negligence or willful misconduct of Landlord and State
23 Lands, State Parks, or their agents; and, be it

24 FURTHER RESOLVED, That any action heretofore taken by any City employee or
25 official with respect to the new sublease is hereby approved, confirmed and ratified; and, be it

1 FURTHER RESOLVED, That the Board of Supervisors adopts the Planning
2 Department's CEQA Determination and findings in the General Plan Referral as its own,
3 incorporates them into this Resolution, and affirms that the actions in this resolution are
4 consistent, on balance, with the General Plan and with Planning code, Section 101.1(b) for the
5 reasons set forth in the General Plan Referral; and, be it

6 FURTHER RESOLVED, That within thirty (30) days following the execution of the new
7 sublease, the Director of Property shall provide a copy of the new sublease to the Clerk of the
8 Board to include into Board File No. 230974.

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Exhibit 20



Proposed Candlestick Point Vehicle Triage Center

Frequently Asked Questions

What is being proposed?

The City and County of San Francisco, together with the California Department of Parks and Recreation and a task force of Bayview community leaders, is proposing the development of a **temporary** Vehicle Triage Center (VTC) at the underutilized Boat Launch Parking Lot of the Candlestick Point State Recreation Area (SRA). The VTC will provide people living in their vehicles in the immediate area with a safe place to park and live off of city streets while engaging in services designed to help stabilize their lives through health care, housing, employment, or other interventions that meet their unique needs.

Who will operate the Vehicle Triage Center? And how will they be selected?

San Francisco's Department of Homelessness and Supportive Housing (HSH) will contract with a nonprofit service provider to operate and provide services at the Candlestick Point VTC. HSH is in the process of selecting an operator and service provider for this project. The operator/service provider will be selected based on their expertise working with people experiencing homelessness and expertise in managing shelters and/or Vehicle Triage Centers.

Who will be able to use the Vehicle Triage Center?

- The target population will include single adults, couples, and families living in vehicles in the area surrounding the Candlestick SRA.
- People cannot drive up to the program and access the site. Program access is by invitation only and placement will be managed through the Healthy Streets Operations Center (HSOC) and the San Francisco Homeless Outreach Team (SFHOT).
- By managing intake through invitation only, the City hopes to minimize any possible "magnet" effect of the program and mitigate encampment activity.

What type of services and amenities will be provided on-site?

- Bathrooms
- Sanitation stations
- Blackwater pumping
- Mobile showers and laundry
- Office and confidential meeting space
- Electricity
- Security cameras
- Lights

- Fencing
- Pedestrian and vehicle gates for entry/exit
- Case management
- 24/7 staffing & security
- Housing assessment and housing services

What are the hours of operations? Will people have to leave during the day?

- Unlike “safe parking” programs in other communities, the **VTC is a 24/7** program and guests will not be asked to exit the facility during the day.
- This model not only provides more stability and support to guests but minimizes the impact on the neighborhood by not having guests wait with their vehicles outside of the site during the day, parking on nearby city streets.

Why was the Boat Launch Parking Lot at the Candlestick Point State Recreation Area identified for this project? What makes this a good site?

The underutilized Boat Launch Parking Lot at Candlestick Point State Recreation Area (SRA) was identified as a possible site for the Vehicle Triage Center for the following reasons:

- CA State Parks is an eager partner in addressing the homelessness crisis.
- This parcel is currently underutilized and has been closed to the public for many years. Its use would not impact Park activities or other parking lots at the Park.
- The site is remote and removed from other parts of the park that the public utilizes.
- The property has some existing infrastructure that the project could build off of including water, sewer, pavement, and electrical poles for lighting.
- The size of the lot, 312,000 square feet, allows ample space for the program.
- The lot’s proximity to an existing encampment will increase the likelihood that the project will be successful at moving people off of local streets and out of other park areas.
- Bringing activity to this section of the park allows it to re-open and more fully serve the community.

How does the proposed Vehicle Triage Center align with the mission of CA State Parks?

- The current encampments around the Candlestick Point SRA have prohibited it from functioning as a site for high-quality recreation. The current conditions make the park unusable for all its intended purposes.
- By hosting a Vehicle Triage Center the park is stepping up and being a part of the solution to the humanitarian crisis impacting our community. The park will once



again be able to provide for the health, inspiration, education, and well-being of the people of California and provide high-quality outdoor recreation.

- The proposed Vehicle Triage Center supports the mission of CA State Parks by allowing the park to once again be used for its intended recreational purposes.
- The proposed agreement between the City of San Francisco and California State Parks includes S.F. Police Department support for the entire park, including daily patrols in support of park staff.
- California State Parks wants to support the community and respond to concerns from neighbors and park users. State Parks sees the VTC as a temporary solution to resolving some pressing issues surrounding the park. While the VTC is not a typical use of the park, CA State Parks sees the need to protect the land, which is part of the mission. The proposed VTC is a good option to support the community and the park.

What is the expected budget for the Vehicle Triage Center?

- HSH estimates that this program will cost \$2 million in operating costs, prorated for the first year. HSH estimates approximately \$4 million for operations and services costs for the second year.

What are the outcome measures for the Vehicle Triage Center?

- The client outcome measures for the proposed VTC will be similar to those from the pilot program, which included:
 - Assessment for housing
 - Housing placement & exit from homelessness
 - Service connections
- The success of the program will also be measured by improvements in the vehicle encampment crisis in the immediate area including a reduction in the number of occupied vehicles.

What other neighborhoods/districts will have Vehicle Triage Centers?

- The first temporary VTC was opened in November 2019 on a pre-development site near the Balboa BART station. This site closed when the planned affordable housing development broke ground.
- The City currently has funding for two VTCs. The first of which is intended to serve the Candlestick Point area and is proposed for the Candlestick Point SRA.
- The second site has not yet been identified, but there is significant interest in having that site serve people living in vehicles on the west side of the City. HSH is actively working with the Real Estate Division to identify a suitable property for use as the second VTC.



If/when the Candlestick Vehicle Triage Center opens, what will the City do to address the vehicle encampments and prevent re-encampment of the area?

