



## Where Does The Money Go?

By George Wooding

**D**on't vote for "50% plus one" revenue measures or taxes, since the City almost never uses the money collected for the intended purposes.

San Franciscans have to become aware of the difference between ballot measures that are designated to specific projects, versus 50% plus one ballot measures that don't have anything to do with what the ballot proponent promised the public.

All, some, or none of the revenue generated by a 50% plus one ballot measures may be used for the cause the money was supposed to be used for, because the revenue generated goes straight into the General Fund, where it can be used to fund almost anything, and often is.

A designated bond or tax measure needs to receive 66.7% (two-thirds) of the vote to pass. Financial instruments such as bonds and taxes have to be linked to a specific City project. For example, the June 7 Proposition A ballot measure was a \$350 million General Obligation Bond measure strictly dedicated for paying specifically for seismic strengthening and betterment of critical community health facilities, mental health facilities, and emergency response facilities.

Fifty-percent plus one ballot measures are usually used for projects and programs that either failed to be passed as legislation at the Board of Supervisors (BOS), or are so unpopular with the public that they could not attain the two-thirds votes necessary to become either a designated revenue bond or law at the ballot box.

The recently passed Proposition B — a Charter amendment designed by District 2 Supervisor Mark Farrell, Chairperson of the BOS Budget and Finance Committee, with the help of Phil Ginsburg, General Manager of the Recreation and Parks Department (RPD) — is a great example of how a 50% plus one proposition misrepresents its purpose to the public.

Voters were told that RPD has over one billion dollars in deferred

*Cont. p. 3*

## August 16th • General Assembly

*CSFN Special Meeting*

### November Ballot Measures Meeting

August 8 • 7 PM • Northern Police Station

*CSFN General Assembly Meeting*

### November Ballot Measures (2)

August 8 • 7 PM • Northern Police Station

**NOTICE:** Per Membership Eligibility Requirements, all CSFN Member Organizations who have not yet done so need to display a copy of their current membership list to the Recording and/or Corresponding Secretary when signing in to vote on August 8 and August 16.

**REMINDER:** CSFN has moved to this electronic only format of the *Neighborhood Views* Newsletter effective August, 2016. This electronic version will be emailed to all members and will be posted on our website at csfn.net.

## Presidents Message

**O**n June 30, 2016, the Planning Commission initiated the notice period for prospective action to amend the Planning Code with the wholesale reorganization of Article 7 thereof. According to the Executive Summary, the Article 7 reorganization is a continuation of a program to restructure the entire Planning Code to make it easier to read, understand and use.



On page 2 of this newsletter is a draft of a letter which will be submitted shortly to the Planning Commission pending comments.

That will be followed up by a supplemental letter containing a small sampling of the transition of the more than 40 neighborhood commercial districts and the more than 100 commercial use characteristics and categories.

Since the proposed Article 7 changes do not make any substantive changes to the permitted or prohibited uses, if your organization is interested in substantive changes for these districts in your neighborhood, please discuss that with your District supervisor.

The proposed Article 7 legislation may be found at this [link](#):

Best Regards,

George

— George Wooding 415 695-1393

**NOTE:** A map of Neighborhood Commercial Districts — p. 4

## PROPOSED LETTER TO PLANNING COMMISSION ON ARTICLE 7

Representatives of the Coalition for San Francisco Neighborhoods (CSFN), Rose Hillson of Jordan Park Improvement Association (JPJA) and Paul Webber of Telegraph Hill Dwellers (THD) have been working together on the reorganization of Article 7 of the Planning Code [the "Code"] as more fully described below. CSFN would like to thank Mr. Starr for giving a presentation at the July 19, 2016 CSFN General Assembly (GA) meeting. We have not gathered all the comments from the draft but on a cursory level, we found where his responses were found to be acceptable. We would like to say that Mr. Starr's efforts with regard to the preparation of the Reorganization were monumental, and while we disagree with him in some instances, we are certainly not critical of his diligence or his institutional knowledge of how the Code works. He was also most cooperative in meeting with us.

### Background

On June 30, 2016, the Planning Commission of the City and County of San Francisco [the "Commission"] initiated the notice period for prospective action to amend the Code with the wholesale reorganization of Article 7 thereof [the "Reorganization"]. According to the Executive Summary for the June 30, 2016, Hearing of the Commission, the Reorganization is Phase 2 of an overall Reorganization Program to restructure the Code so that it is easier to read, understand and use. Phase 1 was the reorganization of Article 2. Phase 2 is the Reorganization so that Neighborhood Commercial Districts and Transit Districts and miscellaneous business districts use the same universal definitions and to update the format of the Zoning Control Tables.

According to the Staff, there were no substantive changes intended in the Reorganization, although there are some substantive changes proposed in the same draft ordinance as the Reorganization, primarily relating to the Noriega, Irving, Taraval and Judah Neighborhood Commercial Districts. We are not addressing those in this letter, other than to note that the changes were worked out between the Staff and the Supervisorial Staff for District 4, and, anecdotally we do not believe that true substantive outreach to affected neighborhood organizations was undertaken by that Supervisorial Staff. Mr. Starr mentioned at the CSFN-GA meeting that all neighborhood organizations would need to contact their respective supervisor for any changes to the Code.

