

File 100192

Petitions and Communications received from February 13, 2010, through February 22, 2010, for reference by the President to Committee considering related matters or to be ordered filed by the Clerk on March 2, 2010.

From Police Department, submitting request for release of reserved funds in the amount of \$14,112,750 for the purpose of supporting the COPS Hiring Recovery Program.
Copy: Budget and Finance Chair, Clerk (1)

From SF Bay Conservation and Development Commission, submitting the 2009 annual report. Copy: Each Supervisor (2)

From T-Mobile, submitting notification letter of a proposed cellular site at 405 Valencia Street. (3)

From T-Mobile, submitting notification letter of a proposed cellular site at 2155 Webster Street. (4)

From Ziggy Tomcich, regarding muni management. (5)

From Fredrick Schermer, regarding transportation and economics in Bayview Hunters Point. (6)

From Residential Rent Stabilization and Arbitration Board, submitting their efficiency plan for FY2010-2011. (7)

From Juliet Belkin, requesting a stoplight is placed at the busy intersection of 26th Avenue and Geary Boulevard. (8)

From concerned citizens, submitting support for a Charter amendment that would make the pay scale for MUNI operators subject to collective bargaining. 2 letters (9)

From Joe Belen, regarding the Graffiti Task Force. (10)

From concerned citizens, regarding the importance of Jimmy's Old Car Picnic in Golden Gate Park. 2 letters (11)

From PUC Purchasing Department, submitting request for waiver of Administrative Code Chapter 12B for Dellner Couplers Inc. (12)

From concerned citizens, concerning the lighting for the proposed Beach Chalet Soccer Field Project. 2 letters (13)

From Verna Shaheen, submitting opposition to any plan for artificial turf in Golden Gate Park, along with a great number of lights for the purpose of soccer fields near the Beach Chalet. (14)

From Carol Antraccoli, regarding the condition of Silver Avenue between Mission Street and San Bruno Avenue. (15)

From Office of the Mayor, requesting Supervisors Chiu, Mirkarimi, Campos, Avalos, and Mar to withdraw the proposed initiative ordinance requiring police foot patrols. Copy: Each Supervisor (16)

From Floyd Grandell, submitting opposition to legislation that mandates earthquake repairs. (17)

From Chris Coghlan, suggesting all city workers take a 5% pay cut. (18)

From Perrie & Janice Costa, regarding the recology dump site at Ostrom Road in Wheatland, CA. (19)

From Karen Grijalva, regarding the recent police crackdowns and arrests for soliciting in the Polk Street area. (20)

From Arthur Evans, regarding the public safety crisis in the Haight and other neighborhoods. 2 letters (21)

From Gloria Yee, regarding MUNI proposed budget cuts. (22)

From James Corrigan, regarding budget reductions in the Fire Department. (23)

From Jay Sath, regarding a recent MUNI accident. (24)

From Michael Adams, concerning prohibiting smoking in enclosed areas, certain unenclosed areas, and sports stadiums. File No. 091443 (25)

From Kimo Crossman, submitting questions about the Google Fiber experiment and the Committee on Information Technology. 2 letters (26)

From State Office of Historic Preservation, notifying the Board of Supervisors that One Lombard Street was placed on the National Register of Historic Places. Copy: Each Supervisor (27)

From State Public Utilities Commission, submitting notice that Pacific Gas & Electric Company has filed an application requesting changes to its electric rates effective January 1, 2011. Copy: Each Supervisor (28)

From Tim Giangioffe, regarding the homeless shelters in San Francisco. 2 letters (29)

From Office of the Controller, submitting the biannual and monthly overtime report for FY2009-2010. (30)

From David Guldman, regarding the permanent homeless encampment on Stevenson Street (between Duboce Avenue and McCopin Street). (31)

From Thomas Carter, regarding student habitual truancies. (32)

From concerned citizens, submitting opposition to proposed legislation concerning discretionary review reform for a two-year trial period. 7 letters (33)



GAVIN NEWSOM
MAYOR

POLICE DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO

THOMAS J. CAHILL HALL OF JUSTICE
850 BRYANT STREET
SAN FRANCISCO, CALIFORNIA 94103-4603



GEORGE GASCÓN
CHIEF OF POLICE

*orig Jay
c: John Sup Avalos, c page*

February 9, 2010

President David Chiu
Board of Supervisors
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2010 FEB 10 AM 11:29
BY SIS

Re: Request to release \$14,112,750 in reserved funds

Dear President Chiu:

The San Francisco Police Department requests the release of reserved funds in the amount of \$14,112,750 for the purpose of supporting the COPS Hiring Recovery Program.

As part of the accept and expend process for the COPS Hiring Recovery Program grant, an amendment to the Annual Salary Ordinance (Ordinance # 233-09, File # 091169) was approved by the Board of Supervisors on November 3, 2009. Funding in the amount of \$16,562,750 was appropriated through the acceptance of the grant to support the creation of 50 grant-funded police officer positions for 36 months.

A portion of the appropriated funds (\$14,112,750) was placed on Budget and Finance Committee reserve, and the department was requested to provide a report regarding its community policing strategies and the use of personnel hired through the COPS Hiring Recovery Program to meet these strategies. The requested report has been provided, and the department now requests that the \$14,112,750 in reserved funds be released.

Please contact Ken Bukowski, the department's Chief Financial Officer, at 553-1425 if you have any questions regarding this request.

Thank you for your assistance with this matter.

Sincerely,

GEORGE GASCÓN
Chief of Police

Cc: Supervisor John Avalos, Budget and Finance Committee Chair
Ben Rosenfield, Controller's Office
Greg Wagner, Mayor's Office

(1)



Making San Francisco Bay Better

BOS-11
cpage

Rec'd
2/12/10

February 9, 2010

COMMISSION MEMBERS

- R. Sean Randolph, *Chair*
- Anne Halsted, *Vice Chair*
- James T. Chappell, *Alternate*
- Brian Baird
- Amy Vierra, *Alternate*
- Tom Bates
- Ed Balico, *Alternate*
- Valerie Brown
- Efren Carrillo, *Alternate*
- David Chiu
- Karen Finn
- Geoffrey Gibbs
- John Giola
- Gayle Uilkema, *Alternate*
- Larry Goldzband
- Richard Gordon
- Carole Groom, *Alternate*
- Jane Hicks
- Cameron Johnson, *Alternate*
- Colleen Jordan Hallinan
- Alice Lal-Bitker
- Beverly Johnson, *Alternate*
- Joan Lundstrom
- Pete Sanchez, *Alternate*
- Sophie Maxwell
- Mark Addiego, *Alternate*
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- Susan Adams, *Alternate*
- Jim McGrath
- Stan Moy
- Barry Nelson
- Sanjay M. Ranchod, *Alternate*
- Mike Reagan
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LEGISLATIVE MEMBERS

- Senator Elaine Alquist
- Charles Taylor, *Alternate*

EXECUTIVE DIRECTOR

- Will Travis

DEPUTY ATTORNEY GENERAL

- Alice Busching Reynolds

The Honorable Arnold Schwarzenegger, Governor
Honorable Members of the California Legislature:

SUBJECT: 2009 Annual Report

I am pleased to provide you with the 2009 annual report of the San Francisco Bay Conservation and Development Commission (BCDC). This report summarizes the activities we have carried out to implement the McAteer-Petris Act, the Suisun Marsh Preservation Act, the federal Coastal Zone Management Act, and the California Oil Spill Prevention and Response Act. We hope this brief report demonstrates how BCDC is aggressively addressing the impacts of climate change as we fulfill our dual obligations to make San Francisco Bay a more productive estuarine ecosystem and to advance the economic vitality of the region that surrounds the Bay.

BCDC was established in 1965 as the nation's first state coastal management agency. Under the Commission's stewardship, the century-long diking, draining and filling that had reduced the Bay's size by one-third has ended. Over the past 44 years 24.5 square miles of Bay habitat have been restored, public trails and parks have been opened along 117 miles of the Bay shoreline, and nearly \$17 billion in productive waterfront development has been built. Last year alone we approved \$500 million in new development, which will make another 1.5 miles of the Bay's waterfront available for public use and enjoyment. The wetland restoration projects we approved in 2009 will enlarge the Bay by 174 acres.

Although BCDC was created primarily to prevent the Bay from getting still smaller from unneeded landfill projects, global warming has presented a new challenge for us: accelerated sea level rise that will make the Bay larger threatens waterfront communities, infrastructure and businesses. To help the public understand this problem, we have produced maps showing the low-lying areas around the Bay that are vulnerable to flooding. These and other efforts have inspired the Bay region to take a leadership role in addressing climate change both by embracing aggressive measures to reduce greenhouse gases and by preparing to adapt to the unavoidable impacts of global warming in an integrated and comprehensive climate change strategy for the Bay Area.

Despite the long-term strength and resiliency of the Bay Area's economy, our region has not been able to escape the impacts of the world-wide economic recession. The pace of development around the Bay has slowed markedly. As a result, last year we processed only 44 regulatory applications, the same number we had handled in 2008 and the second lowest annual level in our history.

2

The State of California's fiscal crisis has also had a significant impact on our operations. To address a 9.5 percent reduction in our General Fund support we built on the efforts we initiated in 2008 to implement a proactive \$100,000 expenditure reduction plan. We also redoubled our efforts to secure grants, reimbursements and other special funding to help BCDC absorb the cutbacks in state funding. We have also been able to attract young professionals to work for us as volunteer interns. Over the past year these dedicated individuals provided us with over 32 months of unpaid service in a wide range of specialties ranging from legal research and policy analysis to geographic information system development and coastal management.

Despite our effort to mitigate the impact of the State's financial situation on our operations, the overall reduction in funding support has slowed our processing of permit applications, forced us to curtail some enforcement activities, prevented us from achieving all the objectives in our strategic plan, caused us to cancel more than half our scheduled Commission meetings, and resulted in unavoidable inconvenience to the public and a deterioration in the quality of service we provide.

Our greatest fiscal challenge came last spring when we faced a proposal in the May revision of the Governor's 2009-10 budget that called for the elimination of BCDC as a state department and assumption of financial support for our operations by an unspecified regional entity. To assess the viability of this proposal we arranged for an independent analysis of BCDC's role in government and an investigation of a variety of alternative means of funding our operations. The resulting report, which was produced at no cost to the state, concluded that overall it is best that BCDC remain a state agency and that there is no feasible immediate reliable source of funding for BCDC other than the General Fund. The independent evaluation was submitted to the Governor and the Legislature for consideration in the development of the 2010-11 fiscal year budget.

In addition to the attached statistical summary of our work in 2009, following are some of our most important accomplishments last year.

- We continued our well-received and much publicized transformation of BCDC from an agency that deals primarily with Bay management into an international leader in the development of a regional climate change strategy with particular emphasis on sea level rise. As part of this initiative in 2009 we accomplished the following:
 - As a major component of our ongoing program to keep the *San Francisco Bay Plan*, which guides us in making our regulatory decisions, up-to-date and based on the best scientific information, we continued our revision of the Plan to address climate change. The proposed revisions in the Plan were based on a staff report released in April 2009 entitled, *Living With A Rising Bay: Vulnerability And Adaptation In San Francisco Bay And On The Shoreline*.
 - To encourage broad public involvement in the development of our climate change policies, we held four public hearings and a public workshop, three special workshops for local governments, and partnered with the National Oceanic and Atmospheric Administration (NOAA) in holding two all-day workshops to provide assistance to local governments in their planning for climate change impacts.
 - To take advantage of the Netherlands' centuries of experience in protecting low-lying areas from flooding, we entered into a unique partnership with an alliance of Dutch consultants, universities and institutions. Using funding provided by the Dutch government, the team assessed sea level rise vulnerabilities in the Bay Area and offered its ideas on how to best deal with these problems. The study's conclusions were presented in San Francisco in September 2009 at an international symposium.

- Using financial support provided by NOAA, we sponsored an international design competition to generate innovative design solutions, effective ideas and strategies for adapting to the impacts of sea level rise when building communities and managing natural resources along the San Francisco Bay shoreline. An international jury of experts selected six grand prize winners from the 130 submissions received from 18 countries.
 - We worked with our sister agencies in the California Natural Resources Agency in formulating the ocean and coastal resources component of the California Climate Adaptation Strategy.
 - We helped underwrite a feature article in the magazine *Bay Nature* describing the impact of climate change on the Bay Area ecosystem.
 - The Commission issued a legal report explaining how the public trust doctrine relates to strategies for addressing climate change and sea level rise.
 - We partnered with the San Francisco Estuary Partnership to secure a \$600,000 federal grant to study the resilience of Bay Area wetlands to climate change. This grant resulted from the U.S. Environmental Protection Agency's designation of the Bay as one of six pilot projects in the EPA's Climate Ready Estuaries Program.
 - The U.S. Army Corps of Engineers is providing a \$300,000 grant for BCDC to work with the U.S. Geological Survey to study sediment transport in the Bay because an adequate supply of sediment is essential so wetlands can adapt to sea level rise.
 - BCDC was again selected to host a NOAA Coastal Fellow who is promoting local planning for adaptation to climate change.
- We addressed the following significant regulatory issues last year:
- We issued a permit to Caltrans for the seismic retrofit of the Dumbarton Bridge.
 - We issued a permit for the construction of a new ferry terminal in the Oyster Point Marina in South San Francisco.
 - We authorized the construction of an aquatic recreational facility in Oakland along the shoreline of the Oakland-Alameda Estuary.
 - We authorized the U.S. Fish and Wildlife Service to undertake a marsh enhancement project along the northern shoreline of San Pablo Bay in Sonoma County.
 - We approved the expedited authorization of four levee improvement projects to meet the Federal Emergency Management Agency's flood protection requirements in San Mateo County. Swift authorization and construction of these projects avoided the need for homeowners in the community of Redwood Shores to purchase expensive flood insurance.
 - We held a public hearing on a permit application from the California Department of Corrections and Rehabilitation to expand San Quentin State Prison in Marin County. Rather than meet BCDC's public access requirements, the Department redesigned the project so it could be built inland of the Commission's regulatory jurisdiction.
 - We agreed that a Caltrans payment of \$1,194,000 to the U.S. Fish and Wildlife Service to enhance public access in the South Bay Salt Pond Restoration Project would resolve a long-standing enforcement problem at the Dumbarton Bridge.
 - We approved three stipulated agreements to resolve violations at two restaurants on the San Francisco waterfront and one on the Emeryville shoreline. We also issued a cease and desist order to address violations in Alviso Slough in the City of San Jose.

- We advanced our commitment to make our regulatory program as efficient, effective and expeditious as possible by amending our regionwide permits so they pre-authorize a wider range of projects and activities.
- We continued the many partnerships we have with other organizations to leverage our capabilities and integrate our programs with complementary efforts. Among the most important of these efforts were the following:
 - In 2009 BCDC became a voting member of the regional Joint Policy Committee, which is coordinating efforts of the four Bay Area regional agencies that have responsibility for air quality, transportation and land use planning and Bay management in developing a regional climate change strategy. As part of our responsibilities we ratified the policies the Committee developed for the implementation of SB 375 in the Bay Area.
 - Recognizing that San Francisco Bay and the Sacramento-San Joaquin Delta are a single estuarine system that requires an integrated management approach, we intensified our efforts to coordinate planning for the Bay and the Delta by receiving briefings on the formulation of the Delta Vision Strategic Plan, the Bay Delta Conservation Plan, and the water and Delta legislative package enacted in late 2009.
 - We revised our policies that govern the operations of the Commission's Citizens Advisory Committee and our Science and Technical Advisory Committee to make these committees more effective in assisting us in carrying out our mandated responsibilities.
 - We advanced close coordination with the newly-established San Francisco Bay Restoration Authority by recommending that the Association of Bay Area Governments appoint local government representatives to the Authority who are also members of BCDC.
 - We approved a number of strategies aimed at strengthening our relationships with non-governmental organizations.
 - NOAA's Office of Ocean and Coastal Resource Management conducted an evaluation of BCDC's performance in implementing the Bay segment of the California Coastal Management Program. The draft evaluation results, which were released in late 2009, were highly positive.

As we look forward to BCDC's 45th anniversary in 2010, we are most pleased to draw to your attention a four-hour KQED public television documentary entitled, "Saving the Bay," which was broadcast in northern California in 2009. Narrated by Robert Redford, the series chronicles the history of the Bay since the last ice age and vividly describes to today's public why Californians made the historic decision to save San Francisco Bay through the establishment of BCDC in the 1960's.

As yet another oil spill in the Bay demonstrated last year, the job of protecting the Bay is never done. We are proud to inherit the responsibility for continuing to save the Bay and we welcome the challenges and opportunities we face as we try to make the Bay better for future generations.