The City’s plan to address the existing vehicle encampment and prevent re-encampment includes the following action steps:

- SFMTA, with support from SFPD, will enforce parking regulations in the area to prevent re-encampment when the site opens, and people encamped in the area are invited into the program.
- SFMTA will repost the removed or damaged parking regulations signs
- San Francisco Public works will remove litter and debris from the area at least 3 days per week and post no dumping signs.

To support the encampment resolution and re-encampment prevention the Healthy Streets Operations Center (HSOC) and the Homeless Outreach Team (HOT) will take the following actions:

- Prior to the opening of the VTC and on an ongoing basis, HSOC and SFHOT will conduct regular outreach to people living in vehicles on Hunter’s Point Expressway and the streets surrounding Candlestick Point SRA.
- HSOC and HOT will facilitate the outreach and placement of people into the VTC.
- Following placements, HSOC will coordinate with City departments to respond to and resolve the remaining encampment and address any reemergence of encampment activity.
- To ensure that the VTC program helps relieve vehicle encampments in the surrounding areas, SFHOT and HSOC will conduct an assessment of the area, outreach to people living in their vehicles, create a by-name and vehicle list of the target group, and invite these people into the center. This work will be conducted prior to the opening of the VTC. People with extended time encamped in the area will be prioritized for placement into the VTC.

What will the City do to ensure safety on and around the VTC?

Safety is an important part of this program for the guests, the park, and the surrounding community. To ensure safety:

- The project will include onsite 24/7 staffing with a focus on crisis management and de-escalation
- SFPD will take the following actions to support the site:
 - Set up a schedule of daily passing calls to the Park and program.
 - Advise the design and operations teams on Crime Prevention Through Environmental Design (CPTED).



- SFPD Bayview station officers will meet regularly with park staff and VTC staff to address safety issues in the Park and surrounding areas.
- Create an emergency access plan with the VTC.
- Provide crime data for the neighborhood to inform the public about safety and crime stats in the neighborhood upon request from the community.

What are the plans for Candlestick Point SRA repairs and when will these be completed?

- State Parks is currently recruiting new staff to help with ongoing daily maintenance at the park.
- California State Parks is working on plans for a shoreline study and is in the design phase for park improvements.
- The funding for the park improvements will come from the redevelopment of the area. Once the developer provides the funding, Parks will initiate repairs.
- The timeline for repairs is pending funding made available from the redevelopment group.

How long will this site be in operation?

- The proposed VTC is intended to be **temporary**, and the City is negotiating a two-year lease with CA State Parks.
- HSH has operated temporary projects in the past with a good strategy for winding down the program and returning the properties to their intended long-term use.
- The VTC pilot at Upper Yards near the Balboa BART station is a good example of a temporary use that was vacated in accordance with the agreement, to allow for long-term plans for the site to continue.

What was the community engagement process for this project?

- In mid-2020, a neighborhood task force was formed to address a variety of challenges faced by the neighborhood, exacerbated by the COVID-19 pandemic.
- The group quickly focused on the need for a solution to the vehicle encampment on the Hunters Point Expressway.
- After significant discussion with community members, State Parks staff, and City staff, the task force recommended the development of a VTC to address the encampment crisis.
- Through advocacy at the state and local level, funding was secured for the project
- Through advocacy and collaboration, the task force worked with CA State Parks to identify a possible parcel for this project.



- The task force will continue to advise City departments in the development and operations of the VTC.
- As part of the formal approval process, the City sent a notification via mail to neighbors in the area surrounding the park and hosted a large community meeting to discuss the proposal.
- The task force and City departments will continue to engage the community throughout the opening and operations of the proposed VTC.

What are the next steps and approval process for this project?

- The proposal is before the Board of Supervisors for consideration and will be heard at the Budget & Finance Committee in early October (likely October 6, but the item has not yet been calendared).
- If approved by the BOS, the proposal must also be approved by the State Lands Commission. Consideration of this project by the State Lands Commission will likely happen at its October 2021 meeting.

When would the VTC open?

If approved by the Board of Supervisors and the State Lands Commission, the City would like to open the VTC by the end of 2021. However, we cannot wait until the end of the year to address the encampment crisis. We have a phased plan that includes the following steps leading up to opening:

- **Stage 1: Outreach (now)**
 - Bayview Coordinated Outreach to include Homeward Bound, SFHOT/D10 outreach workers, Access Point outreach staff.
 - Focus location for outreach: Hunters Point Expressway, Jamestown Avenue up Gilman Ave., and Carroll Ave down Ingles
- **Stage 2: Services on the Street (pre-site opening - beginning in October)**
 - HSH funded service provider will operate onsite full time at the encampment
 - The service provider will begin to offer services and prepare people to move into the VTC.
 - Provide staffing at the encampment to gain the trust of people living there and reduce the chaos at the encampment.
- **Stage 3: Program Opening (target date - December 2021)**
 - Move people encamped in the area into the VTC.
 - Resolve any remaining encampments.



Exhibit 21

From: Simmons, Noelle (HOM)
Sent: Monday, April 24, 2023 2:37 PM
To: Owens, Sarah (MYR); Cohen, Emily (HOM); Sawyer, Amy (MYR)
Cc: Schneider, Dylan (HOM)
Subject: RE: Wish List

Great, thanks

From: Owens, Sarah (MYR) <sarah.owens@sfgov.org>
Sent: Monday, April 24, 2023 2:04 PM
To: Simmons, Noelle (HOM) <noelle.simmons@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; Sawyer, Amy (MYR) <amy.sawyer@sfgov.org>
Cc: Schneider, Dylan (HOM) <dylan.schneider@sfgov.org>
Subject: Re: Wish List

Thanks Noelle. I can add that to the master list.

Get [Outlook for iOS](#)

From: Simmons, Noelle (HOM) <noelle.simmons@sfgov.org>
Sent: Monday, April 24, 2023 12:52:53 PM
To: Owens, Sarah (MYR) <sarah.owens@sfgov.org>; Cohen, Emily (HOM) <emily.cohen@sfgov.org>; Sawyer, Amy (MYR) <amy.sawyer@sfgov.org>
Cc: Schneider, Dylan (HOM) <dylan.schneider@sfgov.org>
Subject: RE: Wish List

Hi Sarah – not sure if too late to add at this point, but based on conversation with Rich Hillis could we add support for office to residential conversion?