### Goal of This Working Group

With respect to the Reorganization, our goal was to, in some fashion, provide a separate set of "eyes" as to the Staff's goal of regarding the stated purpose of the Reorganization as a clarifying reorganization to improve its usefulness but with no substantive changes. In order to do that, we concluded that it was necessary to "drill down" on the details of Reorganization proposal to see if we agreed with the Staff's conclusion of no substantive changes.

### Process of our Work

As we started to understand the magnitude of the assignment, it became apparent that, in the time allowed, and the resources available, it would be impossible to review the transition to the Ordinance from existing Code provisions for the Zoning Controls of the 4 Neighborhood Commercial Districts, the 20 Named Neighborhood Commercial Districts, the 3 Neighborhood Commercial Transit Districts and the 12 Named Neighborhood Commercial Transit Districts

[collectively, the "Districts"]. Moreover, it would be equally impossible to review the transition of the definitions of more than 100 "Commercial Use Characteristics and Categories" meaning specific activities permissible, conditionally permissible or prohibited.

### Proposed Sampling

We soon expect to take a sampling of Districts and read the Characteristics applicable to them under current Code provisions, and as contemplated by the Ordinance to see if they are in agreement. A supplemental letter regarding that will be published soon.

We will not do any kind of a review other than the sampling referred to above of any of the other Districts or of Use Characteristics and therefore make no observations or comments regarding any of them. Hence, we can give no assurance that exceptions would not have been found. Moreover, as to the specific Districts which we do sample, we will not view the actual locations of any one of them, but will limit our actions to reading the existing descriptions and control tables and the comparable ones proposed in the Ordinance. Therefore, we have no way of knowing whether (a) the actual activities being undertaken in those Districts are all conforming uses, (b) any of the permitted uses are not being undertaken and are therefore superfluous, and (c) as a matter of good planning, the specific uses within a District should be expanded or otherwise modified.

As to Use Characteristics and Categories we plan to sample, we will not tie them back to Districts to see if they were correctly recited except in the Districts we will sample as we described above, and for which we compare existing Use Characteristics and Categories as stated in the Code to those stated in the Ordinance.

### Preliminary Observations and Comments:

We note that as a consequence of the deletion of Section 316 of the Code and its integration into Section 306 of the Code, the requirement of posting of notices on relevant properties has been deleted.

We believe that that requirement is substantive and should be restored.

For each of the "Zoning Control Tables" under this Article 7, as was done for Article 2 per the Nov. 5, 2014 CSFN letter addressed to Mr. Starr from a group of neighborhood participants on Pages 1-2, the following text is suggested to be **added** for Section 701.1 ("Purpose of Article 7") on Page 82, Line 15, after "General Plan":

(a) All Districts that are provided for in Section 701 of this Code have a corresponding Zoning Control Table that details basic development standards and use controls. Zoning Control Tables for are intended to be used in conjunction with other relevant sections of the Code. Zoning Control Tables contain brief summaries of, and reference guide to, the specific rules that appear elsewhere in this Planning Code. To the extent of any inconsistency between a Table and the relevant governing sections, the latter shall control.

### Other Observations and Comments:

The Staff has been working on this project for over a year, and has the benefit of a comprehensive knowledge of all of the changes made to Article 7. And as you can see our involvement is recent and of necessity very limited. While the Staff advises us that it has held a number of outreach sessions, for the most part these have been sparsely attended. Anecdotally, we have been hearing from

## Where Does the Money Go? *Cont. from p. 1*

maintenance that needed to be fixed. Deferred maintenance is the practice of postponing maintenance activities — such as repairs on both real property (i.e., infrastructure) and personal property (i.e., machinery) — in order to save costs, to meet current budget funding levels, or to realign available budget monies.

On Monday, September 28, 2015, District 2 Supervisor Mark Farrell spoke before the West of Twin Peaks Central Council and stated, “I am here to talk about a measure to increase funding for our Recreation and Parks system. As a born-and-raised San Franciscan, I spent my summers playing in my neighborhood park. For me, this is very personal. I use our parks as a father now. As our City budget has grown, the Rec. and Parks funding has been stagnant. Our City has been ‘densifying.’ Our City may grow to as much as a million [residents]. Our parks are being used more heavily than ever. More trash, more wear and tear. Ninety-nine percent of Rec. and Parks’ maintenance response is emergency [maintenance]. Less than 1% is preventive maintenance. I am working with the Mayor’s office to add \$3 million a year to increase funding for these important public institutions.”

Under Farrell’s 50% plus one Charter amendment, all mention of park maintenance was deliberately deleted and eliminated, so there’s no guarantee the deferred maintenance backlog will be addressed with the increased revenue.

Farrell further stated, “I am not a fan of set-asides. But when I was shown the statics about Rec. and Park and see how comparatively the RPD has been hampered as the City budget has grown, it was an alarm bell for how important this is. We pass bonds for new projects but we don’t have the budget to maintain them. I’m not a big fan of set-asides. But this is a small growth, only \$3 million a year, and there is a lot of accountability built into the proposal. This seems worthwhile.”

The passage of Proposition B means that Mark Farrell has now created a \$4.5 billion budgetary set-aside over the life of the ballot measure for RPD — one of the largest set-asides in San Francisco history. It is, most certainly, not a “small” amount of money, unless you’re a venture capitalist like Farrell, or Ron Conway, or RPD Commissioner Mark Buell, a real estate investor.

Two-thirds of the General fund is used for human and health services. While the RPD budget grows fat on set-asides and fees, City health services may start to shrink, since something will have to give.