Sincerely,



R. SEAN RANDOLPH
Chair

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

50 California Street • Suite 2600 • San Francisco, California 94111 • (415) 352-3600 • Fax: (415) 352-3606 • www.bcdc.ca.gov

2009 ANNUAL REPORT

SUMMARY OF PERMITS, FILL AND MITIGATION ¹									
Year	Major Permits ¹		Minor Permits ²		Permit amend- ments	Net change in Bay surface ³ (acres)	Total Project cost ⁴ (\$000,000)	Public access (acres)	Public access (miles)
	granted	denied	granted	denied					
1970	12	1	66	0		- 72.0			
1971	26	4	61	0		- 25.1			
1972	12	3	80	0		- 7.0			
1973	17	1	71	0		- 4.4			
1974	20	0	107	1		+ 274.0			
1975	10	0	87	0		+ 5.0	100		
1976	14	0	110	0		- 2.2	43		
1977	20	0	116	0	104	+ 16.8	100	21.4	
1978	23	1	104	4	90	- 1.9	152	46.1	9.6
1979	34	0	120	2	103	+ 3.4	93	25.1	
1980	19	1	105	1	101	+ 30.0	470	134.0	
1981	23	0	134	0	125	+ 44.5	130	42.2	
1982	26	0	104	0	115	+ 262.0	379	27.0	5.0
1983	23	0	105	0	131	+ 5.0	395	26.0	6.0
1984	15	3	135	0	130	+ 12.0	97	12.0	7.0
1985	15	1	98	0	104	+ 60.0	200	35.0	6.3
1986	20	0	108	0	112	+ 11.0	639	35.0	5.1
1987	16	2	108	0	104	- 2.0	68	6.0	1.1
1988	17	1	119	2	137	+ 152.2	125	3.3	0.9
1989	17	0	114	1	144	+ 1.7	107	12.7	1.5
1990	17	1	112	0	151	- 1.5	127	12.7	2.0
1991	8	1	61	0	163	- 0.7	400	4.0	5.6
1992	10	1	84	0	140	- 1.6	97	10.4	1.9
1993	8	1	89	0	122	+ 50.1	26	0.2	0.3
1994	11	1	114	0	96	+ 1.6	383	264.0	6.9
1995	15	0	72	0	107	+ 549.6	136	2.8	0.9
1996	7	0	93	0	97	- 1.0	60	3.1	2.2
1997	14	2	109	0	94	+ 75.0	733	14.1	2.9
1998	15	1	109	0	130	+ 38.5	518	16.4	3.3
1999	10	0	103	0	124	+ 258.0	828	67.2	8.4
2000	21	0	85	0	141	+ 112.4	4,640	40.0	1.9
2001	14	0	67	0	67	+ 5,649.3	2,770	34.8	11.1
2002	6	0	75	0	103	+ 1.1	118	2.5	0.5
2003	11	0	59	0	79	+ 118.7	471	28.8	3.8
2004	7	0	74	0	95	+ 493.0	408	11.2	1.5
2005	8	0	57	0	93	+ 3,807.0	382	3.4	4.5
2006	1	0	35	0	114	+ 70.0	169	0.7	0.4
2007	8	0	52	0	71	+ 2,560.0	459	3.5	9.7
2008	5	0	39	0	73	+961.0	552	12.7	6.5
2009	4	0	40	0	74	+174	500	1.5	0.2
TOTAL	579	26	3,581	11	3,634	+ 15,677.5	\$16,875	959.8	117.0

¹Projects authorized by permits and federal consistency concurrences. Some authorized projects have not been built, and some projects may have been changed pursuant to subsequent permit amendments.

²Smaller projects approved administratively or under regionwide permits.

³The area of the Bay created or restored, including salt ponds converted to tidal action, less the area of the Bay authorized to be filled in major permits and major consistency determinations through 1987 and significant administrative permits and amendments thereafter.

⁴Major and minor permits only.

**SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
2009 ANNUAL REPORT**

SUMMARY OF ENFORCEMENT ACTIVITIES	
Caseload at the beginning of 2009:	137
New cases opened in 2009:	37
Cases closed in 2009:	36
Caseload at the end of 2009:	138
Cease and Desist Orders issued:	3
Cases referred to the Attorney General:	0
Civil penalties received:	\$48,450

WORK PROGRAM AND BUDGET				
WORK PROGRAM	FY 08-09		FY 09-10	
	PY	\$000	PY	\$000
Core Program				
Permits/Consistency Determinations	10.1	1,173	10.1	1,099
Enforcement	2.0	239	2.0	224
General Planning	5.9	659	5.9	617
Executive, Legal and Legislative Support	5.6	740	5.6	693
Administration, Commission and Clerical Support	10.0	1,190	10.0	1,114
Total, Core Program	33.6	\$4,001	33.6	\$3,747
Special Fund Projects				
Enforcement (Bay Fill Clean-up Fund)	0.2	15	0.7	190
Permits (Federal Coastal Act Grant)	1.0	148	1.0	150
Enforcement (Federal Coastal Act Grant)	0.3	49	0.3	49
Assessment and Strategy (Federal Coastal Act Grant)	0.5	85	0.2	30
Climate Change (Federal Coastal Act Grant)	0.4	40	0.6	125
Water Quality (Federal Coastal Act Grant)	0.1	10	0.1	18
Federal Coastal Impact Assistance Program	0.0	0	0.0	194
Transportation Planning (Metropolitan Transportation Commission)	1.1	170	1.7	270
Oil Spill Prevention and Response Planning (Department of Fish and Game)	0.9	177	0.9	183
Transportation Project Review (Caltrans)	1.9	313	1.7	368
Wetland Restoration Planning (State Coastal Conservancy)	0.0	37	0.0	35
Total, Special Fund Projects	6.6	1,044	7.2	1,612
TOTAL PROGRAM	40.2	\$5,045	40.8	\$5,359
BUDGET				
Expenditures				
Personal Services		3,673		3,381
Operating Expenses and Equipment		1,372		1,978
Total Expenditures		\$5,045		\$5,359
Revenue				
General Fund		4,001		3,747
Bay Fill Clean-up and Abatement Fund		15		190
Reimbursements from Federal Grants		332		288
Reimbursements from Other Sources		697		1,134
Total Revenues		\$5,045		\$5,359



T-Mobile West Corporation
a subsidiary of T-Mobile USA Inc.
Engineering Development
1855 Gateway Boulevard, 9th Floor
Concord, California 94520

February 2, 2010

Anna Hom
Consumer Protection and Safety Division
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2010 FEB 16 AM 10:26
BY [Signature]

RE: T-Mobile West Corporation as successor in interest to Omnipoint Communications, Inc. d/b/a T-Mobile (U-3056-C) Notification Letter for T-Mobile Site No. SF23268B & SF13166B

This letter provides the Commission with notice pursuant to the provisions of General Order No. 159A of the Public Utilities Commission of the State of California (CPUC) that with regard to the project described in Attachment A:

- (a) T-Mobile has obtained all requisite land use approval for the project described in Attachment A.
- (b) No land use approval is required because Project is exempt from land use approval for T-Mobile because the DAS provider has obtained all necessary permits.

A copy of this notification letter is being sent to the local government agency identified below for its information. Should there be any questions regarding this project, or if you disagree with the information contained herein, please contact Joni Norman, Senior Development Manager, for T-Mobile, at (925) 521-5987, or contact Ms. Anna Hom of the CPUC Consumer Protection and Safety Division at (415) 703-2699.

Sincerely,

Joni Norman
Sr. Development Manager
T-Mobile West Corporation
a subsidiary of T-Mobile USA Inc.

Enclosed: Attachment A

cc: City of San Francisco, Attn: Planning Director, 1 Carlton B. Goodlett Place, San Francisco, CA 94102
City of San Francisco, Attn: City Manager, 1 Carlton B. Goodlett Place, San Francisco, CA 94102
City of San Francisco, Attn: City Clerk, 1 Carlton B. Goodlett Place, San Francisco, CA 94102

ATTACHMENT A

1. Project Location

Site Identification Number: SF23268B & SF13166B
Site Name: Noe Valley DAS I & II
Site Address: 405 Valencia St, San Francisco, CA 94103
County: San Francisco
Assessor's Parcel Number: 3554-029
Latitude: 37° 44' 44.32 N
Longitude: 122° 26' 23.96" W

2. Project Description

Number of Antennas to be installed: none
Tower Design: Rooftop
Tower Appearance: T-Mobile equipment cabinets to be placed in the basement of an existing hotel. Proposed equipment would be connected by fiber optic to a remote previously approved (DPW Approval # 09WR-0001) wireless DAS facility located on Broadway.
Tower Height: 25 feet building
Size of Buildings: 6' x 15'

3. Business Addresses of all Governmental Agencies

City of San Francisco
Attn: Planning Director
1 Carlton B. Goodlett Place
San Francisco, CA 94102

City of San Francisco
Attn: City Manager
1 Carlton B. Goodlett Place
San Francisco, CA 94102

City of San Francisco
Attn: City Clerk
1 Carlton B. Goodlett Place
San Francisco, CA 94102

4. Land Use Approvals

Date Zoning Approval Issued:

Land Use Permit #:

If Land use Approval was not required: Project is exempt from land use approval for T-Mobile because the DAS provider has obtained all necessary permits.

T-Mobile

T-Mobile West Corporation
a subsidiary of T-Mobile USA Inc.
Engineering Development
1855 Gateway Boulevard, 9th Floor
Concord, California 94520

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2010 FEB 16 AM 10:26
PN

February 2, 2010

Anna Hom
Consumer Protection and Safety Division
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102

RE: T-Mobile West Corporation as successor in interest to Omnipoint Communications, Inc. d/b/a T-Mobile (U-3056-C) Notification Letter for T-Mobile Site No. SF53443C

This letter provides the Commission with notice pursuant to the provisions of General Order No. 159A of the Public Utilities Commission of the State of California (CPUC) that with regard to the project described in Attachment A:

- (a) T-Mobile has obtained all requisite land use approval for the project described in Attachment A.
- (b) No land use approval is required because Project is exempt from land use approval for T-Mobile because the DAS provider has obtained all necessary permits.

A copy of this notification letter is being sent to the local government agency identified below for its information. Should there be any questions regarding this project, or if you disagree with the information contained herein, please contact Joni Norman, Senior Development Manager, for T-Mobile, at (925) 521-5987, or contact Ms. Anna Hom of the CPUC Consumer Protection and Safety Division at (415) 703-2699.

Sincerely,



Joni Norman
Sr. Development Manager
T-Mobile West Corporation
a subsidiary of T-Mobile USA Inc.

Enclosed: Attachment A

cc: City of San Francisco, Attn: Planning Director, 1 Carlton B. Goodlett Place, San Francisco, CA 94102
City of San Francisco, Attn: City Manager, 1 Carlton B. Goodlett Place, San Francisco, CA 94102
City of San Francisco, Attn: City Clerk, 1 Carlton B. Goodlett Place, San Francisco, CA 94102

4

ATTACHMENT A

1. Project Location

Site Identification Number: SF53443C
Site Name: Marina DAS
Site Address: 2155 Webster St, San Francisco, CA 94115
County: San Francisco
Assessor's Parcel Number: Lots 034, 037, & 038 in Assessor's Block 0629
Latitude: 37° 47' 24.90 N
Longitude: 122° 25' 56.82" W

2. Project Description

Number of Antennas to be installed: none
Tower Design: Rooftop
Tower Appearance: T-Mobile equipment cabinets to be placed on the roof of an existing commercial building. Proposed equipment would be connected by fiber optic to a remote previously approved (DPW Approval # 09WR-0003) wireless DAS facility located on Broadway.
Tower Height: 132 feet building
Size of Buildings: 50 sq feet

3. Business Addresses of all Governmental Agencies

City of San Francisco
Attn: Planning Director
1 Carlton B. Goodlett Place
San Francisco, CA 94102

City of San Francisco
Attn: City Manager
1 Carlton B. Goodlett Place
San Francisco, CA 94102

City of San Francisco
Attn: City Clerk
1 Carlton B. Goodlett Place
San Francisco, CA 94102

4. Land Use Approvals

Date Zoning Approval Issued:

Land Use Permit #:

If Land use Approval was not required: Project is exempt from land use approval for T-Mobile because the DAS provider has obtained all necessary permits.



"Ziggy \ (Zach Tomcich)"
<boyziggy@funcrunch.org>
02/12/2010 12:17 PM

To <board.of.supervisors@sfgov.org>
cc
bcc
Subject Please replace Nat Ford- Muni NEEDS new management

Dear Board of Directors,

As a San Francisco resident, I am horrified at the dismal performance of Muni. Historically Muni is charging more money that it has ever had, is offering less frequent and less reliable service, and the quality of the service is terrible. Crime, overcrowding, and filthy busses plague what was once an acceptable transportation service.

Upon looking at daily reports on Muni's website (<http://www.sfmta.com/cms/rdlymuni/dlymuniindx.php>), they have a driver absentee rating averaging 25%. This means that on any given day, ¼ of the drivers don't show up for work. The staff of Muni is larger than it's ever been historically. The operating budget of Muni is larger than many other cities that manage larger transit systems. And yet the service is deteriorating, and fare prices are going through the roof.

Where is our money going? The service Muni offers is slow and inefficient, and Nathaniel Ford has proven unable or unwilling to improve this system. The residence of this city need acknowledgement from the board that there is a SEVERE mismanagement at Muni. Not having a viable public transportation system is costing this city a lot of money. I'm very close to going out an buying a car right now because Muni is just not capable of reliably getting me to and from my jobs.

The residence of this city badly need assurance that this mismanagement of Muni is being addressed. This is not a budget issue. This is a failure of the Muni management to properly allocate what it has. Please help fix Muni. Please replace Nathaniel Ford, or at least give him a public vote of no-confidence.

Thank you for your time.

-Ziggy Tomcich
1110 Jackson St #4
San Francisco CA 94133
415-567-6932
boyziggy@funcrunch.org

5



Fredrick
<vredesf@pacbell.net>
02/12/2010 03:08 PM

To <board.of.supervisors@sfgov.org>
cc
bcc
Subject FW: Bayview Hunters Point, transportation, and economics.

Dear BoS-forwarding person,

Will you please send a copy of this email to Sophie Maxwell and the other Board members.

Thank you for your time.

Fredrick Schermer
139 – 29th Street
San Francisco, CA 94110
415 648-1105

----- Forwarded Message

From: Fredrick <vredesf@pacbell.net>
Date: Fri, 12 Feb 2010 09:10:44 -0800
To: "Albert, Peter A" <Peter.Albert@sfmta.com>
Conversation: Bayview Hunters Point, transportation, and economics.
Subject: Bayview Hunters Point, transportation, and economics.

Hi Peter,

Always a pleasure seeing you. Noreen had asked me to sit in for her at the TAC meeting yesterday, and having done the T-Third performance measurements once for Muni, I did so gladly.

This is a private message, and unfortunately a long message on transportation and economics. I may forward this to Sophie Maxwell and the other supervisors. I hope you can appreciate my European perspective on the transportation issue that could and should have been better in Bayshore Hunters Point. The element of economic thinking was not placed at the highest level by the decision makers — not even where it would have made a difference for the better. As always or as needed, I will apologize for being irreverent, but that is how Dutch people communicate with each other and get things done. As you may know, the Dutch republic is considered the first fully-capitalistic nation in the world, and having studied economics (at the in-between Associate's and Bachelor's level), I think I have the right background to mention the following.

This is about the underperformance of the T-line and how that single transportation delivery undermines the economic viability of the Bayview Hunter's Point neighborhood and the city's bottom line. The outcome we find in place today points to a lack of economic professionalism within the rank of transit planners. While the plan was billed as a metro-like light rail line, the T only became metro-like in looks (metro-like stations), but not in performance. Naturally, Fourth & King can be mentioned as an excuse (and you will see me point this out in public statements), and the development around Bayshore Caltrain Station can even be mentioned as an excuse to not have finished that part right away. But the underlying 'economic' decisions to not make it an actual metro-like light rail line is showing up everywhere else in the results too. Despite the excellent signalization features that make this line faster above ground (by 2 to 3 miles an hour) than J, K, L, M, or N above ground, the result for the T is less than it could have been today.

In transit one aspect counts higher than reliability and that is performance. As you know, an American study in the eighties showed that cities with bus and light rail had higher numbers of **bus passengers** compared to similar cities with just bus lines. The reason is that more people take the bus to get to the faster light rail, because such a transfer is worth their time. Bus to bus transfers do not have that same level of benefits and this causes attrition from transit to the private car compared to the higher-quality transit alternative. In the end, the people in US cities with light rail receive a higher-quality transit product, and that attracts more passengers, and that is good for the bottom line. As you know, this is called specialization, or in a more defty version it is also known as economy of scale.

With Muni's T-line, the performance is the same or worse than the bus. Therefore, there is no benefit to transferring

6

here, there is no plus. Fewer people take buses to the T than had it been a metro-like light rail line as first proffered, and as a result fewer people take therefore the T itself too. It is therefore more expensive to operate (plus the bus lines are more expensive to operate). Yet the neighborhood also receives less money because the residents did not get a better connection to where the jobs are (the peninsula, for instance), and the city did not get the benefit from these higher wages earned somewhere else.