Per Rich: The biggest impediment to office to residential conversions is the feasibility of these projects, so some financial incentive, such as bonding off of the property tax increment, would be the most beneficial way to facilitate market rate conversions or direct funding for conversions to affordable housing.

From: Simmons, Noelle (HOM) <noelle.simmons@sfgov.org>
Sent: Thursday, April 20, 2023 5:51 PM
To: Hillis, Rich (CPC) <rich.hillis@sfgov.org>
Subject: quick question for you - time sensitive

Hi Rich,

The Mayor's Office asked HSH today to come up with a list of asks for the Governor's office by COB tomorrow that would help address street conditions and unsheltered homelessness. Is there anything we can/should ask for that would facilitate conversion of downtown office space to residential?

From: Owens, Sarah (MYR) <sarah.owens@sfgov.org>
Sent: Friday, April 21, 2023 3:30 PM
To: Cohen, Emily (HOM) <emily.cohen@sfgov.org>; Sawyer, Amy (MYR) <amy.sawyer@sfgov.org>
Cc: Schneider, Dylan (HOM) <dylan.schneider@sfgov.org>; Simmons, Noelle (HOM) <noelle.simmons@sfgov.org>
Subject: RE: Wish List

Got it.

From: Cohen, Emily (HOM) <emily.cohen@sfgov.org>
Sent: Friday, April 21, 2023 3:25 PM
To: Sawyer, Amy (MYR) <amy.sawyer@sfgov.org>; Owens, Sarah (MYR) <sarah.owens@sfgov.org>
Cc: Schneider, Dylan (HOM) <dylan.schneider@sfgov.org>; Simmons, Noelle (HOM) <noelle.simmons@sfgov.org>
Subject: RE: Wish List

Let's add access to Cow Palace for safe parking to the list (I think its state controlled) but not sure

From: Cohen, Emily (HOM)
Sent: Thursday, April 20, 2023 5:45 PM
To: Sawyer, Amy (MYR) <amy.sawyer@sfgov.org>; Owens, Sarah (MYR) <sarah.owens@sfgov.org>
Cc: Schneider, Dylan (HOM) <dylan.schneider@sfgov.org>; Simmons, Noelle (HOM) <noelle.simmons@sfgov.org>
Subject: Wish List

Hey Amy and Sarah,

Before going out I wanted to send you our high-level wish list for the Governor's office. Our executive team is still brainstorming ideas and we can send you more next week.

- Extension of Candlestick VTC (ideally for 5 years but we will take two)
- Make surplus or interim use property (owned by any state agency) available to the city for homeless services (cabins or safe parking)
- State Fire Marshal – Increase flexibility on occupancy in safe parking sites (allow vehicles to be parked closer together)
- Flexibility on state regulations that limit the use of Port Property for maritime use – as you know pier 94 is closing and we want to find another site. Much of the Port Property is the not available because of state law requiring the property to be used for maritime uses.
- Take back and redistribute trailers (if we can't repurpose them)

Thank you,
Emily

From: Christa.C@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; imasimplekid@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Monday, October 2, 2023 6:09:54 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Christa Cho
Residing in 94134

Lunetta, Kim@SLC

From: Svetlana.Day@
Sent: Saturday, October 7, 2023 2:55 PM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; svetlana.day@
Subject: Do not extend the VTC for another 2 year term at the CPSRA

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Supervisors,

I am writing to you today to ask about the San Francisco leaders' decision to extend the lease for the safe parking site at Candlestick Point. I am concerned about the high cost of the program, which is set to cost about \$140,000 a year per parking spot. This is five times more than the median monthly cost for a one-bedroom apartment in San Francisco.

I understand that the safe parking site is a valuable resource for people experiencing homelessness. It provides a place to park their RVs and access to services. However, I am concerned that the high cost of the program is not justified.

I would like to know why you believe that this is the best use of taxpayer money. I would also like to know what steps you are taking to ensure that the program is more cost-effective.

Thank you for your time and consideration.

Sincerely,
Svetlana Day

From: Carlin.DeCato@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; barbaraockel@ carlin.decato@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 9:52:48 PM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a three decade resident of McLaren Ridge in Sf and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space.

The CPSRA is a vital outdoor recreation area, and should be used for that purpose. I've been waiting for decades for this beautiful bayfront asset to be enhanced and productively utilized.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Carlin DeCato
Residing in 94112

From: Ryan.Drake-Lee@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; [CSLC](#)
[CommissionMeetings](#); Philip.Ginsburg@sfgov.org; [RYANDRAKELEE](#)
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Monday, October 2, 2023 1:38:47 PM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Ryan Drake-Lee
Residing in 94124

From: Patricia.Dudziec@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; pdudziec@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 8:43:04 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

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Regards,

Patricia Dudziec
Residing in 94124

Lunetta, Kim@SLC

From: Edward.Franklin@
Sent: Friday, October 6, 2023 6:33 AM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; youreddie@
Subject: Do not extend the VTC for another 2 year term at the CPSRA

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

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As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It should not be the discretion of direct financial beneficiaries to drive this agenda forward at the expense of area residents, as evidenced at the September 29, 2023 Committee Meeting - https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsanfrancisco.granicus.com%2Fplayer%2Fclip%2F44554%3Fmeta_id%3D1025273&data=05%7C01%7CCSLC.Commissionmeetings%40slc.ca.gov%7Cc68351a0f6aa40707e4c08dbc670b5fc%7C5d87bd7bd6df44c49e8fb0895e3dffe7%7C0%7C0%7C638321960127754323%7CUnknown%7CTWFPbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C2000%7C%7C%7C&sdata=tCx czITsjC6wGnV5MB3P6fk6uzBkn3OiYXFGsB8I1OU%3D&reserved=0.