The Proposition B budgetary set-aside is simply a baseline funding requirement that directs General Funds be dedicated annually to the RPD in fixed amounts. The RPD set-aside guarantees that the agency will always have available funding and be allowed to issue revenue bonds without public oversight. The RPD also gets to geographically pick and choose where its money will be spent. It is almost certain that the parks surrounding Mark Farrell’s neighborhood will be well taken care of, having greased the squeaky wheel.

In the upcoming November election, Mayor Lee is about to dump the mother of all 50% plus one ballot measures on San Franciscans.

San Francisco’s FY 2016–2017 fiscal budget just increased by \$700 million, to \$9.6 billion. A million here, a million there and now we’re talking “real” money. What’s the difference in the City by the Bay? If passed, the City budget will have grown by 41% since 2010 - 2011. San Francisco’s annual budget is already larger than the budgets of 20

states.

The proposed City budget is also based on a sales tax increase from 8.75% to 9.50%. Ignoring for a moment the risky nature of starting out a new fiscal year budget on hoped-for, but not guaranteed, future revenue, the three-quarter percent increase is actually an 8.6% percent net increase. The increase is regressive and will disproportionately hurt low- and middle-income families, and seniors living on fixed incomes, even as San Francisco is facing a massive increase in the number of elderly. As income inequality has surged in San Francisco in recent years, the sales tax increase will contribute to the inequality by shifting the tax burden. Based on San Francisco’s median income, each San Franciscan faces an increase of approximately \$211 annually in increased sales taxes.

Any sales tax increase will also hurt small businesses disproportionately, as shoppers flock to jurisdictions outside our City limits to save money on sales taxes. You can almost write this on a rock in Golden Gate Park: The proposed sales tax increase is a bad idea, especially for San Francisco’s small businesses.

On February 10, 2016 our City Controller released a FY 2015–2016 Six-Month Budget Status Report that shows although \$172.9 million had been budgeted for sales tax revenue for the current fiscal year, only \$157.9 million had been received, a \$15 million shortfall, which may have been due to shoppers fleeing outside the City to save money, or simply less discretionary income to shop at all. An 8.6% increase of the sales tax to 9.5% might yield an additional \$14.8 million in sales taxes based on the hoped-for \$172.9 million, but not if shoppers go elsewhere, or don’t shop at all.

The sales tax increase that will be voted on in the upcoming November election will need just 50% plus one voter approval. The tax will supposedly fund public transportation and homeless services. Nobody is saying what will happen to Mayor Lee’s proposed budget if the sales tax measure fails to be passed.

Some of this money will actually go to public transportation and homeless services, but where will the rest go?

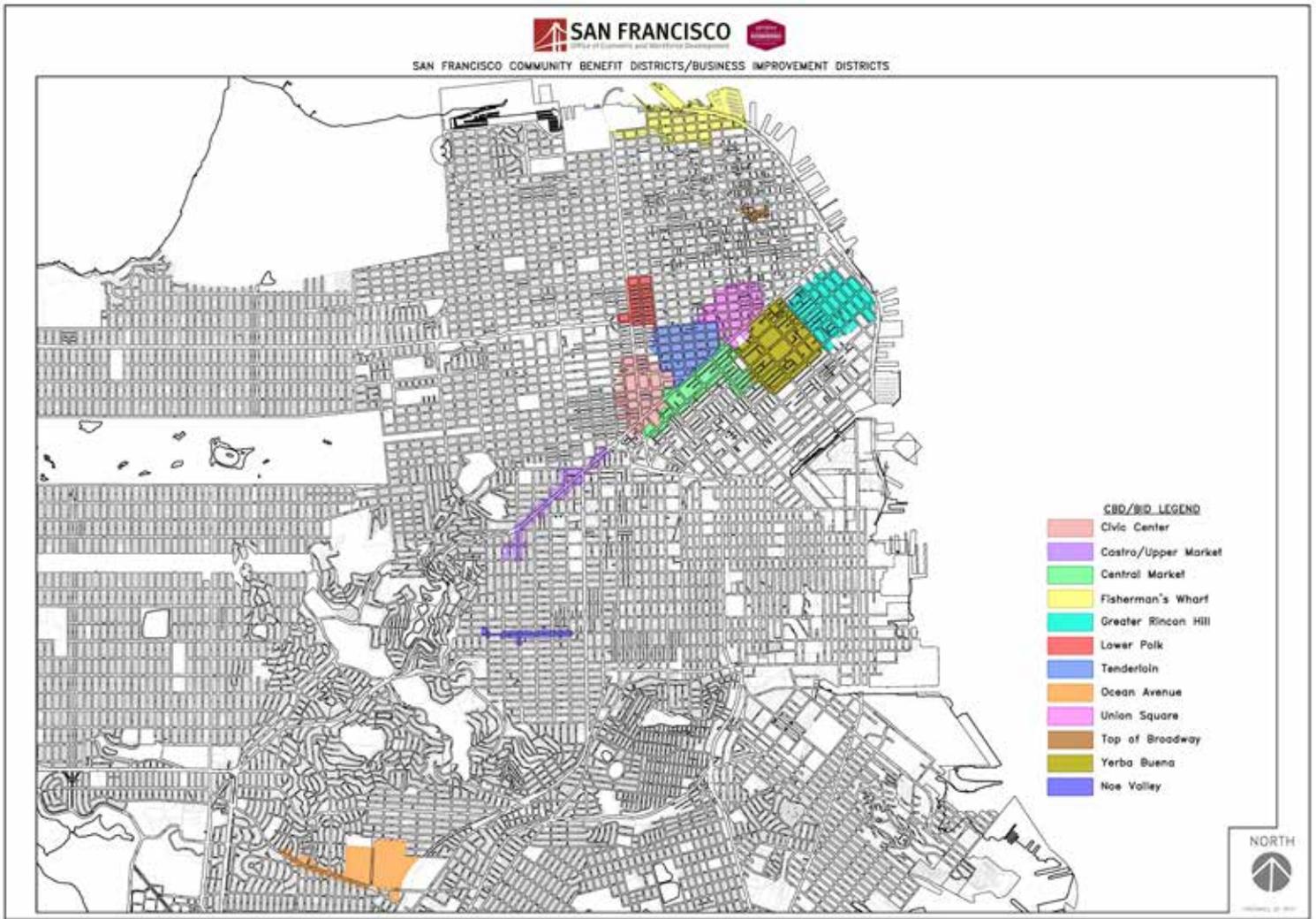
Simple math shows each San Franciscan should have received approximately \$10,700 in annual benefits. Where does the money go?