The economists are all very clear about this: the key to good and most-affordable transit for users and governments and businesses is specialization, specialization, specialization. You yourself mentioned in the meeting that there is no BART in this area — you did so, because you know by heart that that is what makes the difference. Muni should have filled the gap of needing higher-quality transit here to some extent. It actually can still fill the gap, but there needs to be economic leadership away from this political reality that leads to economic mediocracy in governments and outcome. This is not a political rant, just a comparison between what I see California/Bay Area governments delivering for their people, and the Dutch governments delivering for their people. The difference is the economic approach, making each dollar stretch itself to a given max.

The T is not a metro-like light rail line in performance, because the designers put in too many stops (at least a third too many). In Rotterdam in the late 1990s, the planners built a metro-like light rail line with stations about a mile distance of each other, just like a real metro. At the stops where it really counts (i.e. downtown with high densities/ office buildings) there are possibly twice as many stops, but not in the burbs. And it is fast. Including stops it goes at minimum 35 km/hr (22 m/h). If I remember correctly, the T-line goes 12 m/h or 13 m/h above ground.

More people would take the bus to get to the T, if it were faster. More people would take the T, if it connected to Caltrain at Bayshore Station to get to the jobs on the peninsula. Specialization in speed by the T would make the other lines perform better, too. The bus feeder lines would benefit most, but the other Muni lines and BART and Caltrain would perform better as well, with the T then being the feeder line to them. In the end this means that the government can spend more of its money elsewhere where the money is needed just as much. Instead, Muni planners decided to go with individualistic thinking that in the end serves fewer people, because the product is of a lower quality. Just for comparison, Caltrain started up the baby-bullet service, and within 4 years time, they increased ridership with an astonishing 50% that really helped their bottom line and that took and takes people out of their private cars.

That is it, Peter. I hope I did not rant too much, because I wanted this email to be based on logical thinking only. But I feel I know just a tad more about transit than most Californians; the system we have in place here is set up to make everyone comfortable, while the results can then get pushed -automatically- towards a lower level (i.e. greater chance of a mediocre outcome). Please accept my perspective as true that — based on the results — one can tell there are no economic specialists at Muni. And it is understandable, because good economists would dislike the political reality and make more money more easily elsewhere. The only way out is then educating ourselves about the economic bottom line, and make those decisions that are the most important decisions be based on the bottom line: performance attracts customers out of their cars into transit.

With much respect,

Fredrick

----- End of Forwarded Message



Robert Collins/RENT/SFGOV
02/12/2010 02:32 PM

To Rebekah.Krell@sfov.org, Board.of.Supervisors@sfgov.org,
performance.con@sfgov.org
cc Delene Wolf/RENT/SFGOV@SFGOV
bcc

Subject Annual Efficiency Plan - Rent Board

Please find attached the department's Annual Efficiency Plan.
Thank you.

EFFICIENCY PLAN

Rent Board – 65
February 11, 2010
Contact: Delene Wolf, Executive Director, 252-4650

Section 1: Mission and Goals

In response to a housing crisis in April of 1979, the San Francisco Board of Supervisors enacted Ordinance Number 181-79, which established guidelines for rental increases and created the Residential Rent Stabilization and Arbitration Board. As stated in the Ordinance, the mission of the Rent Board is “to safeguard tenants from excessive rent increases and, at the same time, to assure landlords fair and adequate rents consistent with Federal Anti-Inflation Guidelines.” The Ordinance also protects tenants from unjust evictions, in order to help preserve the ethnic and cultural diversity that is uniquely San Francisco.

To accomplish its mission, the Rent Board provides information to the public regarding the rights and responsibilities of landlords and tenants under the local Rent Ordinance and Rules and Regulations. The Board also provides landlord/tenant arbitration, mediation and alternative dispute resolution services through hearings with Administrative Law Judges. The Rent Board is dedicated to the fair and neutral administration and enforcement of the City’s Rent Ordinance and is committed to evenhanded treatment of both landlords and tenants. To achieve these ends, staff must be fair to tenants and landlords, knowledgeable of the legal requirements for both, and deliver services in the most effective, efficient and responsive manner possible.

The Department will promote the following goals and priorities in the coming year:

- Continued fulfillment of the agency’s mandated responsibilities for holding expeditious hearings on various types of tenant and landlord petitions, including tenant petitions for decreased housing services and unlawful rent increases, and landlord petitions for rent increases based on capital improvement work, increased operating and maintenance expenses, increased utility costs, comparable rents and the fact that the rental unit is not the tenant’s principal place of residence. We will also continue aggressive investigation of tenant allegations of wrongful eviction.

- Improve Access to Forms Available Online:
Last year one of the department's goals was an improved and reorganized web site that was easy to use and informative. As part of the Department's "Information Management Project," we have redesigned our web site, updated the information found on the web site, and included translations of the updated information in both Chinese and Spanish. The Department intends to continue working on its web site to provide up to date information as well as additional translations in Chinese and Spanish. In addition, the Department will begin making the forms and documents available on its web site more user friendly by utilizing more advanced features such as fillable PDF forms.
- Maintain Public Kiosks: Three public kiosks located at the Rent Board Office provide members of the public with immediate access to case information and data. The Department has also increased the public's access to information by adding Decisions of Administrative Law Judges and the eviction notices database to the kiosks. This fiscal year, the department achieved one of its goals when it upgraded the database software running on the kiosks for increased reliability and usability. The Department believes that the public kiosks will continue to grow in importance as a source of information and research for our clients, who will be able to gain much of the information which they previously had to obtain from staff members in a more convenient manner and at their own pace.
- Translations: The Department is committed to making as much of the information it disseminates available in as many languages as possible. In accordance with the Equal Access to Services Ordinance, a priority will be to continue to provide access to updated translations of our "Info-to-Go" telephone scripts, and informational brochures ("Fact Sheets") on our 24-hour automated telephone and Fax-Back systems as well as the Department's web site. Our current outreach contracts with community organizations also provide expanded language assistance to the Chinese, Spanish, Russian, Vietnamese, and Korean communities. In addition, we provide interpreters at hearings and mediations for parties who cannot afford to pay for their own.
- The Residential Hotel Visitor Policy: The Rent Board is required to annually review and amend, if necessary, the Residential Hotel Visitor Policy. A Public Hearing will be held for this purpose.

Section 2: Programs and Services

The Rent Board currently has 29 employees (one position is currently vacant), who are divided into four groups: Administration; Citizens Complaint Officers (counselors);

Administrative Law Judges; and Clerical. The agency is governed by a 10-member Commission, consisting of four Tenant Commissioners, four Landlord Commissioners, and two Neutral Commissioners, usually homeowners. There are five voting members, with five alternate Commissioners who vote in the absence of the voting Commissioner. The Department has two major programs as described below:

1. Public Information and Counseling

- The counseling unit provides information to the public regarding the Rent Ordinance and Rules and Regulations, as well as other municipal, state and federal ordinances in the arena of landlord/tenant law. The counselors provide information, but cannot give legal advice. The counseling unit is often the public's first introduction to the Rent Board, since it is the counselors who answer phone inquiries and assist landlords and tenants at the front counter. There are ten counseling positions. The counselors are supervised by one Rent Board Supervisor, who assigns and monitors their work. The counselors have a daily schedule, through which they are assigned phone and counter "shifts." They are also given administrative time off the schedule, in order to process their paperwork and return phone calls. The counselors screen the petitions that are filed by the public: tenant requests for rent reductions or contesting rent overcharges, as well as allegations of wrongful eviction; and landlord requests for rent increases. Expectations for the counseling unit include the provision of accurate information in a courteous and helpful manner, as well as the timely screening of petitions and eviction reports.

- Accurate and convenient dissemination of information to our public is a major goal of the agency. In addition to the counseling staff, the public information component of the Rent Board contains three major pieces:
 - Automated, recorded information on over 80 topics, called the "Info-to-Go" line. This is a 24-hour telephone line that contains text on the issues of most concern to the landlord and tenant communities. The line handles more than 9000 calls a month, greatly reducing the number of inquiries fielded by the counseling unit. The "Info-to-Go" line is also available in Spanish and Cantonese. The department completed a major redesign and upgrade of its IVR system to better serve the public, including the translation of most of the available documents.

 - All of the "Info-to-Go" scripts referred to above, as well as all forms and documents used by the agency, can be retrieved by the public through a 24-hour automated faxing service provided by the Department known as "Fax Back." For clients who have access to a fax machine but not the internet, our "Fax Back" system serves as

a web substitute, providing most of the same information available on the web. Additionally, callers can obtain faxed copies of the Info-to-Go phone scripts for future reference.

- In 1995, the Rent Board was one of the first departments in the City to provide a website. In addition to forms, brochures, "Info-to-Go" phone scripts and other documents, the public can access the complete Rent Ordinance and Rules and Regulations as well as the Agendas and Minutes of Rent Board Commission meetings. The web allows the Department to provide the public with a bulletin board of information on recent changes and amendments to the rent law and other useful information about the Department's activities. Last year, the site received some 856,000 hits per month, making it one of the most visited of the City's web sites. The delivery of accurate and dependable information available on the customer's time schedule, and not the Department's, expands the delivery of services while conserving limited staff resources for more critical functions.

2. Administrative Hearings and Appeals

- The hearings unit consists of ten Administrative Law Judges (ALJs) who are supervised by two Senior Administrative Law Judges. The ALJs are attorneys who conduct arbitrations and mediations to resolve disputes between landlords and tenants. The ALJs issue decisions in accordance with applicable laws. The goal of the hearings unit is to issue Decisions in a timely manner while still assuring content quality. To that end, the Department has initiated the following programs to expedite the issuance of Decisions:
 - A Mediation Program, in which the ALJs assist the parties in reaching an agreement of the issues in dispute. The mediation program has significantly reduced the need for writing time-consuming arbitration decisions in many cases. Equally important, client satisfaction has increased because the parties themselves make the agreement, rather than having a result imposed on them by the Rent Board. Mediations allow for enhanced communication between the parties, which tends to reduce the need for future filings at the Rent Board.
 - A Minute Order Program, in which a shortcut decision is issued within 14 days of hearing. For cases that are not extraordinarily complex or contested, the petitioner can consent to the issuance of a Minute Order. If after the receipt of the Minute Order any party files an Objection, a full Decision will be issued.

- The processing of appeals, and the oversight of the Rent Board Commission, constitutes another major aspect of the agency. If a party disagrees with a Decision of an Administrative Law Judge, they have fifteen days to file an appeal. Appeals are scheduled for consideration within thirty days of receipt by the agency. Copies of the appeal are sent to the opposing party, who must respond by one week prior to the Board's consideration of the appeal. Administrative Law Judges often write responses to the appeal for the Rent Board Commissioners, copies of which are provided to the parties. The Commissioners can accept an appeal and send it back for another hearing or for a Technical Correction, remand the case on the record for a different decision, or hear the case themselves. If an appeal is denied, the aggrieved party has ninety days to file a Writ of Administrative Mandamus with the Superior Court.

Section 3: Strategic Planning

Activities in all of the above service areas help to avoid homelessness by keeping rents at affordable levels, reducing wrongful evictions, and providing economic incentives for the upkeep and maintenance of residential rental units. The Rent Ordinance specifically exempts new construction in order to provide an incentive for the construction of new rental housing.

The Rent Board's proposed budget is about \$174,238 more than this year's budget due to increases in salary and retirement system contributions. The Rent Board is funded by an annual "rental unit fee" that is determined by the Controller based on the final approved budget. There are no anticipated program reductions, and services to the public will not be affected. All of the above programs, services and priorities are sufficiently funded in the departmental budget. Most of the monies expended in meeting the Department's priorities and goals are in the categories of staff, overhead and amounts paid to other City agencies for necessary services, such as the City Attorney. Less than 10% of the Department's budget is devoted to materials and equipment.

Other unknown factors that may affect the Department's workload in the future include possible amendments to the Rent Ordinance or Rules and Regulations, litigation arising from such amendments, changes in State law, and changes in the economy that might lead to increased filings of landlord or tenant petitions.

Section 4: Customer Service and Performance Measures

The agency has several methods of gauging departmental effectiveness in its delivery of services. Self-addressed, postage paid survey forms are available in the office and are given to participants at hearings by the Administrative Law Judges. An online survey

is also available on the Department's website. Since Rent Board staff have personal contact with many of our clients, feedback is a constant part of the relationship with members of the public. Staff is encouraged to ask for suggestions on ways the Department could improve, and to forward any such suggestions to the appropriate supervisor. Staff members also go out into the community to conduct trainings or serve as guest speakers. The Rent Board also has two "Remarks from the Public" sessions on the Agenda of each Board meeting, and the public is encouraged to write to the Commissioners with concerns, comments or criticism.

Many of the Department's timeliness standards are codified in the Rent Ordinance. For example, petitions are to be scheduled for hearing within 45 days of filing (although priority cases receive expedited handling); Expedited Hearings must be scheduled within 21 days of filing and Expedited Hearing Orders must be issued within 10 days of the Expedited Hearing; Minute Orders must be issued within 14 days of the hearing; appeals are to be considered by the Rent Board Commissioners within 45 days of filing. The Department has also instituted guidelines for staff performance: if the telephone queue exceeds a 3-minute wait time, all counselors are expected to assist and field calls; if more than 3 clients are waiting at the front counter, another counselor is expected to assist; and messages left on voicemail are expected to be returned within 24 hours.

In order to assess the performance of the counseling staff, the Rent Board Supervisor reviews turnaround reports in the departmental database which track the handling of petitions from the time of filing through scheduled hearing, as well as print-outs from the ACD system which show the volume of phone calls being answered by each counselor. The Senior Administrative Law Judges record the date that Decisions are turned in for review, and Administrative Leave is accrued by the Administrative Law Judges based upon meeting standards for timely submission of Decisions. If the Administrative Law Judges fail to meet their deadlines for decision submission, a Senior Administrative Law Judge also makes a work plan with the ALJ to become current. Since the Rent Board is a relatively small department, supervisors are in constant contact with staff regarding performance issues. If any employee falls behind in his or her duties, the supervisor works with the employee to implement a plan to catch up.

The Department's Performance Measures for 2008-2009 (FY 2009), which include a comparison from the prior fiscal year, have been entered into the City's web-based performance management system. The following is a summary of those performance measures: as to the processing of allegations of wrongful eviction, the Department's turnaround time for the 2008-2009 fiscal year (FY 2008) was 1.1 days, exceeding the revised target of 2.0 days by 0.9 days. For this fiscal year, the Department is projecting a turnaround time of 2.0 days based on the expectation of increased filings. As to the average number of days for Administrative Law Judges to submit decisions for review, last year's actual number was 19 days, exceeding the target of 25 days by 6 days. The Department's target for this measure changed from 28 days to 25 days for FY2008. As

to the percentage of users satisfied with the Department's web site, last year's actual satisfaction rate was 74%, 6% less than the target of 80%. The Department is again targeting an 80% satisfaction rate for fiscal year 2009-2010 based on the expectation that the reorganization and redesign of the website, which was recently completed, will result in increased satisfaction. The Department is also attempting to obtain a greater response to the Customer Satisfaction Survey that is posted on the web site, and has put the survey in a more prominent location on our new web site. Each year the Department has expanded the number of documents translated into languages other than English and the number of locations in which the translated documents are located. Finally, the Department completed performance appraisals for all its employees last fiscal year and will do so again this fiscal year.

Comparisons to other rent control jurisdictions are not particularly relevant, since the systems of rent control vary significantly, and the populations and numbers of rental units in most other rent control jurisdictions like Berkeley, Santa Monica and West Hollywood are significantly smaller.

Board of
Supervisors/BOS/SFGOV
02/16/2010 11:58 AM

To Eric L Mar/BOS/SFGOV,
cc
bcc
Subject 26th and Geary intersection concern



Juliet Belkin
<jbelkin@gmail.com>
02/15/2010 04:36 PM

To board.of.supervisors@sfgov.org
cc
Subject 26th and Geary intersection concern

To Richmond district supervisor Eric Mar,

As a parent and aunt of St. John's Orthodox Academy students I am concerned and worried of the number of accidents (several deadly) happening at the intersection of 26th and Geary, where my daughter's and niece's school is located. Almost entire Geary street is filled with stoplights, because it is a wide and always full of traffic street. Everyday students, parents, church goers and neighborhood people cross the street at the intersection of 26th and Geary. I think it is fair to ask you, the superior, to place just one more stoplight at this intersection to avoid further accidents. I am sure you understand the degree of worry each parent goes through every day because of the absence of stoplight on this particular street.

Thank you,

Sincerely,
Juliet Belkin

8

Board of
Supervisors/BOS/SFGOV
02/22/2010 11:18 AM

To BOS Constituent Mail Distribution,
cc
bcc
Subject Please put the MUNI reform measure on the November ballot



Michael Cloward
<michaeljcloward@hotmail.com>
02/22/2010 09:15 AM

To <board.of.supervisors@sfgov.org>
cc
Subject Please put the MUNI reform measure on the November ballot

Members of the Board:

As a member of the dwindling middle class here in San Francisco, please do us the small favor by reforming what has to be one of most mismanaged agencies in all of California if not the United States. MUNI is inefficient, over priced, wage imbalanced, and on any given day, potentially dangerous for its riders. If any of you ran a business like MUNI is run you'd be out of business or relieved of your duties within weeks. Howabout taking a break on pushing low income housing and do something that benefits *all* of us who choose to reside here.