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Edward Franklin
Residing in 94134

From: Daniel.Goepe
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; [CSLC CommissionMeetings](#); Philip.Ginsburg@sfgov.org; danielgoepe
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 2:59:01 PM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the failed Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

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I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,
Daniel Goepel
815 Meade Ave, 94124

From: Rebecca.Graff
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; becky.graf
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 12:06:29 PM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

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Regards,

Rebecca Graff
Residing in 94124

Lunetta, Kim@SLC

From: Edward.Ho@
Sent: Thursday, October 12, 2023 9:34 PM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; hkecho@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Follow Up Flag: Follow up
Flag Status: Flagged

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

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bGZsb3d8eyJWljojMC4wLjAwMDAiLCJQljojV2luMzliLCJBTiI6I6k1haWwiLCJXVCI6Mn0%3D%7C2000%7C%7C%7C&sdata=yv5XFgv273n%2BzqGC2BmSKj6ncsNZobkHx2sX5RFvSMs%3D&reserved=0.

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Edward Ho
Residing in 94134

Lunetta, Kim@SLC

From: Heather.Tran@
Sent: Friday, October 6, 2023 6:50 AM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; htran0242@
Subject: Do not extend the VTC for another 2 year term at the CPSRA

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

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HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It should not be the discretion of direct financial beneficiaries to drive this agenda forward at the expense of area residents, as evidenced at the September 29, 2023 Committee Meeting - https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsanfrancisco.granicus.com%2Fplayer%2Fclip%2F44554%3Fmeta_id%3D1025273&data=05%7C01%7CCSLC.Commissionmeetings%40slc.ca.gov%7Ce7826249e26e4cfdc6b808dbc6731859%7C5d87bd7bd6df44c49e8fb0895e3dffe7%7C0%7C0%7C638321969864601528%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I1haWwiLCJXVCi6Mn0%3D%7C2000%7C%7C%7C&sdata=N6%2BjGUfjrfspvL35YKKddBeugyTehbRJNQNVNOLxDY%3D&reserved=0

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Heather Tran
Residing in 94134

From: Brian.Johnson
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; [CSLC](#)
[CommissionMeetings](#); Philip.Ginsburg@sfgov.org; [bpanahj](#)
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Friday, September 29, 2023 4:44:34 PM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

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I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Brian Johnson
Residing in 94124

From: John.Tran@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; [CSLC](#)
[CommissionMeetings](#); Philip.Ginsburg@sfgov.org; jtd78@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 9:43:48 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

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As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

John Tran
Residing in 94124

From: Sean.Karlin
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; sean.karlin
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 10:35:43 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

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As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Sean Karlin
Residing in 94124

From: Amanpreet.Kau
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; [CSLC](#)
[CommissionMeetings](#); Philip.Ginsburg@sfgov.org; aman.khosa@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 7:14:12 PM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

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As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Amanpreet Kaur
Residing in 94124

From: [FLORENCE KELLY](#)
To: [CSLC CommissionMeetings](#)
Subject: Please pass Items 55 and 56 on the Dec. 5th, 2023 agenda, state lands commission
Date: Friday, December 1, 2023 2:51:18 PM

Attention: This email originated from outside of SLC and should be treated with extra caution.

I have personally been to the VTC at Candlestick in San Francisco many times to visit the folks who live in their RV's that are safely parked there. It is important that people have stability in their lives. They have chosen to live in an RV because they could afford it. Many residents want to live in supportive housing rather than be there, but there are not enough supportive housing units for the number of people in San Francisco who need them.

Please pass the agenda items 55 and 56 that will allow the Candlestick VTC to remain a safe parking site where the residents know they will not be towed, which typically leads to people losing their vehicle and all their possessions inside.

Thank you,
Flo Kelly

San Francisco, CA 94110

From: [Aman](#)
To: [Shamann \(BOS\)](#); [Hillary](#); [rafael.mandelman@sfgov.org](#); [board.of.supervisors@sfgov.org](#); [aaron.peskin@sfgov.org](#); [john.carroll@sfgov.org](#); [mavorlondonbreed@sfgov.org](#); [shireen.mcspadden@sfgov.org](#); [Cohen_Emilv \(HOM\)](#); [CSLC CommissionMeetings](#); [Phillip.Ginsburg@sfgov.org](#)
Cc: [Marsha Maloof](#); [Russell Morine](#); [Andres Cortes](#); [Christopher Whipple](#); [Becky Graff](#); [Chalam Tubati](#); [Barbara Tassa](#)
Subject: Community opposition to extending the Vehicle Triage Center (VTC) use within Candlestick Point State Recreational Area (CPSRA)
Date: Friday, September 29, 2023 9:43:47 AM
Attachments: [Letter_re_opposition_to_VTC_extension.pdf](#)

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear representatives:

I am a resident of the Bayview neighborhood in San Francisco. I am writing this letter to express opposition to the extension of the Vehicle Triage Center (VTC) at Candlestick State Park on behalf of our Bayview Hill neighborhood association. Letter attached on behalf of our organization.

On a personal note, back in 2021 I fully supported the idea of Vehicle Triage Center to help the folks affected by pandemic. However, since then, given the execution of VTC for the last two years and reviewing the performance metrics shared by the Department of Homelessness Shelter and Supportive Housing (HSH) it is evident that VTC is not a viable solution to tackle the problem of homelessness and RVs. At this time, all the members of the association share the same opinion.

During the July 2023 monthly meeting, all the members of the association unanimously voted against the extension of VTC at Candlestick State Park in our neighborhood. Some community members sharing the concerns are cc'd here: [@Marsha Maloof](#) , [@Russell Morine](#) , [@Andres Cortes](#) , [@Christopher Whipple](#) , [@Becky Graff](#) , [@Chalam Tubati](#) and [@Barbara Tassa](#).

As responsible citizens of San Francisco, we ask you to not extend the VTC at Candlestick State Park any further and use the earmarked resources to implore other ways to help the folks in need.

Please do not hesitate to reach out to us if you have any further questions and concerns.

Thank you.