These are supposed to be the most prosperous times in San Francisco history, yet the City has a projected budget deficit of \$86 million for FY 2016–2017 and a \$161 million deficit for FY 2017–2018. The combined \$244 million deficit is worrisome. The sales tax increase won’t help much.

The City’s Humpty Dumpty budget is predicated on taxes that may, or may not, pass and an unsustainable rate of growth. Watch out for the upcoming fiscal disaster.

Under the two-year budget proposal submitted by Mayor Lee on Tuesday, May 31 there are no cuts to any City services.

The City’s workforce will grow from approximately 30,000 employees to 30,750 employees — a 4.1% increase in employees. But those are fudged numbers, that combine several part-time employees into a single “full-time equivalent” known as “FTEs,” City Hall’s favorite method of disguising the true number of City employees. In the fiscal year that ended June 30, 2015 the City actually had 39,122 full- and part-time employees. A 4.1% increase of City employees in FY 2016–2017 may potentially add another 1,600 warm bodies to the payroll, pushing the City to 40,722 employees — but that’s not including an as-yet



**Where Does the Money Go? Cont. from p. 3**

unknown number of full- and part-time employees added between July 1, 2015 and June 30, 2016.

Adding another 1,600 full- and part-time employees to the 5,139 full- and part-time additional employees hired between 2011 and June 2015 during Mayor Lee's tenure would push the total to 6,739 new hires, without counting how many more employees he added during the past fiscal year. Why did or does City government need nearly 7,000 more City employees? How sustainable will those 7,000 jobs be, come another economic meltdown?

Most of the new employees will not even be able to afford to live inside the City, given the \$3,600 per month rent for a one-bedroom apartment.

Home prices are skyrocketing as potential buyers are competing with developers and speculators. The property tax on a \$1 million house is \$18,000 annually, plus parcel taxes, and increasing water revenue bonds.

Perhaps the best example of designated bonds versus a 50% plus one ballot measure is the 2014 sugar-sweetened beverage tax. The 2014 Ordinance — Proposition E — was placed on the ballot by the Board of Supervisors. It imposed "a tax of two cents per ounce on the distribution of sugar-sweetened beverages, to

fund City-operated programs and City grants for active recreation and improving food access, health, and nutrition, and to fund San Francisco Unified School District physical education, after school physical activity, health, or nutritional programs, and school lunch and other nutritional programs."

Proposition E received 55.59% "Yes" votes, but did not reach the designated ballot measure level of 66.7% to pass. It failed, rejected by voters.

Now, Supervisor Malia Cohen will be introducing a 50% plus one measure that will impose a tax of one cent per ounce for sugar-sweetened beverages. All of the taxes collected will go into the City's General Fund.

All San Franciscans are cheated by 50% plus one ballot measures, since no one knows exactly where or how their tax money is being spent. Additionally, it becomes easier to place the City tax burden on homeowners, since more transient renters are moving into the City in ever greater numbers. Vote "No" on 50% plus one revenue measures.

Ask yourself: "Where does the money go?" Supervisor Farrell, as Chair of the BOS Budget and Finance Committee may know. But it's not likely he'll tell you where it goes.

*George Wooding, Midtown Terrace Homeowners*

# Tech Bus' Day In Court

## The Court Decision:

After numerous delays by the defendant supporting the use of public bus stops being used by private carriers, on April 28, 2016, the San Francisco City Attorney with the support of the law firm, Morrison and Forester, representing the real party in interest, Genentech, prevailed in the Google shuttle bus pilot case. Judge Garrett Wong ruled that the temporary bus program lawsuit was moot since the pilot program had ended and been replaced by a "permanent" program. Originally, the case against the pilot bus program in the City began in May 1, 2014. Plaintiffs were SEIU 1021 and a handful of local citizens. Representing SEIU 1021 were Richard Drury and Rebecca Davis, of the law firm Lozeau and Drury. After many delaying motions on the part of the defendants, the trial was finally held on November 13, 2015. The pilot program was scheduled to end on January 31, 2016. Judges are supposed to rule on cases within 90 days of the trial. But Judge Wong did not issue a ruling until April 28, well past the 90-day deadline and after the adoption of a "permanent" program, of sorts, to replace the pilot program. At the time of publication, it is not known if plaintiffs will appeal.