Any of you could win the Mayor's race on the Reform MUNI Now platform. Easy.

Thank you for your time,

Michael Cloward

Hotmail: Free, trusted and rich email service. [Get it now.](#)

9

Board of
Supervisors/BOS/SFGOV
02/16/2010 11:57 AM

To BOS Constituent Mail Distribution,
cc
bcc
Subject MUNI DRIVERS PAY - CHANGE THE SYSTEM



Nancy2cats@aol.com
02/15/2010 12:51 PM

To board.of.supervisors@sfgov.org, sean.elsbernd@sfgov.org
cc gavin.newsom@sfgov.org
Subject MUNI DRIVERS PAY - CHANGE THE SYSTEM

Dear Supervisors,

Sean Elsbernd is absolutely right that we need a ballot measure to repeal the charter measure that requires that the MUNI drivers' pay could never be less than the two highest salary systems in the nation. I want to be one of the 60,000 voters to sign a petition to get this on the ballot.

I'm glad to see one supervisor who is putting The City first, rather than allowing the unions to intimidate him. We all vote for our supervisors, not just union employees. Wake up. Control costs, be fair, not foolish.

Nancy Thompson
124 Pfeiffer Street
San Francisco.

9

Board of
Supervisors/BOS/SFGOV
02/16/2010 11:56 AM

To David Campos/BOS/SFGOV, Sheila Chung
Hagen/BOS/SFGOV,
cc
bcc
Subject Graffiti Task Force contact information



Joe <joebelen@yahoo.com>
02/15/2010 10:27 AM

To board.of.supervisors@sfgov.org
cc
Subject Graffiti Task Force contact information

Hello,

My name is Joe Belen and I own a small business in San Francisco. My coffeeshouse, Nervous Dog Coffee, has repeatedly been the target of painted and ink graffiti which I have quickly painted over. In the past, I have also had my front windows graffiti etched with acid and have asked for estimates for both repair and replacement, both of which is very costly.

One of my customers has alerted me that there is a Graffiti Task Force with a database that will identify and charge these offenders with the cost of repair or replacement. Please send me contact information so I may put these "tags" into the database for possible reimbursement of the repairs/replacement.

Thank you very much in advance!

Joe Belen, Owner
Nervous Dog Coffee
3438 Mission Street
San Francisco, CA 94110
415.282.4364 (4DOG)

10



rob diepenbroek
<cannedheatcustoms@yahoo
.com>

02/18/2010 08:45 AM

To board.of.supervisors@sfgov.org

cc

bcc

Subject Importance Jimmy's Picnic

Jimmy's Old Car Picnic is one of the last true celebrations of arguably the most significant inventions of the 20th Century. Like it or not our lives exist as they are, as a development of freedom that the individual automobile gave to the populations of the developed world. 'Jimmy's' gives an increasingly rare opportunity (since Cruising was Short-sighted banned in the late 1970's) to display a uniquely American Art form. However 'the Picnic' is not about a bunch of old Iron. It is about the hard work, dedication and multi-generational knowledge and love of personal achievement. The construction and preservation of Custom and Classic automobiles is not merely a visual art form, but delves into sound, motion, scents, an understanding of complex mechanical and chemical processes. The 'Car Culture' exhibits a rich history filled with some of Americas most colorful characters, an intangible excitement, nostalgia, and community spirit tempering an outlet

for individual expression.

Issues about damage to the grass are best explained by the expert, Jimmy, who as the parks grounds keeper for decades knows that a car parked on a lawn for a few hours does far less damage than having hundreds-or thousands of people walking and dancing people in front of a concert stage. Regarding the 'Natural' environment of the park, remember that before Sutro (and a whole lot of old cars and trucks) the area was all sand dunes. There is NO additional audible impact from the 'Picnic' on the neighboring residents.

San Franciscans and our Parks Department should be honored to host an event of this value. If any, the fees should be minimized since the tax paying public unknowingly benefits greatly from the unappreciated millions of hours and dollars spent to preserve this great American Hobby.

Immigrant, Environmentalist, Hot Rodder, Motorcyclist, Bicycle commuter:

Robert Diepenbroek.

1085 Revere Ave.

San Francisco, Ca. 94124

415 822 3240

Board of
Supervisors/BOS/SFGOV
02/16/2010 11:54 AM

To BOS Constituent Mail Distribution,
cc
bcc
Subject Fw: Please Save Jimmy's Old Car Picnic



Alec Dinner
<alec@cloudcrowd.com>
Sent by:
alecdinner@gmail.com
02/14/2010 10:22 PM

To board.of.supervisors@sfgov.org
cc
Subject Please Save Jimmy's Old Car Picnic

Hello Board of Supervisors,

I am writing to express my support for Jimmy's Annual Old Car Picnic.

For over seventeen years, the Picnic has been a fun and family-friendly event in Golden Gate Park. But it was this year's event that was my first and I am crestfallen that the event may not be permitted to go forward. I can't for the life of me understand how any number of other events that cause immeasurable damage to the park are being favored over the picnic. This decision is especially surprising when the Picnic actually benefits the San Francisco Recreation & Park Department's Adaptive Recreation Programs by providing an annual donation that is used to improve the lives of the developmentally disabled.

I respectfully request that you reconsider the importance of this event and renew its permit.

Kind regards,

Alec Dinner
55 Pierce Street
San Francisco, CA 94117
415-717-8858
alecdinner@gmail.com

Memo

Date: 2/12/2010

To: Clerk
Board of Supervisors

From: Gloria Gill, Purchaser
PUC Purchasing Department

Subject: Notification of Tentative Award To Non-Compliant (Equal Benefits) Vendor

This memo serves as notification that a 12B Waiver has been forwarded to the Human Rights Commission requesting Dellner Couplers Inc. be granted a 12B waiver due to the fact that no compliant vendors bid for the requirements of Dellner parts under Invitation To Bid number ITSF10000519/CD.

Attached is a copy of the waiver request for your records.

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2010 FEB 17 AM 10:07
BY SK

Memo

Date: February 12, 2010

To: Tamra Winchester

From: Gloria Gill, Purchaser
S.F. Municipal Transportation Agency / OCA

Subject: Waiver Request for Dellner Couplers Inc.
(RQPT10002246/ ITSF10000519)

On January 5, 2010 the Office of Contract Administration publicly solicited bids for Dellner parts for the San Francisco Municipal Transportation Agency. The sole responsive bid received was from Dellner Couplers Inc., a non-compliant vendor.

On February 12, 2010, Dellner Couplers Inc. was sent a 10-day notification of NON-COMPLAINT BID stating that they had to comply in 10-days with the requirements of San Francisco regarding the requirements of Admin. Code 12B. No response was received.

To proceed with these requirements for the SFMTA, it is necessary to request that the Human Rights Commission grant a waiver per the requirements of Chapter 12B of the Admin. Code.

Once approved, please fax the waiver to my attention at 701-5676.

Thank You.



"howmiller"
<howmiller@earthlink.net>

02/16/2010 12:14 PM

Please respond to
<howmiller@earthlink.net>

To "Bevan Dufty" <Bevan.Dufty@sfgov.org>, "Carmen Chu"
<Carmen.Chu@sfgov.org>, <Chris.Daly@sfgov.org>,
<Board.of.Supervisors@sfgov.org>,

cc

bcc

Subject GGP - Beach Chalet Soccer Fields - Lighting; need for an
EIR

Supervisors and Clerk of the Board,

Attached please find my letter regarding concerns with the lighting for the proposed Beach Chalet Soccer Fields complex and the need for an Environmental Impact Report.

Greg Miller

13

February 15, 2010

Via E-mail and U.S. Mail
Mr. Don Lewis
Major Environmental Analysis
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Lewis,

Re: Concerns Over the Lighting for the Proposed Beach Chalet Soccer Field Project

I have lived in San Francisco for 35 years. I am deeply concerned that the intense system of sports night lighting being proposed for the renovated Beach Chalet Soccer Fields will drastically alter the character of the western end of Golden Gate Park, much of the beach area of the Golden Gate National Recreational area, the Cliff House area, and some of the surrounding neighborhoods. I feel such alterations merit the scrutiny of a full Environmental Impact Review (EIR).

Up to this point, the environmental analysis and associated public disclosure by the SF Recreation & Parks Department and the City Fields Foundation have been informal, and in some cases, possibly flawed.

A key element in the public presentations by RPD was a Power Point presentation on the renovation project prepared by the City Fields Foundation. This contained a series of lighting impact simulations. A copy of the presentation may be found on the City Fields website. It is referenced in Dan Mauer's letter to you dated 12/23/09:

"Link to the Beach Chalet Athletic Field Renovation powerpoint"

At the presentations I attended, the audience seemed to take great comfort from the simulations – simulated views from places like the Cliff House and Sutro Heights showed no glaring lights.

I was a bit surprised. I believe that the lights proposed for the Beach Chalet fields are similar to those in use at the West Sunset Playground. Those lights are quite harsh even when viewed from ½ mile distance – see Figure 1 for a real photo taken from the Great Highway. The lack of any bright lights in the City Fields simulations may indicate a problem with the simulations themselves.

I understand that this type of light simulation involves the following steps:

- A location that might be affected by the new lighting is identified –for example, the walkway along the cliff just south of the Cliff House.
- A night photograph from that location, looking towards the proposed lighting area is taken.
- A lighting specialist uses a computer program to add the effects of the proposed new lighting to the scene.

For such a simulation to be useful and fair, two conditions need to be met:

1. The relative brightness of simulated lights added to the scene must be consistent with the brightness of actual lights in the base photograph. For example, if a scene contains a 200 watt bulb ¼ mile away from the viewer, then a simulated new light with the same location, shielding, orientation, and frequency spectrum, but with a power rating of 400 watts should appear twice as bright in the simulation.
2. The overall exposure level of the final modified photo should be at a normal level, so that the viewer of the simulation can see everything a person with normal night vision could see on a typical clear night at the actual scene. The only difference should be the simulated new lights in the scene.

The City Fields lighting impact simulations do not seem to meet the second condition. For example, Figure 2 is an excerpt of the night view simulation from page 23 of the City Fields Power Point presentation (“Field Lights From the Cliff House”). Notice that very few lights can be seen and they are quite dim.

To check the credibility of the simulation, I went out to this viewpoint on a recent clear night. With my 61-year old eyes, I was able to see many more lights and they were much brighter. Also, street lighting made it easy to see the fronts of buildings facing the Great Highway north of the Park. Finally, I could easily see the sidewalk and cliff side fence just in front of me. I took my own photo of this scene and adjusted the exposure to match what I was able to see with my eyes – See Figure 3.

I repeated this experiment with another view. This view is shown on page 24 of the City Fields Power Point presentation (“Field Lights From Sutro Heights”). Figure 4 is an excerpt from the night simulation presented on that page. I went to the same viewpoint at night and took a photo with an exposure that replicated what I could see with my own eyes – See Figure 5. Once again, I could see many more and much brighter lights than those shown on the City Fields simulation.

I believe that the City Field simulations are based on photos that are erroneously underexposed. A clue can be found in Figure 4. Notice the street sign “Sutro Heights” and the “No Parking” sign located just below. Both are brightly lit up – probably by the

camera's photo flash unit. If this was the case, then the exposure of the photo would have been automatically metered down to compensate for the bright lighting of the flash. This would result in the entire scene being under-exposed. In effect, the scene would capture what someone would see if they were walking around at night wearing very dark sunglasses. In such a situation, only a few of the very brightest lights would be visible.

There are other possible reasons why so little can be seen in the City Fields simulations -- perhaps the base photos were taken when there was a substantial mist. In any case, any attempt to add simulated lights that would be consistent with the existing lights in the base photo would result in simulated lights that are abnormally dim as well. The one thing we do know is that the simulated scenes are extremely dim and do not come close to matching reality. **They are not believable.** This leaves the public with a potentially highly distorted understanding of the lighting impact of the project.

During my 2 minutes of public comment at an outreach session in the Sunset, I tried to raise these issues with RPD officials and representatives of the City Fields Foundation. They said they would look into the issue. At the only other general outreach session, I was given the opportunity to speak for a few minutes with a landscape architect who had some connection with the simulations. I did not get the impression that he had been involved with the actual technical process -- he could not provide any technical details. I do not believe that he understood the basis of my worries.

I have not received any further communication from RPD on this issue. Their simulations remain unchanged. For me, the simulations remain suspect. There has been no satisfactory process to raise and address legitimate concerns.

We need a full Environmental Impact Report to address the potentially damaging impact of the sports lighting on Golden Gate Park, on Ocean Beach, and on the surrounding neighborhoods.

Respectfully,

Greg Miller
1243 42nd Ave.
San Francisco, CA 94122
(415)-710-2403

cc: Mark Buell, Recreation and Park Commission
Phil Ginsburg, General Manager, Department of Recreation and Park

Clerk of the Board of Supervisors
Michela Alioto-Pier, San Francisco Board of Supervisors, District 2
John Avalos, San Francisco Board of Supervisors, District 11
David Campos, San Francisco Board of Supervisors, District 9
Carmen Chu, San Francisco Board of Supervisors, District 4

David Chiu, President, San Francisco Board of Supervisors, District 3
Chris Daly, San Francisco Board of Supervisors, District 6
Bevan Duffy, San Francisco Board of Supervisors, District 8
Sean Elsbernd, San Francisco Board of Supervisors, District 7
Eric Mar, San Francisco Board of Supervisors, District 1
Sophie Maxwell, San Francisco Board of Supervisors, District 10
Ross Mirkarimi, San Francisco Board of Supervisors, District 5

Peter Brastow, Nature in the City
John Rizzo, Sierra Club
Authur Feinstein, Sierra Club
Michael Lynes, Golden Gate Audubon Society
Alexandra Bevk, San Francisco Architectural Heritage
Sheila Kolenc, San Francisco Beautiful
Mary Anne Miller, San Francisco Tomorrow
Marc Duffett, Sunset Parkside Education and Action Committee (SPEAK)
Kathy Howard, Golden Gate Park Preservation Alliance
Judy Berkowitz, Coalition for San Francisco Neighborhoods
George Wooding, West of Twin Peaks Central Council
Libby Benedict, Friends of Rossi Park
David Goggin, San Franciscans for Smart Lighting
Ray Holland, Planning Association for the Richmond (PAR)
John Frykman, Coalition to Save Ocean Beach, Friends of Sutro Park
Suzanne Dumont, Save the Stowe Lake Boathouse Coalition



San Francisco Amateur Astronomers
P.O. Box 15097
San Francisco, CA 94115

Jan. 28, 2010

SF Recreation and Park Commission
McLaren Lodge, Golden Gate Park
San Francisco, CA 94117

Re: Beach Chalet Soccer Fields

Dear Recreation and Park Commissioners,

I am writing on behalf of the San Francisco Amateur Astronomers, an association of over 250 families and individuals in San Francisco and surrounding communities who share a common interest and commitment to public awareness, appreciation, and enjoyment of all aspects of astronomy. Our membership consists of people from all walks of life, educational backgrounds, and ages.

We are concerned that the lighting proposed for the Beach Chalet Soccer Field conversion plan will have a severe impact on the dark-sky resource along the San Francisco ocean coast. The proposal will greatly increase light trespass on adjacent properties and, most likely, significantly increase artificial sky glow in the northwestern portion of the city—major issues given its location less than a mile from the city's premier publicly-accessible astronomical observing sites.

SFAA does not believe that the environmental impact of this plan has been adequately considered and believes the following actions should be undertaken before the conversion plan proceeds to ensure one of city's last dark-sky resources is protected:

- Investigate the project's lighting plan to determine the actual amount of direct uplight that would be emitted at or above 90° above nadir from any luminaires.
- Investigate the total luminous flux reflected upward from the field surfaces. Since the fields are so large and are to be lit so brightly, light reflecting up into the sky off the field surfaces themselves may become one of the brightest single sources of uplight in the area.
- Provide simulations of the night time appearance of the project based on actual existing conditions to represent the full visual impact of the project—including the actual amount of artificial sky glow directly above the complex.

- The lighting plan should be reviewed by experts in the area of dark-sky protection, light pollution mitigation, and effects of night lighting on wildlife and ecology. Given the project's close proximity to National Park Service properties, National Park Service staff experts on light pollution should be engaged to review the project and the full technical details of the lighting plan, and have their recommendations for mitigation included in the project plan.
- Calculate and demonstrate the effect of both direct and reflected uplight on both zenith sky darkness and darkness in the low southern sky as seen from Land's End, Sutro Heights Park, and other areas. Such calculations are essential for determining what field lighting brightness could preserve the sky darkness in the surrounding areas, or whether field lighting ought to be included in the project at all.

SFAA requests that the Recreation and Park Department put this project on hold so that the above issues can be investigated and resolved before proceeding. We also request that a full Environmental Impact Report be prepared covering all aspects of the project, including impacts on night sky quality.