Best,
Aman
On behalf of Bayview Hill Neighborhood Association

Aman
Aman

From: [Aman](#)
To: [Breed Mayor London \(MYR\)](#); [Hillary](#); [Mandelman Rafael \(BOS\)](#); [dorseystaff@sfgov.org](#); [chanstaff@sfgov.org](#); [engardiostaff@sfgov.org](#); [melgarstaff@sfgov.org](#); [dean.preston@sfgov.org](#); [caherine.stefani@sfgov.org](#); [ahsha safai@sfgov.org](#); [Shamann \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Peskin Aaron \(BOS\)](#); [Carroll John \(BOS\)](#); [McSpadden Shireen \(HOM\)](#); [Cohen Emily \(HOM\)](#); [CSLC CommissionMeetings](#); [Philip.Ginsburg@sfgov.org](#); [Marsha Maloof](#); [Russell Morine](#); [Barbara Tassa](#); [Becky Graff](#); [Christopher Whipple](#); [Andres Cortes](#); [Chalam Tubati](#)
Subject: Bayview Hill Neighborhood Association opposition to extending the Vehicle Triage Center (VTC) use within Candlestick Point State Recreational Area (CPSRA)
Date: Monday, October 2, 2023 9:57:27 PM
Attachments: [Letter re opposition to VTC extension.pdf](#)

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear representatives:

I am a resident of the Bayview neighborhood in San Francisco. I am writing this letter to express our opposition to the extension of the Vehicle Triage Center (VTC) at CandleStick State Park on behalf of our Bayview Hill neighborhood association. Please see the attached letter on behalf of our organization.

During the July 2023 monthly meeting, all the members of the association unanimously voted against the extension of VTC at Candlestick State Park in our neighborhood. Some community members sharing the concerns are cc'd here: , [@Russell Morine](#) , [@Andres Cortes](#) , [@Christopher Whipple](#) , [@Becky Graff](#) , [@Chalam Tubati](#) and [@Barbara Tassa](#).

As responsible citizens of San Francisco, we ask you to not extend the VTC at Candlestick State Park any further and use the earmarked resources to implore other ways to help the folks in need and use hard-earned public tax dollars responsibly.

On a personal note, back in 2021 I fully supported the idea of Vehicle Triage Center to help individuals affected by the pandemic, and as a potential approach to tackle RV homelessness. However, since then, given the abysmal execution of the VTC project for the past two years and reviewing the performance metrics shared by the Department of Homelessness Shelter and Supportive Housing (HSH) it is evident that the VTC is not a viable solution to the issue. Not only is it **too expensive** as compared to obvious solutions, but it yields inhumane results: **it operates on permanently run diesel generators polluting our the surroundings and impacting neighborhood air-quality** (despite the misleading assertion that it operates solar lights, solar lights are a negligible portion of the site electric load). I totally support spending public funds helping unhoused individuals but only in a sustainable and scalable way.

Please do not hesitate to reach out to us if you have any further questions and concerns.

Thank you.

Best,
Aman
On behalf of Bayview Hill Neighborhood Association

Lunetta, Kim@SLC

From: Linda.Kolbach@
Sent: Thursday, October 12, 2023 12:12 PM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; kolinniego@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Follow Up Flag: Follow up
Flag Status: Flagged

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It should not be the discretion of direct financial beneficiaries to drive this agenda forward at the expense of area residents, as evidenced at the September 29, 2023 Committee Meeting - https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsanfrancisco.granicus.com%2Fplayer%2Fclip%2F44554%3Fmeta_id%3D1025273&data=05%7C01%7CCSLC.Commissionmeetings%40slc.ca.gov%7Cdd1d4cd8018d4ec5d02c08dbcb571731%7C5d87bd7bd6df44c49e8fb0895e3dffe7%7C0%7C0%7C638327347462897966%7CUnknown%7CTWFP

bGZsb3d8eyJWljoimC4wLjAwMDAiLCJQljoiv2luMzliLCJBTiI6lk1haWwiLCJXVCI6Mn0%3D%7C2000%7C%7C%7C&sdata=MnjCclxqV0r3vokWqPOX2tYORtQkclJdK0%2BHd0mP3VY%3D&reserved=0.

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

{Linda Kolbach}
Residing in {94134}

From: Quoc.Lam@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; darianlam@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 7:51:24 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

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I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Quoc Lam
Residing in 94124

From: Susan.Larara@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; slarara@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Friday, September 29, 2023 2:50:54 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

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I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Susan Larara
Residing in 94124

From: JONATHAN.LINDER@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; BigDaddy69_77@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Friday, September 29, 2023 2:20:27 PM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results could be better. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, the initial VTC estimates of \$15.3 million means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH failed the neighborhood. Promised services like preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm generally opposed to providing red carpet services to unhoused communities of mentally ill and predatory drug addicts, but the VTC is a successful program that is really helping people in need who want help with much needed services like vehicle repair services, sanitation, food access. Please get that area electrified with solar panels and battery storage so that it can stop polluting my neighborhood! It's also the perfect location for the VTC as access to those services is so desperately needed in our area and helping move those often gross polluters to an area where they can access essential services provides a priceless service to our neighborhood's streets. It's also a lovely, isolated, secure location that encourages its occupants to reside there, in other words a desirable alternative to our front doorsteps.

The CPSRA is a vital outdoor recreation area, and this is exactly the recreational purpose it should be used for, to allow local residents to recreate in their recreational vehicles surrounded by the beauty of nature in this oasis in the city, especially among this transient population who can spread the word about our local jewel in the rough. Despite being "by far the most expensive homeless response intervention" it is clearly working and helping cleanup our neighborhood and providing meaningful help, intervention and respite from persecution so often encountered by vehicle dwellers.

It is time to extend the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. Get those folks the clean energy they need so that they can get off diesel electric and expand the park to accommodate more vehicle dwellers in need and help them get their rigs shipshape and running smoothly so that they can stop being gross polluters, get into legal compliance, avoid the inconvenience and risks and of vehicle breakdowns in dangerous and inhospitable locations

and also connect them with health and human services to get them the care they need, be it medical care, mental health services, access to addiction recovery services/detox, job/skills training, food access, sanitation services, clean power, etc.