## The Pilot and Permanent Program:

The pilot program had "Green" placards on the buses. Now, "Blue" placards represent the permanent bus program. This "permanent" program must be reviewed in six months and only last for one year. The pilot and the permanent programs are otherwise nearly identical. The "permanent" program, however, restricts the number of stops that can be utilized by private carriers to 125 (whereas language in the pilot program indicated an unlimited number of stops could eventually be incorporated into the program). However, neither the pilot nor the "permanent" program have any restrictions on the number of shuttles that can receive the blue placards. For administration fees, private shuttles have been charged \$3.67 per stop, that charge will go up to over \$7 per stop to pay for additional enforcement of the program.

## The Tech Bus Problem:

According to [California Vehicle Code 22500](#), it is illegal for private carriers to use public bus stops. Despite this, the City of San Francisco has decided to experiment with a private bus system "sharing" public bus stops in order to reduce congestion on the highways and provide a "greener" solution for commuters. Today, approximately 8,500 people take a round trip bus to their destination to either Apple, Facebook, Yahoo, eBay, Youtube, Genentech, Google and other peninsula and South Bay companies. Employees can board their private buses at 125 different locations in San Francisco, with about 100 of those locations being at bus stop previously used exclusively by MUNI. These private buses, often with few passengers, normally get 3-10 miles per gallon. The two story buses can weigh up to three tons and can often be found illegally on streets that have heavy weight restrictions. Other infractions include blocking bike lanes, obstructing traffic and blocking bus zones. NBC Bay Area has reported this past spring that the tech shuttles have wracked up over 800 traffic violations since the start of the pilot program in 2014. Many of the violations were "moving violations". The problem has gotten so bad that SFMTA has decided to hire 50% more enforcement officers to police the problem.

## Gentrification:

The "tech buses" may be at the root of another problem with our City, that is gentrification. Young, rich, tech workers, seeking to live in neighborhoods close to private bus stops, may be linked to the



eviction and displacement of long time residents, as property owners seek to charge more in rent to those better able to pay. Property value in these areas has also increased by \$100,000 for both home and business property. Our City, faced with a ballooning budget, has been happy to accommodate the tech industry. After all, a real estate boom provides increased property taxes, which are a source of income for the City. An Environmental Impact Report (EIR) could study the overall effect of local residents leaving San Francisco, then traveling great distances to return to work. This study could see if real environmental savings are occurring by tech workers replacing long time San Francisco residents. Unfortunately, EIR's have no ability to demand change, only make suggestions.

## The Solution:

Until July 4, 2016, the [SFMTA is conducting a survey](#) that is exploring a Shuttle Hub Program. One possible location for commuter pick-up would be the Cow Palace. It would be logical that smaller buses would be used to gather tech workers and deposit them at this location, where larger buses would take them to work. Some say Google buses provide a "greener" solution than each tech worker riding a solo car to their destination. However, this analysis does not account for buses waiting long periods of time to be allowed to enter a MUNI bus stop or the fact that the diesel engines used by the shuttle buses pollute more than regular cars. Also, the [ridership](#) in these buses normally is low, having as few as 10 passengers in one private shuttle. Most importantly, the ideal solution for those that work outside of San Francisco is for them to live closer to work. Unfortunately, housing closer to work outside of San Francisco may be even harder to find than housing here. Lastly, the South Peninsula municipalities need to be convinced of the value of providing more housing for those that work nearby. The shorter the commute, the faster it will be to get to your destination on Highway 101.

Assemblyperson Travis Allen, a Republican from Orange County, sponsored Assembly Bill 61 (AB61) which would have amended the State Vehicle Code to allow private carriers to operate in public bus stops. This bill died on January 11, 2016, but Allen introduced two more bills with the same language that have not yet been heard in committee: AB 1641 and ABX1-25. Among the organizations that have opposed AB 61 and/or the other two bills are:

AFSCME -- AB 61

AFSCME District Council 57 -- AB 61

Amalgamated Transit Union -- AB 61

Bernal Heights Democratic Club -- AB 61

## Draft Minutes: General Assembly Meeting 7/19/16

1. **Call to Order.** President Wooding (MTHA) brought the meeting to order at 7:00 PM in the Northern Police Station Community Room.

a. *Quorum declared.* 21 delegates and alternates represented 18 CSFN member organizations. 5 guests signed in.

b. *Agenda approved.*

c. *Introduction of delegates and guests.* Short announcement: there will be a joint meeting of Planning and MTA noon Thursday on common issues.

d. Hosts:

1. Walter Caplan (FKNO) talked of holiday parties, boundaries, Sutro Towers and a mini hotel area due to Air BnB

2. Kate Hecht (FHCA) spoke about dealing with UCSF, which has a new President but doesn't restrict parking at its campus, and the Institute on Aging.

2. **Officers' Reports.**

a. **President Wooding ( MTHA ) has written an article for the Westside Observer titled "Where does the money go?"**

b. **1<sup>st</sup> VP Morgan (CHNA) – no report**

c. **2<sup>nd</sup> VP Bokin (SPEAK) – in handout.**

d. **Recording Secretary Head (SHARP)** said the draft minutes were in the handout and called on latecomers to sign in and show the Secretaries their membership lists. He had attended the B.O.S. Land Use Committee hearing and reported on the split between Progressives and Moderates that is holding up legislation and resulting in many ballot measures.

e. **Corresponding Secretary Rogers (PMAC)** has an article on Google Buses in the Westside Observer.

f. Treasurer Scott (PHRA) – no report.