We would like to work with the project's planners and assist them in bringing the project to fruition with an appropriate lighting scheme that preserves our dark skies for future generations and also enhances the use of the park as a whole.

Maintaining the ability of both amateur astronomers and the public at large to observe astronomical items in the night sky, both with the unaided eye, and with telescopes and binoculars is of crucial importance to SFAA. San Francisco suffers from severe and ever-increasing artificial sky glow due to the amount of stray light shined into the night sky from various sources, including the city's tens of thousands of inadequately shielded streetlights and security floodlights. Upward-directed light does not contribute to public safety or comfort, but only wastes energy and blankets the city in an all-night twilight glow that blots out otherwise-visible features of the cosmos.

Fortunately, a number of locations along San Francisco's ocean coast enjoy a level of sky darkness sufficient for astronomical observation. This is due to the city's geography with unlit ocean on two sides, the city's land use patterns in which urban density (and corresponding outdoor lighting intensity) is much lower near the coastal areas than toward the urban center, and to the fact that much of the coastal strip was set aside by previous generations as undeveloped parkland.

These locations include Land's End, Sutro Heights Park, Lincoln Park, and much of Ocean Beach. Land's End serves as the core of the city's dark-sky zone, and the SFAA holds monthly observing sessions for the benefit of the public at Land's End. In addition, individual astronomers carry out telescopic and unaided-eye observing in these locations and many residents of the western neighborhoods enjoy the night sky and view astronomical objects from their own yards.

A fortuitous characteristic of the locations noted above is the darkness of the southwestern and western sky, since many galaxies, nebulas, and star clusters are only visible in the low southern sky as seen from San Francisco's latitude. Sky darkness in these sections of the sky is very rare elsewhere in the inner bay area. As a result, these locations are the last dark-sky locations in the city and could be severely and negatively impacted by the conversion plan.

The sky darkness along the ocean coast is a valuable cultural, aesthetic, and scientific resource for city and bay area residents, and a key element in the ability of SFAA to continue its mission to educate city residents, including families and youth, about the fascinating universe in which we live.

Sincerely,

D. FREY

David Frey
President, San Francisco Amateur Astronomers

Cc: Supervisor Eric Mar, District 1
Supervisor Carmen Chu, District 4
Supervisor Ross Mirkarimi, District 5
Philip Ginsburg, General Manager, SF Recreation and Park Department
John Rahaim, Planning Director, San Francisco Planning Department
Jim Lazarus, President, Recreation & Parks Commission
Dan Mauer, Capital Improvements Division, San Francisco Recreation & Parks Department
Bill Wycko, Environmental Review Officer, San Francisco Planning Department
Tamara Williams, Park Physical Scientist, Golden Gate National Parks
Peter Brastow, Nature in the City
Pinky Kushner and Becky Evans, Sierra Club
Julie Burns, Planning Association for the Richmond
Mary Anne Miller, SF Ocean Edge
Jake Sigg, California Native Plant Society
Patrick Hannan, City Fields Foundation
Marc Duffett, Sunset Parkside Education and Action Committee
Kathy Howard, Golden Gate Park Preservation Alliance
Wendy Miller, Coalition for San Francisco Neighborhoods
George Wooding, West of Twin Peaks Central Council
Libby Benedict, Friends of Rossi Park



Verna Shaheen
<vernshah@aol.com>
02/17/2010 06:56 PM

To board.of.supervisors@sfgov.org
cc
bcc
Subject artificial turf

Please be advised that I strongly oppose any plan to introduce artificial turf in Golden Gate Park along with a great number of lights for the purpose of soccer fields near the Beach Chalet. Bad idea for the environment. Our parks and rec department has better things to do and a better use for limited funds. The impact on the environment is too great. It's a no brainer. Our great park has been great because it is in balance. Soccer players could play on the beach without any need for renovations! Let's do the smart thing, and scrap this nutty idea. Let's leave the park in tact for posterity rather than give it away to soccer players! Very truly,
Verna Shaheen 1600 Vallejo Street #1 SF 94123 415-771-3544.

14

Board of
Supervisors/BOS/SFGOV
02/16/2010 11:50 AM

To David Campos/BOS/SFGOV, Sheila Chung
Hagen/BOS/SFGOV, Sophie Maxwell/BOS/SFGOV, Alice
Guidry/BOS/SFGOV, Jon Lau/BOS/SFGOV, P,
cc
bcc
Subject Silver Ave...betw Mission/San Bruno Ave



"Carol Antraccoli"
<dudett@pacbell.net>
02/14/2010 08:10 PM

To <board.of.supervisors@sfgov.org>
cc
Subject Silver Ave...betw Mission/San Bruno Ave

Silver Ave is an extremely traveled Street...by cars, buses, pedestrians and bikes. It is now so filled with potholes, uneven pavement it literally feels like you are driving off road, not to mention that the pedestrian crossings are so worn that they are invisible. We have two grammar schools on this street, and many many pedestrians....It is a crime that this street is in this condition. We need some immediate attention before someone is hurt trying to cross the street or avoiding a major pothole.!

Carol Antraccoli
224 Oxford St

Office of the Mayor
City & County of San Francisco



Rules Club BOSU Key Dep.
RECEIVED
BOARD OF SUPERVISORS
Gavin Newsom
SAN FRANCISCO
COB
CPAGE

2010 FEB 17 PM 4:49

BY

February 17, 2010

President Chiu; Supervisors Mirkarimi, Campos, Avalos, and Mar
San Francisco City Hall
1 Carlton B. Goodlett Place
San Francisco, California 94102

Dear Supervisors,

I am writing to request that you withdraw the proposed initiative ordinance requiring foot patrols. In addition to the fact that this measure violates the Charter by interfering with the chain of command in the Police Department, this measure does a grave disservice to our residents who rely on the Police Department's public safety expertise.

I formally appointed George Gascón as our Chief of Police in August of 2009, and he has already made great strides in sharpening the strategic focus of the department. He reinvigorated COMPSTAT, which is now a central tool in measuring the efficacy and efficiency of the Police Department's efforts. In fact, the community policing model is predicated on COMPSTAT and the wise use of data to drive the strategic deployment of public safety resources. Unfortunately, this ballot measure undercuts this strategic process by mandating the use of one tool (foot patrols) over the use of others – regardless of public safety needs – and effectively hamstringing Chief Gascón from executing the job we have asked him to do.

Also concerning is the disregard by the authors of this measure for the lines of authority institutionalized in the Charter of the City and County of San Francisco. By directing officers in charge of each Police Station to perform certain actions, this measure is in violation of Charter Section 2.114, which forbids the Board of Supervisors from dictating how personnel are deployed. Administrative management is the sole responsibility of Chief Gascón, with policy guidance from the Police Commission.

To my knowledge, this measure was submitted to the ballot without direct consultation with the City Attorney's Office or the Chief of Police, and with no public process for reviewing and amending the proposed elements in this legislation. Therefore, it is no wonder that we are now faced with a measure that threatens the ability of our Chief of Police to adapt public safety strategies to changing needs in the City, in addition to undercutting his managerial authority under the Charter.

Once again, I request that the sponsors of this measure remove their support, and choose instead to support our Chief of Police and his department in making the right public safety choices for our City, in these challenging economic times.

Sincerely,

Gavin Newsom
Mayor

cc: Remaining Members, Board of Supervisors
Angela Calvillo, Clerk of the Board of Supervisors

16



Floyd Grandell
<floydgrandell@yahoo.com>

02/13/2010 06:41 PM

To board.of.supervisors@sfgov.org

cc

bcc

Subject earthquake Retrofit Repairs

How do you expect me to vote for you when you have the audacity to consider a bill that mandates building earthquake repairs.. I am a senior citizen and am against any plan to help you make tax dollars on my back. But if you want to send me some property taxes back to fund it.....Complete idiocy

F. Grandell



"Chris Coghlan"
<Chris@CoghlanRealEstate.com>

02/13/2010 02:58 PM

Please respond to
"Chris Coghlan"
<Chris@CoghlanRealEstate.com>

To <board.of.supervisors@sfgov.org>

cc <matierandross@sfchronicle.com>

bcc

Subject 5% across the board pay cuts

In the sense of fairness to all, how about a 5% pay reduction for ALL city workers. This won't solve all of our problems, but it will send a message to everybody that it will take everybody to solve our budget issues.

I think if you get one union to accept it I think the rest will fall in line rather than be the one that wasn't willing to give back.

thank you
chris coghlan

18

Board of
Supervisors/BOS/SFGOV
02/16/2010 11:46 AM

To BOS Constituent Mail Distribution,
cc
bcc
Subject Recology/Yuba County deal



dobiedog@mindspring.com

02/13/2010 11:54 AM

Please respond to
dobiedog@mindspring.com

To David.Assmann@sfgov.org, environment@sfgov.org,
board.of.supervisors@sfgov.org

cc

Subject Recology/Yuba County deal

Dear Director, Environment Commission and San Francisco Board of Supervisors,
We are residents of Yuba County and neighbors of the Recology dump site at
Ostrom Road in Wheatland, CA. We are concerned that Recology is attempting to
pull some underhanded business tactics aimed at the residents of Yuba County
at the City of San Francisco's expense.

We are very concerned about issues that will effect our everyday lives. These
are not limited to the increased truck and rail/train traffic through the town
of Wheatland, CA, the new and or increased hazardous wastes put into the local
dump site, the possible effects of any leakage into our groundwater, the
increased odors and possible increase of vermin and the types of materials and
their availability that Recology will be using as cover for the waste. Also,
the impact of storage capacity for Yuba County and it's long term development
needs.

Living "down-wind" from this facility increases our concerns. We do not
believe that Recology has secured all of the required permits. They certainly
did not conduct any outreach to it's neighbors. Although we do live beyond
the 300 foot notification requirement, it would make neighborly sense to speak
with people and property owners that could possibly have a negative impact
placed on them. They have not bothered to ask what our concerns may be, nor
have we had the opportunity to address them in an environmental impact study.
We wish that you would reconsider doing business with Recology, as we believe
they have "suspect" business practices.
Thank you for listening to our concerns.

Perrie and Janice Costa
6850 Eric Lane
Wheatland, CA 95692
(530) 633-2942
dobiedog@mindspring.com

19



karen grijaiva
<karyniuvy@yahoo.com>
02/13/2010 10:45 AM

To board.of.supervisors@sfgov.org
cc
bcc
Subject re: the criminalization of women

Dear Supervisor,

There is much public concern over the recent police crackdowns and arrests for soliciting in the Polk Street area. Since January 1, 36 women and 15 men have been arrested. On Thursday, February 4, San Franciscans held a protest in the neighborhood on Polk and Sutter streets to call attention to the impact on sex workers' safety. Many are asking why the police and mayor are prioritizing arresting people for consenting sex at a time when so many San Franciscans are in dire economic straits and the city is facing huge budget deficits.

The most comprehensive examination of prostitution law and policy in San Francisco in recent times was the 1996 Task Force. It condemned a law enforcement approach and recommended diverting money from criminalizing sex work "towards services and alternatives for needy constituencies". More recent research from New York criticized law enforcement for creating "a cycle of arrests and ticketing that consumes police, court, and other government resources, but fails to create any appropriate long-term solutions.

We would like answers to the following questions:

What consideration was taken of the impact on sex workers of these arrests? 70% of sex workers are mothers, mostly single mothers. How many of the 36+ arrested women were mothers? What happened to their children when their mothers were taken away?

What efforts were made to avoid criminalizing vulnerable women? Criminal records institutionalize sex workers in prostitution by making it almost impossible to find another job.

Has there been any recent investigation into police illegality and violence against sex workers and the extent to which fear of arrest and abuse deters sex workers from coming forward to report violence? A 2008 University of California San Francisco study found that 14% of sex workers had been "threatened with arrest unless they would have sex with a police officer".

Was any practical help or resources offered to sex workers during this campaign of arrests? Not mandated diversion schemes, which many women complain are judgmental and can lead to heavier penalties for failure to comply, but money and resources in women's hands.

As you know, poverty and homelessness are endemic in San Francisco. Sex workers cite lack of affordable housing and childcare, low wages and debt as the key reasons that propelled them into prostitution and trap them there. 26.8% of Black people and 14% of Latinos are living in poverty. Welfare for a single mother with one child is \$584 a month and goes no way to covering survival expenses.

Was racial profiling involved in the arrests? How many of those arrested were Black/of color and/or immigrant people?

How can the police justify spending time & resources on posting the identity of clients online when according to the Rape, Abuse and Incest National

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Network 94% of rapists don't see a day in jail and only 50% of reported rapes end in arrest?

How much money has the First Offender Prostitution Program (FOPP), run by the DA's office, police and the SAGE project, got from these arrests? FOPP gets \$1000 from each client anxious to avoid prosecution. That money is split between the three authorities providing a corrupting incentive for arrests and prosecutions to be increased. Meanwhile a city audit of FOPP found "no proven benefits, a \$270,000 shortfall", "ill-defined goals" and "no way to determine effectiveness".

Why are the police prioritizing prostitution arrests when 41% of residents actively voted for decriminalization in a recent ballot?

What happened to the investigation into the over a "million dollars a month" abuse of police overtime?

Karen Grijalva

Board of
Supervisors/BOS/SFGOV
02/16/2010 04:14 PM

To BOS Constituent Mail Distribution,
cc
bcc
Subject Mirkarimi to Face Heat in the Haight



AEvans604@aol.com
02/16/2010 02:59 PM

To board.of.supervisors@sfgov.org
cc
Subject Mirkarimi to Face Heat in the Haight

Dear Friends and Neighbors,

At a community meeting this Wednesday, Feb. 17, Supe Ross Mirkarimi will face residents who are upset about the public-safety crisis in the Haight and other neighborhoods (details of meeting below).

Although Mirkarimi is vice chair of the supes' Public Safety Committee, he has undermined the safety of the city's neighborhoods by the following failures on his part:

Sloppy Medical Marijuana Law

Mirkarimi is the principal architect of the city's medical marijuana law. In theory, the law was intended to help patients obtain marijuana for acute medical problems, which is a good thing that most San Franciscans support.

In actual practice, however, Mirkarimi's sloppy system allows anybody to get a medical marijuana card for any purpose whatever. As a result, medical marijuana dispensaries have turned into wholesale distribution centers for secondary dealers.

In the Haight, the migratory street thugs who colonize public places have taken advantage of Mirkarimi's sloppy law. They get medical marijuana for themselves and resell it on the street to visitors, tourists, and even children. With the profits, they buy speed, crack, and heroin for themselves.

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The profitability and ease of access to drugs, made possible by Mirkarimi's sloppy law, have strengthened both the economic foundation and the territoriality of the street thugs. That's one of the major reasons that a public-safety crisis has developed in the Haight in the last few years.

Inattentiveness to Constituents' Concerns

Mirkarimi has been inattentive to residents' growing concerns about public safety. For months, I and others pleaded with Mirkarimi to have his Public Safety Committee hold hearings especially devoted to the safety problems caused by the city's migratory street people. He refused and said he felt bullied by the requests.

At a crucial community meeting held some weeks ago at Park Police Station, neither Mirkarimi nor any of his staff showed up. It was at that meeting that Capt. Teresa Barrett announced the push for a sit-lie law.

If passed by the board of supes, the sit-lie law would allow police to tell street squatters to move along, without first having a formal complaint from a civilian, as is now the case.

After this community meeting, many constituents sent e-mails to Mirkarimi asking him about his position on the proposed sit-lie law. Most people never heard back from him.

At a subsequent community meeting at Park Police Station, Mirkarimi again failed to appear, although this time he sent his legislative aide, Vallie Brown.

When constituents complained that Mirkarimi had not answered any of their e-mails about the sit-lie law, Brown responded that he was thinking about the problem. In the meantime, however, *The SF Bay Guardian* reported that Mirkarimi was scoffing at the sit-lie law.

Emphasis on Ideology Over Practicality

Mirkarimi has let it be known that he prefers what he calls "community policing" and foot patrols over the sit-lie law. However, he has never

explained what he means by community policing. Ironically, the big push for a sit-lie law has come from the community. So how can a sit-lie law be contrary to community policing?

Also, foot patrols would be far more effective if the patrol cops had a sit-lie law to use when they're on the beat. So how can Mirkarimi say he's for foot patrols while denying them a tool they need to do a better job while patrolling?

We all know the answer to these contradictions. Mirkarimi does not represent his constituents at the board so much as he represents an ideology.

He needs to be less of an ideologue and more of a practical problem-solver. In other words, he should return to his roots in the neighborhood and heed the practical recommendations of those who elected him to be their representative.

You'll get the chance to tell Mirkarimi what you think at this meeting:

Haight-Ashbury Improvement Association
Wednesday, Feb. 17, 6:30 PM
The Urban School
1563 Page St. (between Masonic and Ashbury)

Yours for rationality in government,

Arthur Evans

* * * * *



AEvans604@aol.com
02/18/2010 02:40 PM

To board.of.supervisors@sfgov.org
cc
bcc
Subject Mirkarimi Flinches on Foot Patrols

Dear Friends and Neighbors,

As you know from my last report, Supe Ross Mirkarimi did a lot of huffing and puffing in favor of formally mandated foot patrols at last night's meeting of the Haight Ashbury Improvement Association (HAIA).