That's why I urge the city to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,
JONATHAN LINDER

Lunetta, Kim@SLC

From: Johnson.Ling@
Sent: Thursday, October 12, 2023 9:40 PM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; johnson.ling@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Follow Up Flag: Follow up
Flag Status: Flagged

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It should not be the discretion of direct financial beneficiaries to drive this agenda forward at the expense of area residents, as evidenced at the September 29, 2023 Committee Meeting - https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsanfrancisco.granicus.com%2Fplayer%2Fclip%2F44554%3Fmeta_id%3D1025273&data=05%7C01%7CCSLC.Commissionmeetings%40slc.ca.gov%7Cd5f3ec35efb24ddb412808dbcba67684%7C5d87bd7bd6df44c49e8fb0895e3df7%7C0%7C0%7C638327688059654478%7CUnknown%7CTWFpb

GZsb3d8eyJWljoimC4wLjAwMDAiLCJQljoiv2luMzliLCJBTiI6I6k1haWwiLCJXVCI6Mn0%3D%7C2000%7C%7C%7C&sdata=ZLGGim%2Bpvk1uIMTbDwKLMh6NWA%2B2Oxl0RxtujPvi%2FU4%3D&reserved=0.

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Johnson Ling
Residing in 94134

From: Ray.Lobato@
To: [CSLC CommissionMeetings](#)
Cc: aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; [CSLC CommissionMeetings](#); phil.ginsburg@sfgov.org; shamann.walton@sfgov.org; [Ramirez, Yessica@SLC](mailto:Ramirez_Yessica@SLC); eleni.kounalakis@lgt.ca.gov; malia.cohen@sco.ca.gov; [Stephenshaw, Joe](#); [ray@](#)
Subject: SLC: Do not extend the VTC at the CPSRA
Date: Saturday, December 2, 2023 11:14:19 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

There are many reasons—poor outcomes for permanent housing, excessive costs, and lack of clean primary power to the site—to name a few.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose. The State Parks Commission Board itself toured the area in September 2023 and noted that it had to get the first urban state park "right".

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the State Lands Commission not to extend the VTC beyond its initial 2-year term, ending in January 2024. As representatives of the Public Trust, I implore you to uphold your duties to provide a safe, clean, invested in recreation area, as the CPSRA is intended to be.

On my block alone (700 block of Jamestown Avenue) there are people living in their vehicles (3 RVs). The VTC is expensive and is servicing only a small percentage of those living in their vehicles in our neighborhood!

The only solution is to bring back the laws that made it illegal to live in a vehicle.

Regards,

Ray Lobato

Lunetta, Kim@SLC

From: Alex.Louie@
Sent: Thursday, October 12, 2023 11:12 PM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; alexwlouie@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Follow Up Flag: Follow up
Flag Status: Flagged

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It should not be the discretion of direct financial beneficiaries to drive this agenda forward at the expense of area residents, as evidenced at the September 29, 2023 Committee Meeting - https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafelinks.protection.outlook.com%2Fplayer%2Fclip%2F44554%3Fmeta_id%3D1025273&data=05%7C01%7CCSLC.Commissionmeetings%40slc.ca.gov%7C67ed1a1a33294e3d2a2708dbcb35229%7C5d87bd7bd6df44c49e8fb0895e3dffe7%7C0%7C0%7C638327743298984197%7CUnknown%7CTWFp

bGZsb3d8eyJWljojMC4wLjAwMDAiLCJQljojV2luMzliLCJBTiI6I6k1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=Bq6S79x9NOi11k%2BLLOYOCa4iHxlyeNM2GV1A80lweck%3D&reserved=0.

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Alex Louie
Residing in 94124

From: Laura.Maguire@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; lumagoo@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 7:32:22 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing. However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

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I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Laura Maguire
Residing in 94124

Lunetta, Kim@SLC

From: Violet.Moyer@
Sent: Tuesday, October 3, 2023 8:20 AM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; moyerviolet@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Follow Up Flag: Follow up
Flag Status: Completed

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

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bGZsb3d8eyJWljoimC4wLjAwMDAiLCJQljoiv2luMzliLCJBTiI6lk1haWwiLCJXVCI6Mn0%3D%7C2000%7C%7C%7C&sdata=T2v%2FSH6KxJXIJZMzjbAAJVi39pmcBMTjOi%2FNkBYxjao%3D&reserved=0.

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Violet Moyer
Residing in 94124

From: kent.myers@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; [CSLC](#)
[CommissionMeetings](#); Philip.Ginsburg@sfgov.org; [public@](#)
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 11:08:12 PM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

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I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

kent myers
Residing in 94124

Lunetta, Kim@SLC

From: Eelyn.Ong@
Sent: Friday, October 6, 2023 6:58 AM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; eelyn.ong@
Subject: Do not extend the VTC for another 2 year term at the CPSRA

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

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It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Eelyn Ong
Residing in 94134

Lunetta, Kim@SLC

From: D.Powell@
Sent: Thursday, October 12, 2023 9:58 AM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; powzack@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Follow Up Flag: Follow up
Flag Status: Flagged

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

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GZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I6k1haWwiLCJXVCI6Mn0%3D%7C2000%7C%7C%7C&sdata=3548FjEg2X76NK%2BgFZjdSFmjD9PwFqyYbir%2FHsA2i1w%3D&reserved=0.

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Debra Powell
Residing in 94134

Lunetta, Kim@SLC

From: Mila.Pramanik@
Sent: Thursday, October 12, 2023 8:24 AM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; sharmilapramanik@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Follow Up Flag: Follow up
Flag Status: Flagged

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

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GZsb3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I6k1haWwiLCJXVCI6Mn0%3D%7C2000%7C%7C%7C&sdata=eC%2FQOuXxdwX9IdTh6sdJBK%2FnPM2%2BhzghtTah4tcNTgs%3D&reserved=0.

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Mila Pramanik
Residing in 94134

From: Suheir.Qamar@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; riahos@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Saturday, September 30, 2023 8:24:35 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Suheir Qamar
Residing in 94134

From: Connie.Qian@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; connie.qian@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 9:28:38 PM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I'm a Bayview resident, and I have concerns about the proposed extension of the Vehicle Triage Center (VTC) at Candlestick Point State Recreation Area (CPSRA). Bayview has already faced many infrastructure and environmental challenges that cannot be addressed while taking on a disproportionate amount of the city's housing crisis. I moved to Bayview in 2015 because I believed it was "up and coming" and am saddened by this proposed extension.