3. **Committee Action Items**

a. *Executive* – in NL. Correction: it is a report, not minutes.

b. *Government & Elections.* Chair **Charles Head (SHARP)** Our committee met on Friday July 15 and heard about SFMTA and the sales tax. Our next committee meeting is August 5 at Taraval, and there will be a special GA for ballot measures at Northern Station on Monday August 8. We await approvals or withdrawals later this month to determine our agenda.

c. *Land Use.* Chair **Wooding** said there would be a meeting at Taraval Station on 7/25. Kathy, Eileen and Paul gave a short report on on A.D.U.s

d. *Open Space.* **Kathy Howard (SPEAK)** No report.

e. *Transportation.* Chair **Mari Eliza (EMIA)** said she was awaiting word on the Transportation Charter Amendment.

4. **Approval of the June 21, 2016 GA minutes – they were approved unanimously.**

5. **Unfinished Business** – The DTX resolution (PMAC) discussion is postponed until after Potrero Boosters' concerns are heard at the Land Use meeting July 25.

6. **New Business** – The Geary BRT emergency Resolution was introduced by Rose Hillson (JPIA), declared an emergency by a vote of 16-1-1, discussed and passed as amended by a vote of 15-1-1.

**"Resolved: C.S.F.N. opposes the project build alternative favored by CTA and Muni that requires destruction of the center median and trees of Geary Boulevard; to support certain aspects of the implementation of the TEP to improve**

**transit operation; and to join with the Planning Association for the Richmond and other organizations taking similar positions regarding the GBRT for the area West of Masonic."**

7. **Program :** Article 7 NCD Amendments. Manaka Mohan and Aaron Starr of the SF Planning Department spoke about proposed changes to the General Plan, while the Planning Code stays the same.

8. **Adjournment.** The meeting was adjourned at 9:15.

... *Charles Head (SHARP) Recording Secretary*

## Executive Committee Report • July 27, 2016

The CSFN ExCom met on Wednesday, July 27 at the Northern Station. Chair Morgan called the meeting to order at 4:40 and established a quorum, with Wooding, Boken, Head, Rogers, Scott, Clark, Harris and Zvanski present.

President Wooding reported on speaking at the joint SFMTA/ Planning special meeting on July 21. Land Use and Transportation Committees heard further information on DTX and changes to Article 7 of the Planning Code.

First VP Morgan reported that there is interest in compiling all CSFN Resolutions into an indexed document, which will be linked to the website. Several members have offered to help with this project and she will ask for additional volunteers at the August GA. Also, as we are overdue for Committee signups, she will bring in the sign up boards to the August GA.

Second VP Boken will be providing an electronic signature for resolutions and documents sent out from CSFN. Geary BRT resolution on letterhead sent to JPIA on 7/20/16. Hardcopy printed for correspondence file.

Advocacy as individual at BOS Budget and Finance Committee, BOS Rules Committee, BOS LU&T Committee, CSFN G&E, CSFN LU&T, Taraval merchants, City Attorney, D3 ADU, SFMTA Board, SFMTA Engineering Hearing, Assembly Member Ting town hall, SFMTA Lombard

Recording Secretary Head reported that fifteen of the CSFN member organizations have complied with the membership eligibility requirements to date. Those not yet in compliance will be personally contacted. As Chair of the Government and Elections Committee he is putting together the program for the August 8th and August 16 CSFN endorsement meetings. Due to many initiatives being added and deleted at the last minute, there may need to be an additional G&E meeting in August as well as the scheduled August 5 meeting.

Corresponding Secretary Rogers volunteered to chair the 2016 Holiday Dinner Committee. He also reported on the hosting organizations for the upcoming General Assemblies:

**August 8** - Special Meeting, CSFN hosts

**August 16** - Golden Gate Neighborhood Association and Greater West Portal Neighborhood Association

Treasurer Scott provided the fiscal year 2015-2016 actual expenditures to help in the preparation of the 2016-2017 Budget.

The ExCom reviewed and amended the draft budget for 2016-2017, which will be presented at the August 16 GA for approval by the delegation.

The meeting was adjourned at 6:15 pm.

—Submitted by Marlayne Morgan (CHNA)

## Land Use & Transportation Committee 5/23/16

Rose Hillson chaired the July 25, 2016 CSFN-LUC which commenced at 5:25pm at the Taraval Station.

First item on the agenda was DTX/RAB. J.R. Eppler presented what is planned in the area of North of Mission Bay, 16<sup>th</sup> Street; and between 22<sup>nd</sup> St. to Mission Bay Blvd. (a gap). He requested to not have the “trench” (separation of 16<sup>th</sup> Street with a possible 30-ft. high wall on both sides of traffic lanes with development of housing on one side and a 1-acre park on the other). He stated the City is looking at alternatives. He does not like the existing CSFN resolution that says DTX works and forget the alternatives. He stated that besides not wanting the trench, he is not supporting any plan as he does not know the alternatives yet.