He said that such patrols are an integral part of "community policing," which he suggested is superior to a sit-lie law.

HAIA members did not receive his views with enthusiasm.

Today he's singing a different tune:

http://www.sfgate.com/cgi-bin/blogs/cityinsider/detail?entry_id=57505&tsp=1

Yours for rationality in government,

Arthur Evans

* * * * *



glosandra@aol.com
02/17/2010 07:05 PM

To: sfmtabudget@sfmta.com
cc: glosandra@aol.com, board.of.supervisors@sfgov.org,
Carmen.Chu@sfgov.org, gavin.newsom@sfgov.org
bcc:
Subject: MUNI Proposed Budget Cuts

To Whom It May Concern:

This email is in response to the proposed MUNI budget cuts that include the following points a result of a \$16.9 million shortfall:

- **Requiring \$70 Fast Passes to use express bus routes and cable cars;**
- **Increasing Senior, Youth and Disabled Fast Pass from \$15 to \$30 as of April 1 (previously scheduled to be \$20 in May);**
- **Increase Residential Parking Permits from \$76 per year to \$96 for full cost recovery; and**
- **Increase parking citation fines by \$2 (primarily to cover state-imposed courthouse construction costs).**

While I understand that MUNI is attempting to bridge a budget spending gap, the methods being used are outrageous and do not fix the problems we currently face and are only a band-aid for a bigger problem.

In less than a year's time, the MUNI has raised fares 33.3-55.6% depending upon whether the rider has a MUNI or MUNI+City BART monthly fast pass and are now in essence, asking most riders to pay the higher fare. In return for this steep increase, most riders get reduced services and complaints/suggestions are falling upon deaf ears. The proposal is now to introduce a third type of Fast Pass for anyone who uses an express bus route or cable car. At this rate, MUNI may as well eliminate passes altogether because we are being charged a la carte for any of the MUNI services currently in place that is supposed to reduce traffic and move the city along. San Francisco residents already pay an extra quarter percent sales tax for BART, and as of January 1, 2010, are forced to pay an additional \$10 a month to use these same services. In short, we are paying and then paying again!

I phoned a complaint into MUNI regarding the 16X change as of December 5, 2010. When the call to MUNI was made (late January 2010), to that date, the 16X bus I normally take was on time only during the holidays, when ridership was reduced. The bus otherwise shows up late EVERY DAY. Because of the 16X change, I am waking up earlier to take the bus and arriving later to work. Does this setup make sense for me to support paying more for even more reduced services? The proposal on the table is for the frequency of the 16X to be reduced. My 16AX line has already been cut, the new setup barely works, and now I should support a further reduction? There were three days earlier this month where the bus did not show up. I don't know whether the driver was sick or on vacation, but MUNI did not send a replacement or "move up" any buses waiting in queue to manage the growing lines even if a bus monitor/supervisor is on hand. This statement and example show POOR management of a system in place,

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and the inability to improvise. MUNI in itself has created a stressor for me as soon as the day begins. And by the way, the form letter I received in the mail from MUNI addressing my complaint should not have been sent: Unneeded costs spent to write, print, and send the mailing could have been addressed through email. When the complaint was made, NO option for an email response was given. This setup is quite ironic for a green city.

Cable cars are the only moving historical landmark in the city; it is what makes the city unique. With the proposed changes, we are now being forced to pay extra to enjoy something that is uniquely San Francisco. The cable car services in place are exactly that - a public transportation line in place to move people. In some areas where the cable cars are located, that IS the form of public transportation, and by default of location, people will be forced to pay more because have no alternatives. What is the incentive to not drive and pay parking lot fees rather than use public transportation? The extra cost would allow me to not be crowded on a bus, to not worry about additional fees because I'd know upfront what I'm paying for, to know when I will be leaving (and not wonder), and have the ability to make choices of where I go to. In the same respect, Mayor Newsom stated in a press conference last week that the underground rail construction services started will reduce traffic on the road and bridge all city areas. Let's say people decide to walk instead of drive. It's great exercise for the person, but does not help the traffic spillage because people cannot afford these increases. In addition, if people cannot afford to get where they want to go to, many businesses that would have otherwise been frequented with lose revenue, and in turn, cause an inadvertent economic downturn. Even Las Vegas understands that people create congestion, but is what makes the town go, and has a bus service along the strip that is affordable, dependable, and clean to DRAW IN ridership so they may reach their destination. Several years ago, during a MUNI shortfall, MUNI implemented a 25 cent surcharge for using the express bus route services. In retaliation for this additional surcharge, many riders flooded the regular bus routes in protest of the implementations taxing those lines to a crawl. Within a few months' time, the setup was reversed. I can easily see the same results occurring again with an express line or cable car increase, and MUNI moving to charge for even using the Metro services in the future. Where does it stop? How will riders be affected if they use a service their bus pass doesn't cover? We pay for services at the beginning of the month and should not have to worry about having additional funds on hand for hidden costs. It will be a confusing and frustrating process.

Senior citizens and youth passes have a proposed 100% fare increase. With people on fixed budgets, the increase will not go over well. Seniors are a big pool of riders known to be on fixed income, and the proposal is asking these same people to somehow come up with the additional fare. For youths who cannot afford the bus fares, it may lead to increased rider disruption, crime, or truancy. Most youths who have passes go to school, and if they cannot afford the costs to get to school or work, the proposal is creating a deteriorating environment for the individual and the city.

Why are parking permit fees being increased? This proposal is making city residents to

give up their cars because it is becoming too expensive to keep one, and in return, we will pay more public transportation fees for less. I have yet to meet a person happy to pay more for substantially less.

Why are citation fines being used to cover state-imposed courthouse construction costs? Is it MUNI's responsibility to pay for these construction costs, or are the citation fees an excuse to collect more funds? What happens when the construction is completed? Do the fees go back down?

Are the people proposing these increases using MUNI services themselves to understand and know what is happening? The implementation is not even temporary, but a proposed mainstay. MUNI has a management team and if management is not or cannot yield a working budget, the reality is to look for new management who can grab hold of and take control of the beast, not leave things as are or add another layer of manage to "review" what's wrong. MUNI's fee increases have led to literally burden taxes onto those who are employed and having us cover all the costs and salaries for those who are not fixing the overall problem. What happens next year when the deficit is the same or grows? The shortfall still leads back to the people doing the work. The banking industry has an efficiency ratio that records how much money is spent to make every dollar. MUNI needs to reevaluate that efficiency. Having the consumer pump money into the pool still does not tackle the efficiency question. To best illustrate my point, approximately two years ago, Mayor Newsom suggested possibly making MUNI free for all riders. This outrageous proposal, which was shot down, shows me how out of touch city leaders are with the real problems at hand. How can someone propose free bus services if there is such a gap in the deficit?

Please look at the points above and use them to reconsider MUNI's proposed changes.

Thank you for your attention in this matter.

Gloria Yee



JAMES CORRIGAN
<marylouc@mac.com>
02/17/2010 07:49 PM

To board.of.supervisors@sfgov.org
cc Sean Elsbernd <Sean.Elsbernd@sfgov.org>,
David.Campos@sfgov.org, David.Chiu@sfgov.org,
Carmen.Chu@sfgov.org, sophie.maxwell@sfgov.org
bcc
Subject Sensible Budget Reductions in the S.F.F.D. during this time
of a \$500 million deficit.

Dear Board of Supervisors:

We must make cutbacks in the City's Budget. Wouldn't these cuts in the SFFD that do not shut down firehouses or reduce manpower or equipment, make sense?

If anything below rings true to you, let it be known because the new contract for July 1, 2010 will dictate for the next four years if any of these positions are reduced.

In an article on District elections, C.W. Nevius asked: **Do we really need 11 Supervisorial districts in a city of just 800,000?**

I ask:

DO WE REALLY NEED 10 SFFD BATTALION CHIEF, DISTRICTS AND 2 ASSISTANT CHIEF, DIVISION DISTRICTS EVERY DAY IN SAN FRANCISCO for approximately 350 firefighters in a City that averages 1 structural fire a day.

Yes, we need the trucks and engines and availability of manpower for simultaneous fires, but we do not need ALL the Chiefs and their drivers.

Don't forget, at anything over a 3rd alarm, in most cases the Chiefs from Headquarters like the COD and Deputy Chief will swell the Chiefs ranks in front of the incident.

These 13 Chief positions require 4.7 employees to fill them 24/7. That's 61 Chiefs averaging \$190,000 or \$11,600,000 in yearly totals.

In addition, six of them have drivers everyday and that is 24 jobs at \$140,000 average or another \$3,400,000.

If the City fathers in the 2011 MOU reduce the make up of the SFFD to 1 Division Chief and 6 Battalion Chiefs per 24 hour day, as recommended by Harvey Rose, and have only 1 ceremonial Chief of Department Chauffeur, that would constitute an \$8,700,000 savings.

How would the face of the Department change each day if that took place?

We would be left with the same number of firefighters; same number of firehouses; same number of pieces of equipment.

The exact same number of firefighters handling hoses, axes, hydrants, tools, ladders and scott-air paks would be available and present at fires as is today.

In addition, these employees would not lose their jobs. Some would be reduced to Battalion Chief or Captain.

However, at a fire you would have one or two fewer drivers with a clipboard and flashlight, but the same number of Chiefs, though one of the Chiefs may or may not have to drive an additional 1/2 mile than before the almost \$9

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million in savings.

With a deficit of over \$500 million facing the City, this should be a no brainer. Unless there is a Sacred, "sacred cow" status in the ranks of City employees.

Sincerely yours,

Jim Corrigan

SFFD PAYROLL SPEADSHEET:

<http://spreadsheets.google.com/ccc?key=0AopdvMvLhJfddExwNEtubnVuaDV0STlpOGpHeVEwYWc&hl=en>

TOTAL EARNINGS IN 2009 BY SOME ASSISTANT AND BATTALION CHIEFS IN THE S.F.F.D.

THOMAS SIRAGUSA BATTALION CHIEF	\$247,580.31
FRANK CARDINALE BATTALION CHIEF	\$233,595.53
AARON STEVENSON ASSISTANT CHIEF	\$275,973.43
ARTHUR KENNEY ASSISTANT CHIEF	\$248,739.98
AUDRY LEE BATTALION CHIEF	\$238,607.50
JAMES BARDEN BATTALION CHIEF	\$241,081.57
ALSON LEE BATTALION CHIEF	\$239,198.40
MARK GONZALES BATTALION CHIEF	\$219,720.62
DAVID FRANKLIN BATTALION CHIEF	\$229,504.45
THOMAS ABBOTT BATTALION CHIEF	\$224,422.15
ROBERT POSTEL BATTALION CHIEF	\$208,122.04
VICTOR WYRSCH BATTALION CHIEF	\$216,473.43
KEVIN BURKE BATTALION CHIEF	\$214,721.46
JOHN HICKEY BATTALION CHIEF	\$255,884.26
ROBERT SERRANO BATTALION CHIEF	\$247,975.99
GERALD SCULLION BATTALION CHIEF	\$236,372.96
KIRK RICHARDSON BATTALION CHIEF	\$227,065.70
DENNIS SUTTER BATTALION CHIEF	\$228,526.80
MARTY ROSS BATTALION CHIEF	\$183,356.24
MATT MCNAUGHTON BATTALION CHIEF	\$177,184.34
JAMES BLAKE BATTALION CHIEF	\$176,634.33
RUDY CASTELLANOS BATTALION CHIEF	\$224,674.38
BRYAN RUBENSTEIN BATTALION CHIEF	\$209,188.22
REX HALE BATTALION CHIEF	\$203,054.93
ZACH PUMPHREY BATTALION CHIEF	\$197,415.44
ED GONZALEZ BATTALION CHIEF	\$196,795.20
CHARLES CRANE BATTALION CHIEF	\$215,086.04
KEVIN TAYLOR BATTALION CHIEF	\$200,501.57
LORRIE KALOS BATTALION CHIEF	\$218,158.88
KEVIN SMITH BATTALION CHIEF	\$208,650.04
VINCENT NOLAN BATTALION CHIEF	\$192,014.79
MONICA FIELDS BATTALION CHIEF	\$200,042.39
A. SMERDEL BATTALION CHIEF	\$180,353.24

TOTAL EARNINGS OF SOME CHIEF'S DRIVERS IN 2009

M. LAVELLE	INCIDENT Driver	\$192,460.50
HAROLD FRENCH	INCIDENT Driver	\$192,485.22
BRETT EVART	INCIDENT Driver	\$141,594.80
DONALD DURKEE JR	INCIDENT Driver	\$128,292.17
ALFRED JOE	INCIDENT Driver	\$120,396.73
WING CHAN	INCIDENT Driver	\$164,576.74
WILL. MULKEEN	INCIDENT Driver	\$150,201.66

To get an idea of what Battalion Chiefs do on most days in a 24 hour period, I am providing from the Official Journal of Battalion 1, located at Station 2 in Chinatown.

At random, here are 3 days in succession from January, 2010:

January 22, 2010 On Duty Battalion Chief ED GONZALEZ who made \$196,795.20 in 2009.

0800 Chief & Driver on Duty
0830 Chief's Buggy and Equipment Checked OK.
0836 1000 Pine St. Commercial Building Alarm - accidental pull.
0907 731 Sansome St. Comm Bldg alarm set off by workers.
1000 Daily Battalion Chiefs Meeting
1026 661 Lombard St. Auxilliary Street Box System Malfunction
1034 625 Taylor Smoke in Building Overheated elevator motor.
1400 Battalion Chief's building inspection @ 17 Powell
1500 Received W-2's
1530 Visited Companies in District - Delivered W-2's
1633 34 Turk St. Building alarm set off by candle.
1741 2670 Leavenworth Gas Leak
0914 17 Powell St. Building Alarm System Malfunction.
2215 Inspect Group 5 Night Clubs
0116 46 Geary Comm Building Pull Station

January 23, 2010 On Duty Battalion Chief Morris M.Morris who made \$255,884.26 in 2009.

0800 Chief and Driver on Duty
0830 Chief's Buggy & Equipment OK.
1024 Street alarm St Driest?
1102 950 Mason Alarm
1902 999 CAKT? Alarm set off by candle.
2056 250 Beard Alarm
2256 Chestnut & Mason candle
0329 222 Mason Alarm

January 24, 2010 Battalion Chief Rabbit who made \$220,061.92 in 2009.

0800 Chief and Driver on duty.
0830 Chief's Buggy & equipment checked OK.
0900 Phone meeting with Assistant Chief.
1142 2000 Embarcadero False Alarm
1651 816 Grays St.? Burnt food.
1658 621 Bush St. Burnt food
1801 712 North Point St. Building alarm False
1807 860 Sutter Building alarm False
2317 161 Powell St. Building Alarm False
2333 120 Kearny Building Alarm False
0028 151 Joice Building Alarm False
0030 400 Montgomery Broken sprinkler head
0641 1 California Building Alarm False
0650 636 Hyde St. Building Alarm False



Jay Sath
<jay2004a@hotmail.com>
02/18/2010 11:03 AM

To Bevan Dufty <bevan.dufty@sfgov.org>,
<board.of.supervisors@sfgov.org>, Eric Mar
<eric.l.mar@sfgov.org>, Bill Barnes
cc <washington.linda@dot.gov>, <ncsaweb@nhtsa.dot.gov>

bcc

Subject Another San Francisco MUNI accident?

The Department of Transportation and the National Highway Traffic Safety Administration need to be brought in to investigate MUNI! Yet another accident snarling traffic and injuring passengers - this has gotten ridiculous!

Jayson Sath
San Francisco, CA

EMAILING FOR THE GREATER GOOD

[Join me](#)

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091443

Board of
Supervisors/BOS/SFGOV
02/19/2010 11:20 AM

To Sophie Maxwell/BOS/SFGOV, Eric L Mar/BOS/SFGOV,
David Chiu/BOS/SFGOV, Alisa Somera/BOS/SFGOV,
cc
bcc
Subject File 091143 Land Use & Economic Development Committee
- Smoking Ordinance



Michael Adams
<adamsm94114@yahoo.com
>
02/19/2010 09:45 AM

To board.of.supervisors@sfgov.org
cc
Subject Land Use & Economic Development Committee - Smoking
Ordinance

Committee Supervisors,

I wanted to pass along my comments to the Land Use & Economic Development committee as they discuss the proposed ordinance to prohibit smoking at their February 22, 2010 meeting since I will be unable to attend in person.

Let me begin by saying that I am a full-time masters student who also works in a bar to support myself. I was shocked to hear that if this ordinance passes, that it would prohibit smoking even in the outdoor patio areas at bars.

As someone who this ordinance is supposed to protect, let me say that I am completely opposed to that portion of it. I am an adult, and the customers of the bar are adults. Moreover, what would be truly tragic is sending the smokers who use our patio onto the street to smoke amongst innocent pedestrians on the crowded street. Bars that have invested in creating patios are actually HELPING the general population avoid second hand smoke, as only those who choose to be on the patio may be exposed to it. I know that I do not want to be forced to walk through groups of smokers outside of every bar in the city!