HSH has not delivered on its promises to our community. They've been inconsistent with parking enforcement and addressing re-encampments and illegal dumping. There is trash everywhere if you drive near the triage center. Also, HSH used 16 diesel generators at the site after saying it was electrified, increasing pollution concerns.

Moreover, these efforts have been ineffective to solve the housing goals they were intended to achieve. In 2021, HSH proposed safe parking zones to address vehicular homelessness. However, from January 2022 to September 2023, out of 113 VTC clients, only 15 found permanent housing. Based on initial estimates, the cost appears to be around \$1 million per permanently housed individual. The city's BLA Report 092223 mentions the high cost of this program. It's clear that this program is more about the city showing activity towards the housing crisis, rather than long-term effects.

I ask the city to think critically about more impactful solutions than extending the VTC after its initial 2-year term ending January 2024.

Regards,

Connie Qian
Residing in 94134

From: Manoj.Ramachandran@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; manoj.r.13@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 9:45:23 PM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Manoj Ramachandran
Residing in 94124

Lunetta, Kim@SLC

From: Maryanne.Razzo@
Sent: Sunday, October 8, 2023 7:15 AM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; mvrazzo@
Subject: Do not extend the VTC for another 2 year term at the CPSRA

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It should not be the discretion of direct financial beneficiaries to drive this agenda forward at the expense of area residents, as evidenced at the September 29, 2023 Committee Meeting - https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsanfrancisco.granicus.com%2Fplayer%2Fclip%2F44554%3Fmeta_id%3D1025273&data=05%7C01%7CCSLC.Commissionmeetings%40slc.ca.gov%7Cf6112e91baf43bc8a3208dbc80905c7%7C5d87bd7bd6df44c49e8fb0895e3dffe7%7C0%7C0%7C638323713841563800%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I1haWwiLCJXVCi6Mn0%3D%7C2000%7C%7C%7C&sdata=Z%2FrR%2FmxSpz1fOtZBmecSbp59he4zMh00m0dllrk9pdw%3D&reserved=0.

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Maryanne Razzo
Residing in 94134

Lunetta, Kim@SLC

From: Teddy.Rusli@
Sent: Thursday, October 5, 2023 11:00 PM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; trusli@
Subject: Do not extend the VTC for another 2 year term at the CPSRA

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It should not be the discretion of direct financial beneficiaries to drive this agenda forward at the expense of area residents, as evidenced at the September 29, 2023 Committee Meeting - https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsanfrancisco.granicus.com%2Fplayer%2Fclip%2F44554%3Fmeta_id%3D1025273&data=05%7C01%7CCSLC.Commissionmeetings%40slc.ca.gov%7Ccad5732f337d46f043c608dbc63187ec%7C5d87bd7bd6df44c49e8fb0895e3dffe7%7C0%7C0%7C638321688556508190%7CUnknown%7CTWFpbGZsb3d8eyJWljoicM4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C2000%7C%7C%7C&sdata=9AUX2VLBSFuyN15Vpxc5o62f3nFRbAAzM9tOgdQF8Oo%3D&reserved=0

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Teddy Rusli
Residing in 94134

Lunetta, Kim@SLC

From: Hilary.Smith@
Sent: Sunday, October 8, 2023 4:06 PM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; smith-mahon@
Subject: Do not extend the VTC for another 2 year term at the CPSRA

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a San Francisco voter and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It should not be the discretion of direct financial beneficiaries to drive this agenda forward at the expense of area residents, as evidenced at the September 29, 2023 Committee Meeting - https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsanfrancisco.granicus.com%2Fplayer%2Fclip%2F44554%3Fmeta_id%3D1025273&data=05%7C01%7CCSLC.Commissionmeetings%40slc.ca.gov%7C5c804280d4494369cd1608dbc8531f5a%7C5d87bd7bd6df44c49e8fb0895e3dffe7%7C0%7C0%7C638324031860435366%7CUnknown%7CTWFpbGZsb3d8eyJWlIjoIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLjBtIl6k1haWwILCJXVCi6Mn0%3D%7C2000%7C%7C%7C&sdata=eGGLLaJFZvQsgu54AAyjA%2FkCxP%2FAqkcq1JIZfPMu%2BBIQ%3D&reserved=0

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Hilary Smith
Residing in 94127

From: Ryan.Smith@
To: CSLC CommissionMeetings
Cc: aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; phil.ginsburg@sfgov.org; shamann.walton@sfgov.org; Ramirez_Yessica@SLC; eleni.kounalakis@lgt.ca.gov; malia.cohen@sco.ca.gov; Stephenshaw_Joe; ryanpatrick.smith
Subject: SLC: Do not extend the VTC at the CPSRA
Date: Saturday, December 2, 2023 7:40:12 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

There are many reasons—poor outcomes for permanent housing, excessive costs, and lack of clean primary power to the site—to name a few.

SHAME ON THE BOARD OF SUPERVISORS, ESPECIALLY WALTON, FOR CONTINUING TO ALLOW THE COMMUNITY OF BAYVIEW TO SUFFER. Walton said openly that a second site was in the works when the VTC was opening and nothing. Nothing but suffering on the Bayview community and thinking it is a good idea to continue.