Glenn Rogers presented the issue of the City should research how ever each year of delay for the DTX raises the DTX cost of the project to be built, the “loop” (in Railyard Alternative Plan) is expensive and of poor design choice especially being underground. It was unknown where the cars from the 280 removal, should that happen, would go. A Citizens Working Group of which J.R. Eppler is a part has been formed to work on this over the Summer and to go on a site visit to come up with ideas.

Ms. Boken stated there were inconsistencies between the 2015 DTX resolution CSFN approved and the 2016 resolution. A motion was passed to amend the 2016 DTX/RAB Resolution to accurately reflect the percentage of Prop H at 69.3% and that there are 10-11 rail lines. The timeframe in the 2015 resolution mentioned “no later than 2020” but the 2016 one now says “2024.” The DTX issue will come before the GA at a later time with potential new wording for the resolution.

The Committee then briefly touched on ADUs but as the legislation on that has passed, and the topic on the agenda with a deadline was Article 7, the Committee proceeded to consider Article 7. After brief comments from the Committee on Planning staff’s presentation at the General Assembly on Article 7, the Committee decided that there would be a working group formed to vet out “universal” issues -- should there be any -- with the proposed legislation. This “Article 7 Working Group” would then bundle the general concerns for Planning staff and the Planning Commission who await CSFN’s input per the Planning Commission meeting of June 30 where the proposed legislation was initiated. Per Planning Department staff’s statement at the CSFN-GA meeting of July 19, all specific changes to the draft legislation for particular NCDs need to go through the respective district supervisors. As this legislation is going to be acted upon by the Planning Commission on October 13, volunteers within CSFN and neighbors are being sought to be part of the Working Group for the various NCDs. It was suggested that a notice be sent out to the delegates so that comments can be received as soon as possible to meet the Planning Commission’s request that the neighborhoods work on this.

The meeting was adjourned at 6:50pm.

— Respectfully, Rose Hillson (JPIA)



## DTX- Point of View from the Eastern Waterfront Neighbors

“The neighborhoods deserve better,” Gerald Cauthen wrote at the end of his June 23, 2016, opinion piece in the *San Francisco Examiner*, which laid out publicly the argument he made at the June CSFN meeting that the City should abandon its study of how Caltrain may most efficiently be extended to downtown San Francisco. Unfortunately, Mr. Cauthen neglected to seek the opinions of our neighborhoods—those directly affected by Caltrain’s extension—before providing his opinion. The neighborhoods ask that you vote in opposition to the DTX motion to terminate the City’s study on how to best extend Caltrain to the Transbay Terminal.

The devil is in the details. 1999’s Proposition H, which provided environmental clearance for a Downtown Extension (“DTX”) of Caltrain, only analyzed the route from the curve into the 4th and King terminus to the Transbay Terminal. It predates California High Speed Rail (“HSR”), and thus did not consider the needs of additional trains traveling to downtown San Francisco. It predated the buildout of Mission Bay and the implementation of the Eastern Neighborhoods Plan, and thus did not consider the changes to the neighborhoods along the Caltrain corridor. And, most damningly, it fails to study how a DTX would connect to our neighborhoods’ existing Caltrain infrastructure.

The answer, as currently proposed by Caltrain and HSR, would require burying Mission Bay Boulevard and 16th, 7th and Mississippi Streets. This solution would repeat some of the worst streetscape decisions of 1960’s urban renewal, creating Geary-esque canyons of at least 30 feet in depth between our neighbors. In fact, if Mr. Cauthen got his way, these canyons would separate Potrero Hill, Dogpatch and Mission Bay from new parks being built as part of the Eastern Neighborhoods Plan.

It is also unclear that the DTX plan, when combined with HSR, would be able to adequately serve the needs of travelers between the Peninsula to San Francisco. DTX would likely require that the majority of Caltrain routes continue to terminate at 4th and King. And the DTX route does not contemplate future connections to the regional transit system.

It’s because of these very concerns with DTX that the City has undertaken a study of how it may better route Caltrain to the Transbay terminal. The study is ongoing, and until the study provides clear analysis of alternatives to DTX, it is foolhardy to plow ahead with a plan conceived without the benefit of over a decade’s worth of new information—technical, demographic or otherwise.

This is particularly true when there is very little cost to making sure we get Caltrain extension right. Despite Mr. Cauthen’s assertions, we

*Cont. to page 8*

**Letter to Planning Commission** *Cont. from p. 2*

neighborhood groups that they were not even aware of the Reorganization.

While that begs the question of who should be endeavoring to get knowledgeable people within the various Districts to undertake reviews of their own District powers and limitations, our own experience is that the materials being distributed by Staff is too summary in nature to really inform even an informed person. Because of the paucity of information contained in the handouts, the importance of what is going on is not conveyed. While the stated goal of the Reorganization is to make it easier to read and navigate, it seems not

to be all that must easier, so we must ask, "Easier for whom?"

We suggest that a different approach be taken by going Supervisorial District by District and with Planning Staff seeking engagement through a Supervisorial Staff with relevant neighborhood groups and organizations of what changes might be desirable to their "piece" of the Code, explaining to each what are the existing powers. After all, should not this exercise be undertaken as a partnership between the City agencies and the neighborhoods? That seems to have been done to a limited degree in District 4, so it should be possible elsewhere on a more comprehensive basis.

**DTX** *Cont. from p. 8*

don't presently have the funding to make DTX a reality. And time for additional environmental planning will be necessary regardless of the route taken by the trains.