Los Angeles recently exempted patios of adult-only establishments like bars and nightclubs from their outdoor smoking ban. I strongly urge you to do the same.

Thank you for your consideration.
-Mike Adams

25



Kimo Crossman
<kimo@webnetic.net>
Sent by:
kimocrossman@gmail.com

To Board of Supervisors <Board.of.Supervisors@sfgov.org>
cc
bcc

02/18/2010 08:17 PM

Subject Why comparing Dial-up to DSL is *not the same* as going
from 6Mb/s DSL to 100Mb/s Fiber

Please respond to
kimo@webnetic.net

If >100MB/s gives all sorts of cool new applications - then where are they in Japan and S. Korea where it already exists?

Dial-up to DSL was major improvement because it provided Always-On-Service and it was fast enough to allow optimizations for Video (Flash), Audio (real player) etc. And it enabled the Network Effect called "Metcalf's Law" http://en.wikipedia.org/wiki/Metcalf's_law None of these are the case when going from 6mb/s to even 100mb/s

Suggested applications I continue to hear:

- + Remote Diagnostics - Hello? We live in an urban environment - wouldn't you rather see your doctor and be treated?
- + Telepresence - Hello? Haven't you already heard of webcams? If you want a floor to ceiling video then the super high speed connection will have to exist for the length of the path all the way to the other person you are talking with - So both people need this speed.
- + You can backup your hard drive real fast - There already exist now a number of programs (i.e. Carbonite) which run in the background which backup all your selected files on your computer.
- + On demand movies or Hi Def video - Solutions like Vudu work today at 4.5/mb/s which is supported by DSL and Cable presently - no fiber needed

<http://www.nytimes.com/2010/02/11/technology/personaltech/11pogue.html>

What will it cost and how long will it take to wire the premises after Fiber is brought to the residence? There are some residential buildings in SF which already have 100mb/s speed- it is easy to go to them right now and ask what new applications they have - the answer is very limited because the websites and the data centers that serve them run at much slower speeds - so there is no advantage to going to CNN.com on such a high speed.

You can visit these SF properties here

<http://www.vvdcommunications.com/network/online/>

Cable Docsis 3.0 can already offer 100Mb/s possibly even 1gb/s - what is the advantage of pulling new fiber instead?

http://www.lightreading.com/blog.asp?blog_sectionid=419&doc_id=188129&site=lr_cable&

26



Kimo Crossman
<kimo@webnetic.net>
Sent by:
kimocrossman@gmail.com

02/17/2010 03:26 PM

Please respond to
kimo@webnetic.net

To Ron Vinson <Ron.Vinson@sfgov.org>, Teresa Galvis
<teresa.galvis@sfgov.org>, Barry Fraser
<Barry.Fraser@sfgov.org>, Chris Vein

cc

bcc

Subject Legitimate questions about Google Fiber experiment and SF
for COIT Thurs 2/18 10am

- + What problem are we solving? For urban citizens - not business - what does Fiber speed allow that high speed DSL or Cable does not? What are the Residential Applications here? If a high speed fiber-based SF person wants to contact someone else on the web who does not have high speed connection does this application still work or is high speed required on both ends and along the whole path between them? There has been enough high speed residential broadband installed worldwide to allow one to identify relevant applications - there appear to be very few.
- + Even if we bring Fiber to the premises what additional costs and time are required to require residential buildings to use the new bandwidth?
- + What happens when Google is done paying for the experiment? They sponsored free WiFi through <http://sf.meraki.com/> and now much of that network appears to be no longer in service.
- + How much city staff, money and time will be spend on this effort and how will it be tracked? A huge amount was spend on Muni WiFi which I pointed out from the beginning was not technically feasible yet for mayoral gain it was pushed - is this going to happen again to burnish Newsom credentials for Lt Gov run?
- + How is net neutrality, privacy, and security treated on this network? During usage are: logs, history records or archive backups created which may be subject to governmental search requests?

Respectfully

Kimo Crossman
kimo@webnetic.net
415-683-7643

PS please note High Speed commercial applications have been largely solved - see this writeup about Avatar digital transmissions

http://www.theregister.co.uk/2009/12/21/avatar_storage_effects/page2.html

Home-based Hi-Def films without Fiber speed

<http://www.nytimes.com/2010/02/11/technology/personaltech/11pogue.html>

BOS-11

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov



RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2010 FEB 19 PM 3:14

BY _____ SK _____

February 18, 2010

San Francisco County Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, California 94102-4689

RE: One Lombard Street Listing on the
National Register of Historic Places


Dear Board of Supervisors:

I am pleased to notify you that on February 3, 2010, the above-named property was placed on the National Register of Historic Places (National Register). As a result of being placed on the National Register, this property has also been listed in the California Register of Historical Resources, pursuant to Section 4851(a)(2) of the Public Resources Code.

Placement on the National Register affords a property the honor of inclusion in the nation's official list of cultural resources worthy of preservation and provides a degree of protection from adverse affects resulting from federally funded or licensed projects. Registration provides a number of incentives for preservation of historic properties, including special building codes to facilitate the restoration of historic structures, and certain tax advantages.

There are no restrictions placed upon a private property owner with regard to normal use, maintenance, or sale of a property listed in the National Register. However, a project that may cause substantial adverse changes in the significance of a registered property may require compliance with local ordinances or the California Environmental Quality Act. In addition, registered properties damaged due to a natural disaster may be subject to the provisions of Section 5028 of the Public Resources Code regarding demolition or significant alterations, if imminent threat to life safety does not exist.

If you have any questions or require further information, please contact the Registration Unit at (916) 653-6624.

Sincerely,


Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Enclosure: National Register Notification of Listing

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February 12, 2010

The Director of the National Park Service is pleased to send you the following announcements and actions on properties for the National Register of Historic Places. For further information contact Edson Beall via voice (202) 354-2255, or E-mail: <Edson_Beall@nps.gov> This and past Weekly Lists are also available here: <http://www.nps.gov/history/nr/nrlist.htm>

Our physical location address is:

National Park Service 2280, 8th floor
National Register of Historic Places
1201 "I" (Eye) Street, NW,
Washington D.C. 20005

Celebrate African American History Month:
<http://www.nps.gov/history/nr/feature/afam/INDEX.HTM>

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 2/01/10 THROUGH 2/05/10

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

CALIFORNIA, MONTEREY COUNTY,
USS MACON (airship remains),
Address Restricted,
Big Sur, 09001274,
LISTED, 1/29/10

CALIFORNIA, SAN FRANCISCO COUNTY,
One Lombard Street,
1 Lombard St.,
San Francisco, 09001300,
LISTED, 2/03/10

BOS-11

February 17, 2010
TO: STATE, COUNTY AND
CITY OFFICIALS

NOTICE OF PACIFIC GAS AND ELECTRIC COMPANY'S APPLICATION FOR 2009 ENERGY RESOURCE RECOVERY ACCOUNT COMPLIANCE REVIEW AND FOR RECOVERY OF COSTS OF THE MARKET REDESIGN AND TECHNOLOGY UPGRADE INITIATIVE

On February 12, 2010, Pacific Gas and Electric Company (PG&E) filed an application with the California Public Utilities Commission (CPUC) requesting changes to its electric rates effective January 1, 2011.

Each year, PG&E is required to file an Energy Resource Recovery Account (ERRA) Compliance Review application demonstrating that certain electric procurement activity from the previous year complies with the standards and objectives detailed in PG&E's Long-Term Procurement Plan (LTPP). Typically, the ERRA Compliance Review applications do not affect customer rates unless there is an adverse finding made during the CPUC's review process.

However, in this year's 2009 ERRA Compliance Review application, PG&E is including a request that will affect customer rates. The inclusion of the rate recovery request was provided by CPUC Decision 09-12-021. Specifically, the request seeks to recover in rates the costs PG&E has incurred to comply with the mandated Market Redesign and Technology Upgrade (MRTU) initiative.

The MRTU initiative, which was developed by the California Independent System Operator and approved by the Federal Energy Regulatory Commission, was launched on March 31, 2009. The MRTU changed the manner in which electricity is procured and sold by participants in newly redesigned markets in California. Costs presented in this application represent actual costs to implement MRTU that were incurred by PG&E through December 31, 2009.

The total electric revenue (the total amount PG&E collects in rates from all customers) requirement request is \$18.3 million. PG&E requests that electric rates designed to recover this amount become effective on January 1, 2011.

Will rates increase as a result of this application?

Yes, approval of this application will increase electric rates for bundled service customers (those who receive electric generation as well as transmission and distribution service from PG&E) and for customers who purchase electricity from other suppliers (e.g., direct access and community choice aggregation) by less than one percent. The 2011 revenue requirement of \$18.3 million will increase PG&E's bundled system average rates, relative to current rates, by 0.15 percent in 2011.

THE CPUC PROCESS

The CPUC's Division of Ratepayer Advocates (DRA) will review this application. The DRA is an independent arm of the CPUC, created by the Legislature to represent the interests of all utility customers throughout the state and obtain the lowest possible rate for service consistent with reliable and safe service levels. The DRA has a multi-disciplinary staff with expertise in economics, finance, accounting and engineering. The DRA's views do not necessarily reflect those of the CPUC. Other parties of record will also participate.

The CPUC may hold evidentiary hearings where parties of record present their proposals in testimony and are subject to cross-examination before an Administrative Law Judge (ALJ). These hearings are open to the public, but only those who are parties of record can present evidence or cross-examine witnesses during evidentiary hearings. Members of the public may attend, but not participate in, these hearings.

After considering all proposals and evidence presented during the hearing process, the ALJ will issue a draft decision. When the CPUC acts on this application, it may adopt all or part of PG&E's request, amend or modify it, or deny the application. The CPUC's final decision may be different from PG&E's application.

FOR FURTHER INFORMATION

To request a copy of the application and exhibits or for more details, call PG&E at 1-800-PGE-5000.

For TDD/TTY (speech-hearing impaired), call 1-800-652-4712

Para más detalles llame 1-800-660-6789

詳情請致電 1-800-893-9555

You may request a copy of the application and exhibits by writing to:

Pacific Gas and Electric Company
MRTU Application
P.O. Box 7442
San Francisco, CA 94120.

You may also contact the CPUC's Public Advisor with comments or questions:

Public Advisor's Office
505 Van Ness Avenue, Room 2103
San Francisco, CA 94102
1-415-703-2074 or 1-866-849-8390 (toll free)
TTY 1-415-703-5282, TTY 1-866-836-7825 (toll free)
E-mail to public.advisor@cpuc.ca.gov

If you are writing a letter to the Public Advisor's Office, please include the name of the application to which you are referring. All comments will be circulated to the Commissioners, the assigned Administrative Law Judge and the Energy Division staff.

A copy of PG&E's 2009 ERRA Compliance MRTU application and exhibits are also available for review at the California Public Utilities Commission, 505 Van Ness Avenue, San Francisco, CA 94102, Monday-Friday, 8 a.m.-noon.

BY SK

2010 FEB 19 PM 3:17

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

28



TimGiangiobbe
<TimGiangiobbe@cheerful.com>

02/18/2010 05:37 PM

To board.of.supervisors@sfgov.org

cc

bcc

Subject [John Joebee Homeless in SF] You Think They are Safe?
Then Sleep There one Ni...

I am going to challenge the Mayor and Supervisors to an adventure. I am asking them all to spend one night in the shelters the city provides, unannounced by the way so they are not on their best behavior, or their best deception. I am going to get my point across about the security of the shelters and the need for a separate facility for Seniors, Middle-aged and disabled. These baby boomers are mingled with generation x and generation thug, and they deserve better. Then I ask for the elected officials tour Irvin Goodwins and see how he does not warehouse people and the shelter has a true sense of community. San Francisco is the city known for compassion and the willingness to do something different. This can be a Public Relations boon for the city that can be the catalyst for making this shelter happen. I know damn well that the NIMBYS are going to fight where it needs to be, which is anywhere but the Tenderloin. When the majority realizes that this is truly the dignity needed for these citizens. Beyond Chron is raking this issue over the coals again and I appreciate that. The funding will come when the appeal for this facility is made and the truth is known about these truly vulnerable people. The seniors and middle-aged both suffer being robbed, assaulted and forced to deal with general disrespect. I still do not understand why this issue has not been addressed. The dreadful behavior of thugs should never be tolerated to begin. The safety net services are something that most of these baby boomers have been paying taxes for all their life. They all might not have been in the top earners list, but they are due the dignity that their age and experience dictates. GOD HELP US

--

Posted By TimGiangiobbe to John Joebee Homeless in SF at 2/18/2010 03:57:00 PM

29



TimGiangiobbe
<TimGiangiobbe@cheerful.com>

02/19/2010 12:58 PM

To board.of.supervisors@sfgov.org

cc

bcc

Subject [John Joebee Homeless in SF] Why do I Choose Irvin Goodwins Shelter as an Exa...

Why is it that I use this facility as an example all the time? The reason is the place is truly safe and sane. The cruelty of warehousing people DOES NOT HAPPEN here! The rooms are configured so they allow for space and dignity. The sense of security and professionalism are present when the client walks through the door. The fellow clients and staff are welcoming and pleasant, not mean and disrespectful. The client enters a functioning community, instead of confusion and JAIL mentality. There is a community room that sponsors meetings such as AA and Veterans groups. Support is given from the start, thus allowing the client to relax and start dealing with issues instead of worrying about security. They even have room for belongings plenty of room, unlike San Francisco shelters where they strip the belongings from the client leaving them as dependent on the shelter as they can manage. Then Irvin's staff is pleasant and listens to clients literally because active listening is BIG there, as well as the other uses of cognitive therapy. When there is a dispute the conflict is kept personal at first allowing the parties to use conflict resolution, if they can not resolve the conflict it is brought to the community for feedback. This usually helps solve the conflict using cognitive therapy skills and gives the clients a sense of community. Client participation is the only way to go, they feel as if they have a voice and it builds self-esteem and encourages goal setting and following through. When someone does well the rest of the community gives praise and support, it works. To have it any other way just warehouses people, and that always leads to problems. The so-called homeless czar needs to really look at what the policy is and whether that really serves the clients or not, duh I think I know the answer. I want the job, I can do it, I can do what it takes to bring changes to a broken system that serves drug thugs and leaves Older clients fend for themselves. I am a baby boomer who worked for over thirty years and I have experience. I have been through much grief the last few years and when I needed a safe and sane shelter here in the city I found ghettoized dysfunction in SOME of the staff, not ALL the staff. The ability is there and SOME of the staff is GREAT but the security issues make the clients not want to stick around to see what happens and that frustrates many good staff members, and I know it. A Separate Shelter is the only way to bring dignity to these baby boomers, LIKE ME! Nothing could make this Service Connected Disabled Veteran happier, not true being the Director will make me Happier yet. I can do it, Let's see we get a nonprofit corporation status, file a 1023 to get 501c3 status, Write a mission statement, Write proposals and more proposals and follow through with deadlines, Meet with many citizens and politicians and go to many supervisor meetings, Look for locations and lease options, Deal with NIMBYS, build a crew, try to get a fiscal sponsor, write a press release seems simple enough HAH HAH I know it is a HUGE venture that takes quite a few more people than the three of us that are committed now and I am asking for help and advice. Networking with Irvin will be a big help. Irvin was a homeless veteran with a few years on the street and he went to HVRP and eventually went to work for veterans services and he made his proclamation that he is going to open a shelter. There were of course the naysayers who said he can't do it and will run with the money. He sure proved them wrong and the rest is history. He opened the facility within two years

of his proclamation.He was a man on a mission,A SERIOUS MAN who got the job done by networking and finding fiscal sponsors and donations.He did not take NO for an answer and thrived on the controversy and the naysayers,that just made him focus even more and solve problems.He put the problem solving skills and cognitive skills to work that he learned at HVRP.I learned those skills as well and agree that cognitive therapy based concepts function well and will be used as an ethics guide and for conflict resolution.I never realized when I did use his facility that San Francisco had such dismal shelters,I heard stories,but until I lived IT,I did not have a clue.Please bring this dignity to these Baby Boomers who earned respect.GOD HELP US

--
Posted By TimGiangiobbe to [John Joebee Homeless in SF](#) at 2/19/2010 07:43:00 AM

Revised

City and County of San Francisco

Office of the Controller

**FY 2009-10
Biannual and Monthly
Overtime Report**



February 16, 2010

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City and County of San Francisco

Office of the Controller

FY 2009-10 Biannual and Monthly Overtime Report

February 16, 2010

A. Purpose

Administrative Code Section 18.13-1 and 18.13-5 requires the Controller to submit monthly and biannual overtime reports to the Board of Supervisors and the Mayor's Budget Director. This report combines those two requirements, and appraises the City's policy makers of the status of current and projected budgetary overtime costs for the largest departments and the largest users of overtime hours.

B. Summary

Budgeted overtime is projected to be overspent by \$16.8 million based on a straight-line projection. This is \$2.3 million or 1.6% less than actual overtime expenditures in FY 2008-09. The Controller's Office anticipates that departments that are projected to overspend their budgeted overtime will cover these shortfalls with savings in regular salaries or other areas of their budgets.