Regards,

Ryan Smith
Residing in 94124

From: Barb.Tassa@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; [CSLC](#)
[CommissionMeetings](#); Philip.Ginsburg@sfgov.org; btassa@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 7:42:30 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Barb Tassa
Residing in 94124

From: Marcia.Thomas
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; marciaanthomas10@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 9:56:17 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,
MarciaThomas 94124
Marcia Thomas
Residing in 94124

From: Gina.Tobar@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; ginatobar@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 9:41:55 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I work in the Bayview and I reside in Visitacion Valley. I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

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I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Gina Tobar
Residing in 94134

From: Madeline.Trait@
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org;
MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC
CommissionMeetings; Philip.Ginsburg@sfgov.org; madtrait@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Date: Thursday, September 28, 2023 10:22:42 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

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As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city NOT to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Madeline Trait
Residing in 94124

Lunetta, Kim@SLC

From: Michelle.Truong@
Sent: Thursday, October 12, 2023 9:13 AM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; minhchau2001us@
Subject: Do not extend the VTC for another 2 year term at the CPSRA
Follow Up Flag: Follow up
Flag Status: Flagged

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". It should not be the discretion of direct financial beneficiaries to drive this agenda forward at the expense of area residents, as evidenced at the September 29, 2023 Committee Meeting - https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafelinks.protection.outlook.com%2Fplayer%2Fclip%2F44554%3Fmeta_id%3D1025273&data=05%7C01%7CCSLC.Commissionmeetings%40slc.ca.gov%7C74de797741cd40b4a27008dbcb3e1522%7C5d87bd7bd6df44c49e8fb0895e3dffe7%7C0%7C0%7C638327240027510815%7CUnknown%7CTWFp

bGZsb3d8eyJWljojMC4wLjAwMDAiLCJQljojV2luMzliLCJBTiI6I6k1haWwiLCJXVCI6Mn0%3D%7C2000%7C%7C%7C&sdata=h
NZaasOZ21N9SOIKa1SvQjenb8iyklWXR1fGnPa0ov0%3D&reserved=0.

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area.
That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Michelle Truong
Residing in 94124

From: Michelle.Truong@
To: [CSLC CommissionMeetings](#)
Cc: aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; [CSLC CommissionMeetings](#); phil.ginsburg@sfgov.org; shamann.walton@sfgov.org; Ramirez_Yessica@SLC; eleni.kounalakis@lgt.ca.gov; malia.cohen@sco.ca.gov; [Stephenshaw, Joe](#); minhcha2001us@
Subject: SLC: Do not extend the VTC at the CPSRA
Date: Saturday, December 2, 2023 9:37:37 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

There are many reasons—poor outcomes for permanent housing, excessive costs, and lack of clean primary power to the site—to name a few.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose. The State Parks Commission Board itself toured the area in September 2023 and noted that it had to get the first urban state park "right".

It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the State Lands Commission not to extend the VTC beyond its initial 2-year term, ending in January 2024. As representatives of the Public Trust, I implore you to uphold your duties to provide a safe, clean, invested in recreation area, as the CPSRA is intended to be.

Regards,

Michelle Truong
Residing in 94124

From: christina.velasco
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; [CSLC Commission Meetings](#); Philip.Ginsburg@sfgov.org
Subject: End the VTC experiment at Candlestick and invest in proper development
Date: Saturday, September 30, 2023 8:44:50 AM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

In 2021, HSH introduced a plan to reduce vehicular homelessness with safe parking areas, aiming to stabilize lives and connect people to housing.

However, the results have been dismal. Over 18 months (January 2022 - September 2023), of 113 VTC clients, only 15 found permanent housing. As total program costs have not been shared, at initial VTC estimates of \$15.3 million, this means that it has cost taxpayers \$1 million per permanently housed person from this program.

HSH also failed the neighborhood. Promised services like parking enforcement, preventing re-encampments, and tackling illegal dumping have been half-heartedly pursued. Moreover, HSH polluted the community by secretly operating 16 diesel generators for lighting at the site, after initially claiming it was already electrified. HSH is still seeking more diesel power permits with BAAQMD. This would add even more cancer-causing air pollution to the community.

I'm not opposed to providing services to unhoused communities. But what the city does can't be at the expense of the Bayview community, which has long borne historical discrimination and pollution, while having less access to parks and open space. The CPSRA is a vital outdoor recreation area, and should be used for that purpose.

As the city's own budget and legislative analyst writes in the BLA Report 092223, it is "by far the most expensive homeless response intervention". **It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.**

Regards,
Dr. Christina Velasco
Be kind.

Lunetta, Kim@SLC

From: Daryl.Wong@
Sent: Friday, October 6, 2023 11:24 AM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; Daryl.s.wong@
Subject: Do not extend the VTC for another 2 year term at the CPSRA

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

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It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

{{Daryl}} Wong
Residing in 94134

From: Henry.Yeh@
To: [CSLC CommissionMeetings](#)
Cc: aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; [CSLC CommissionMeetings](#); phil.ginsburg@sfgov.org; shamann.walton@sfgov.org; Ramirez_Yessica@SLC; eleni.kounalakis@lgt.ca.gov; malia.cohen@sco.ca.gov; [Stephenshaw, Joe; me@h](#)
Subject: SLC: Do not extend the VTC at the CPSRA
Date: Saturday, December 2, 2023 11:29:46 PM

Attention: This email originated from outside of SLC and should be treated with extra caution.

Dear Representatives,

I am a Bayview resident and I do not support the extension of the Vehicle Triage Center (VTC) at the Candlestick Point State Recreation Area (CPSRA) in Bayview.

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It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the State Lands Commission not to extend the VTC beyond its initial 2-year term, ending in January 2024. As representatives of the Public Trust, I implore you to uphold your duties to provide a safe, clean, invested in recreation area, as the CPSRA is intended to be.

Regards,

Henry Yeh
Residing in 94134

Lunetta, Kim@SLC

From: Kenny.Yu@
Sent: Sunday, October 8, 2023 5:16 PM
To: shamann.walton@sfgov.org; hillary.ronen@sfgov.org; rafael.mandelman@sfgov.org; dorseystaff@sfgov.org; chanstaff@sfgov.org; engardiostaff@sfgov.org; melgarstaff@sfgov.org; dean.preston@sfgov.org; cahterine.stefani@sfgov.org; ahsha.safai@sfgov.org
Cc: board.of.supervisors@sfgov.org; aaron.peskin@sfgov.org; john.carroll@sfgov.org; MayorLondonBreed@sfgov.org; shireen.mcspadden@sfgov.org; emily.cohen@sfgov.org; CSLC CommissionMeetings; Philip.Ginsburg@sfgov.org; kenny.y.yu@
Subject: Do not extend the VTC for another 2 year term at the CPSRA

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It is time to end the VTC experiment at Candlestick and invest in proper development and infrastructure in the area. That's why I urge the city not to extend the VTC beyond its initial 2-year term, ending in January 2024.

Regards,

Kenny Yu
Residing in 94134