The neighborhoods do deserve better. But not the neighborhoods of 1999. That is why the Eastern Waterfront Neighborhood Council, a coalition of neighborhood groups stretching from Telegraph Hill to Bayview—Hunters Point has voted to advocate for the completion of the City's study.

We are living with a rail corridor planned in 1863; likewise, generations will live with our transit decisions. Let's take the opportunity to make sure we make the right decisions about the much needed Caltrain extension to downtown San Francisco.

—J.R. Eppler is President of the Potrero Boosters Neighborhoods Assn, and writes on behalf of the Eastern Waterfront Neighborhood Council.

**COMMITTEE MEETINGS**

**Bylaws** Chair Claire Zvanski, [czvanski@hotmail.com](mailto:czvanski@hotmail.com). Ongoing meetings.

**Gov't & Elections** Chair Charles Head, [charleshead@hotmail.com](mailto:charleshead@hotmail.com). 6pm, second Friday, Taraval Police Station.

**Land Use & Housing** Chair, George Wooding, [gswooding@gmail.com](mailto:gswooding@gmail.com). Ongoing meetings

**Open Space** Chair Nancy Wuerfel, [nancenumber1@aol.com](mailto:nancenumber1@aol.com), 731-6432, Co-chair Ramona Albright, 621-9621. Ongoing meetings.

**Transportation** Chair Mari Eliza, [mari.eliza@sbcglobal.net](mailto:mari.eliza@sbcglobal.net). Ongoing meetings.

**Water Task Force** • Chair Joan Girardot, [csfnwatertaskforce@gmail.com](mailto:csfnwatertaskforce@gmail.com), 346-5525. Ongoing meetings.

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To Submit Articles: Email articles by the 3rd (third) of the month to: Newsletter Editor (2nd VP) in Microsoft Word-compatible document (i.e. no pdf's) in-line or as attachment. Articles reflect the opinions of the submitter, not necessarily the opinion of the CSFN. We invite material from member organizations as well as rebuttal to articles already printed. We reserve the right to edit where necessary.

**Tech Buses** *Cont. from p. 5*

California Alliance for Retired Americans -- AB 61

California Council of the Blind -- AB 61

California Walks -- AB 61

D5 Action -- AB 61

District 8 Democratic Club -- AB-1641 and ABX1-25

FDR Democratic Club -- all

Gray Panthers of San Francisco -- AB 61

Haight Ashbury Neighborhood Council -- All

Harvey Milk Democratic Club -- AB 61

Hayes Valley Neighborhood Association -- AB 61

Pacific Felt Factory -- AB 61

Potrero Hill Democratic Club -- AB 61

Progressive Democrats of America SF Steering Committee -- AB 61

Protect Noe's Charm -- AB 61

Richmond District Democratic Club

San Francisco Green Party -- AB 61

San Francisco Senior and Disability Action -- AB 61

San Francisco Tomorrow -- AB 61

San Francisco Latino Democratic Club

Save Muni -- AB 61

SEIU -- All

TWU Local 250a (Muni operators) -- AB 61

Unite Here Local 2 -- AB 61

United Educators of San Francisco -- AB 61

Upper Noe Neighbors -- AB 61

**ExComm—How to Reach Us:**

**President:** George Wooding • [gswooding@gmail.com](mailto:gswooding@gmail.com) • 695-1395

**1st VP:** Marlayne Morgan • [marlayne16@gmail.com](mailto:marlayne16@gmail.com)

**2nd VP:** Eileen Boken • [aeboken@gmail.com](mailto:aeboken@gmail.com)

**Recording Secretary:** Charles Head • [charleshead@hotmail.com](mailto:charleshead@hotmail.com)

**Corresponding Secretary:** Glenn Rogers • [alderlandscape@comcast.net](mailto:alderlandscape@comcast.net)

**Treasurer:** Greg Scott • [lgscpa@icloud.com](mailto:lgscpa@icloud.com)

**Member-at-Large:** Penny Clark • [penelopeclark@yahoo.com](mailto:penelopeclark@yahoo.com)

**Member-at-Large:** Mary Harris [maryharris\\_dist11@msn.com](mailto:maryharris_dist11@msn.com)

**Member-at-Large:** Claire Zvanski [czvanski@hotmail.com](mailto:czvanski@hotmail.com)

**CORRECTIONS TO NEWSLETTER**

Turn in written submissions to ExCom Chair ([marlayne16@gmail.com](mailto:marlayne16@gmail.com))



## **August 16, 2016 • CSFN GENERAL ASSEMBLY AGENDA**

**6:30 I. Sign In and Refreshments**

**7:00 II. Call to Order/ Ascertain Quorum**

**A. Introduction of Delegates and Guests / Short Announcements**

**B. Hosts**

- 1. Golden Gate Neighborhood Association**
- 2. Greater West Portal Neighborhood Association**

**7:15 III. Officers' Reports**

- A. President**
- B. Vice Presidents**
- C. Secretaries**
- D. Treasurer**

**7:30 IV. Committee Action Items—written reports in Newsletter**

- A. Executive**
- B. Bylaws**
- C. Dinner**
- D. Government & Elections**
- E. Land Use & Housing**
- F. Open Space**
- G. Transportation**

**7:45 V. Approval of July, 20, 2016 Minutes**

**8:00 VI. Unfinished Business**

**8:15 VIII. Program- Government and Election Committee Presents November Ballot Measures**

**8:45 VII. New Business**

**9:15 IX. Adjournment**