The five City departments that use the most overtime (Municipal Transportation Agency, Fire, Police, Public Health, and Sheriff) collectively account for 87% of total Citywide overtime hours.

As of the pay period ending January 8, 2010, 49 employees have exceeded the 624-hour overtime cap established through Ordinance No. 197-08. Of the employees who exceeded the 624-hour overtime cap in the current fiscal year, 48 have exemptions from the Director of Human Resources or the Director of the Municipal Transportation Agency. This comparable to the previous year, in which 38 employees had exceeded the 624-hour threshold from July 1, 2008 to December 12, 2008.

C. December 2009 Monthly Overtime Report

Administrative Code Section 18.13-1, enacted through Ordinance No. 197-08, requires the Controller to submit a monthly overtime report to the Board of Supervisors and the Mayor's Budget Director listing the five City departments using the most overtime in the preceding month.

The Monthly Overtime Report (Appendix 1) shows that the five City departments using the most overtime during December 2009 and cumulatively during FY 2009-10 were: (1) Municipal

Transportation Agency, (2) Fire, (3) Police, (4) Public Health, and (5) Sheriff. Collectively, these five departments' overtime averaged 5.8% of regular hours and accounted for 87.5% of total Citywide overtime for December 2009. The December data includes pay periods ending November 27, 2009; December 11, 2009; and December 25, 2009.

D. Biannual Maximum Permissible Overtime Report

Administrative Code Section 18.13-1 also requires the Controller and the Director of Human Resources to submit a biannual report to the Board of Supervisors documenting whether departments have complied with the maximum permissible overtime rule. This ordinance states that employees not exceed 30% of their regular hours with overtime hours in a fiscal year, or 624 hours for a full-time 2,080 hours per year employee. The Department of Human Resources provided the following qualified exemptions to classifications listed below:

- Sheriff's Department Deputy Sheriffs, Institutional Police Officers, and Sheriff's Cadets;
- Fire Department Firefighters;
- Public Utilities Commission job classes 7480 Power Generation Technicians I, 7482 Power Generation Technicians II, and 7484 Senior Power Generation Technician.

Exemptions are for overtime hours occurring as a part of mandatory training, overtime hours occurring where there is only a small pool of qualified personnel to perform the work, or overtime hours necessary to avoid creating mandatory overtime hours for other personnel.

In addition, the Municipal Transportation Agency (MTA) has provided exemptions to the maximum permissible overtime rule for the following classifications:

- 9163 Transit Operator,
- 9139 Transit Supervisor,
- 9150 Train Controller,
- 9102 Transit Car Cleaner,
- 9104 Transit Car Cleaner Assistant Supervisor,
- 9110 Fare Collection Receiver,
- 8214 Parking Control Officer, and
- 7371 Electrical Transit System Mechanic.

The Biannual Maximum Permissible Overtime Report (Appendix 2) provides details for employees that have exceeded the 624 overtime hours threshold. This report represents 53% of the fiscal year, or 13.8 out of 26.1 pay periods. As of January 8, 2010, 49 employees had already exceeded the 624 overtime hours threshold for the fiscal year in the Fine Arts Museum, Fire Department, Municipal Transportation Agency, and Sheriff Department. Forty-eight of these 49 employees are exempt from the maximum permissible overtime rule. The remaining employee is an 8226 Museum Guard. In the previous year, 38 employees had exceeded the 624-hour threshold from July 1, 2008 to December 12, 2008.

E. Biannual Overtime Report

Administrative Code Section 18.13-5 requires the submission of the Biannual Overtime Report to include budgeted, actual, and projected salaries and overtime. The projections shown on the reports are straight-line projections representing 13.8 out of 26.1 pay periods of the fiscal

year. Please note that straight-line projections are only a starting point as a number of seasonal factors may affect some departments.

The Overtime Spending Chart (Appendix 3) shows overtime spending as a percent of gross salaries since fiscal year 2003-04. The FY 2009-10 projected overtime spending as a percent of gross salaries is not expected to change substantially compared to FY 2008-09, when it equaled 5.4% of projected spending in FY 2009-10, the same as actual spending in FY 2008-09. The Overtime Spending Summary (Appendix 4) highlights the Top Five user departments that historically account for 85% of all overtime costs and provides a projection for the current fiscal year. The FY 2009-10 straight-line projection estimates a \$16.8 million shortfall for all departments, of which \$13.1 million is for the Top Five user departments.¹ Compared to the previous year, the projected overtime shortfall is \$2.3 million less and \$2.7 million less for the Top Five user departments. The Controller anticipates that departments exceeding their overtime budget will cover their shortfall with savings in salaries or other areas.

F. Appendices

1. Monthly Overtime Report
2. Biannual Maximum Permissible Overtime Report
3. Overtime Spending Chart
4. Overtime Spending Summary

STAFF CONTACTS

Leo Levenson, Director of Budget & Analysis, Leo.Levenson@sfgov.org

Nadia Feeser, Acting Budget Manager, Nadia.Feeser@sfgov.org

Aimée Fribourg, Budget Analyst, Aimee.Fribourg@sfgov.org

Steve Ponder, Compensation Manager, Steve.Ponder@sfgov.org

¹ Slightly over \$1.9 million of the Police Department's overtime in this report is for one-time comp time payouts for employees who received promotions. These payouts may be from time worked in previous fiscal years. The dollar amounts related to these comp time payouts do not necessarily reflect the particular reporting period in which the overtime report shows the charge. The dollar value of new comp time earned during the current period is unknown.

City and County of San Francisco
 Controller's Office
Appendix 1: Monthly Overtime Report

July 2009					
Department	Regular Hours	Overtime Hours	Percentage Overtime vs. Regular Hours	Percent of Total Citywide Overtime	Overtime Pay
MTA	655,925	63,804	9.7%	43.9%	2,994,479
Fire	250,518	31,655	12.6%	21.8%	2,099,735
Police	382,784	12,551	3.3%	8.6%	1,058,831
Public Health	807,147	11,972	1.5%	8.2%	552,153
Sheriff	144,681	8,868	6.1%	6.1%	521,906
Total	2,241,054	128,850	6.7%	88.6%	\$7,227,104

August 2009					
Department	Regular Hours	Overtime Hours	Percentage Overtime vs. Regular Hours	Percent of Total Citywide Overtime	Overtime Pay
MTA	733,610	77,954	10.6%	43.8%	3,692,482
Fire	286,750	38,428	13.4%	21.6%	2,529,373
Public Health	941,332	15,694	1.7%	8.8%	733,294
Police	438,137	13,966	3.2%	7.8%	1,335,742
Sheriff	166,324	10,813	6.5%	6.1%	647,139
Total	2,566,154	156,854	7.1%	88.1%	\$8,938,030

September 2009					
Department	Regular Hours	Overtime Hours	Percentage Overtime vs. Regular Hours	Percent of Total Citywide Overtime	Overtime Pay
MTA	743,472	84,243	11.3%	47.6%	3,989,812
Fire	286,063	32,245	11.3%	18.2%	2,157,102
Police	435,986	15,856	3.6%	9.0%	1,639,233
Public Health	915,887	13,275	1.4%	7.5%	616,654
Sheriff	169,679	9,853	5.8%	5.6%	600,536
Total	2,551,087	155,472	6.7%	87.8%	\$9,003,337

October 2009					
Department	Regular Hours	Overtime Hours	Percentage Overtime vs. Regular Hours	Percent of Total Citywide Overtime	Overtime Pay
MTA	729,545	86,149	11.8%	45.6%	4,059,353
Fire	285,015	30,675	10.8%	16.3%	2,200,770
Police	435,237	20,140	4.6%	10.7%	1,671,903
Public Health	916,610	13,845	1.5%	7.3%	632,033
Sheriff	169,860	10,812	6.4%	5.7%	654,315
Total	2,536,267	161,621	7.0%	85.6%	\$9,218,374

City and County of San Francisco
 Controller's Office
Appendix 1: Monthly Overtime Report

November 2009					
Department	Regular Hours	Overtime Hours	Percentage Overtime vs. Regular Hours	Percent of Total Citywide Overtime	Overtime Pay
MTA	739,056	79,913	10.8%	44.1%	3,814,635
Fire	284,180	28,641	10.1%	15.8%	1,859,065
Police	439,658	18,594	4.2%	10.3%	1,541,736
Public Health	916,278	15,652	1.7%	8.6%	716,610
Sheriff	169,382	12,005	7.1%	6.6%	751,983
Total	2,548,555	154,805	6.8%	85.5%	\$8,684,029

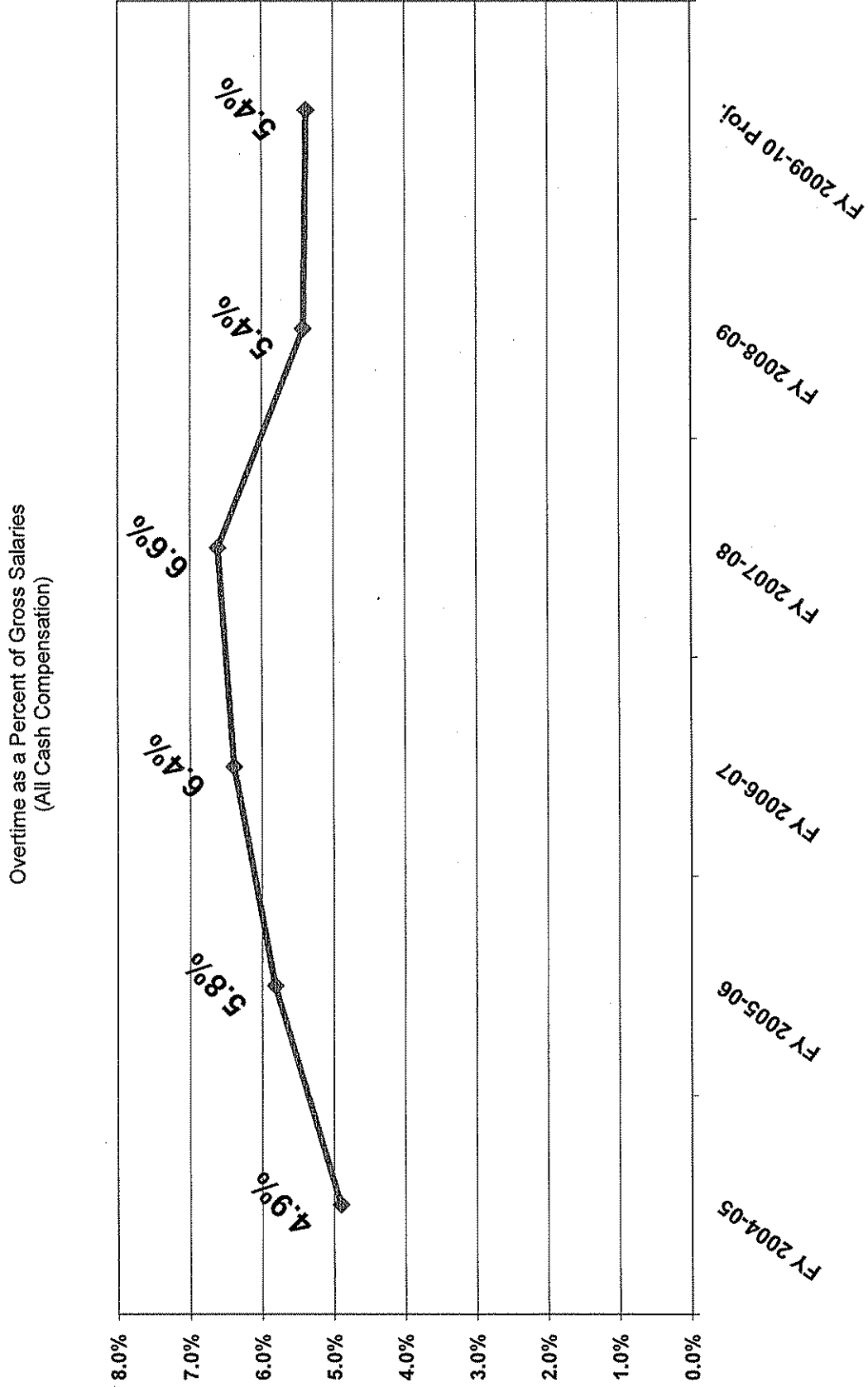
December 2009 (data include 3 pay periods)					
Department	Regular Hours	Overtime Hours	Percentage Overtime vs. Regular Hours	Percent of Total Citywide Overtime	Overtime Pay
MTA	1,136,123	110,183	9.7%	47.6%	5,341,682
Fire	425,954	36,959	8.7%	16.0%	2,400,713
Police	656,414	16,167	2.5%	10.0%	2,225,558
Public Health	1,385,934	23,037	1.7%	7.0%	996,295
Sheriff	256,494	16,039	6.3%	6.9%	966,907
Total	3,860,920	202,385	5.8%	87.5%	\$11,931,155

Fiscal Year 2009-10 Total To-Date					
Department	Cumulative Regular Hours	Cumulative Overtime Hours	Cumulative Percentage Overtime vs. Regular Hours	Cumulative Percent of Total Citywide Overtime	Cumulative Overtime Pay
MTA	4,741,392	502,248	10.6%	45.6%	23,892,443
Fire	1,818,928	198,608	10.9%	18.0%	13,246,758
Police	2,788,564	97,171	3.5%	8.8%	9,480,214
Public Health	5,866,436	93,812	1.6%	8.5%	4,247,039
Sheriff	1,076,228	68,275	6.3%	6.2%	4,142,999
Total	16,291,548	960,114	6.6%	87.1%	\$55,009,453

City and County of San Francisco
 Controller and Human Resources
 Appendix 2: FY 2009-10 Biannual Maximum Permissible Overtime - Employees Exceeding 624 Overtime Hours
 for Distribution

Department	Union	Job Class	Job Class Title	Hourly Rate	YTD Overtime Hours through PPD 1/08/10	Exempted by Human Resources
Fine Arts Museum	790	8226	Museum Guard	\$ 26.81	630.25	Not Exempt
Fire	798	H 2	Firefighter	\$ 40.53	1,053.00	Firefighters
Fire	798	H 2	Firefighter	\$ 40.53	896.00	Firefighters
Fire	798	H 2	Firefighter	\$ 40.53	792.00	Firefighters
Fire	798	H 2	Firefighter	\$ 40.53	776.00	Firefighters
Fire	798	H 2	Firefighter	\$ 40.53	752.00	Firefighters
Fire	798	H 2	Firefighter	\$ 40.53	720.00	Firefighters
Fire	798	H 2	Firefighter	\$ 40.53	672.00	Firefighters
Fire	798	H 2	Firefighter	\$ 40.53	672.00	Firefighters
Fire	799	H 50	Assistant Chief Of Department, (Fire Department)	\$ 74.62	672.00	Firefighters
Fire	798	H 2	Firefighter	\$ 40.53	649.00	Firefighters
MTA	253	9163	Transit Operator	\$ 27.92	911.66	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	907.13	Exempt by MTA
MTA	006	7371	Electrical Transit System Mechanic	\$ 38.09	880.00	Exempt by MTA
MTA	006	7371	Electrical Transit System Mechanic	\$ 38.09	859.00	Exempt by MTA
MTA	006	7371	Electrical Transit System Mechanic	\$ 38.09	856.00	Exempt by MTA
MTA	200	9139	Transit Supervisor	\$ 42.34	842.00	Exempt by MTA
MTA	006	7371	Electrical Transit System Mechanic	\$ 38.09	834.00	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	783.20	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	765.71	Exempt by MTA
MTA	006	7371	Electrical Transit System Mechanic	\$ 38.09	744.00	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	737.99	Exempt by MTA
MTA	200	9139	Transit Supervisor	\$ 42.34	733.75	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	732.64	Exempt by MTA
MTA	200	9139	Transit Supervisor	\$ 42.34	721.10	Exempt by MTA
MTA	006	7371	Electrical Transit System Mechanic	\$ 38.09	716.67	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	711.25	Exempt by MTA
MTA	200	9139	Transit Supervisor	\$ 42.34	709.65	Exempt by MTA
MTA	200	9139	Transit Supervisor	\$ 38.09	704.90	Exempt by MTA
MTA	006	7371	Electrical Transit System Mechanic	\$ 38.09	702.00	Exempt by MTA
MTA	200	9139	Transit Supervisor	\$ 42.34	699.67	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	698.33	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	692.16	Exempt by MTA
MTA	200	9139	Transit Supervisor	\$ 40.33	684.31	Exempt by MTA
MTA	200	9139	Transit Supervisor	\$ 27.92	683.50	Exempt by MTA
MTA	006	7371	Electrical Transit System Mechanic	\$ 38.09	683.15	Exempt by MTA
MTA	200	9139	Transit Supervisor	\$ 40.33	679.00	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	651.08	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	645.27	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	636.76	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	634.47	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	633.49	Exempt by MTA
MTA	253	9163	Transit Operator	\$ 27.92	627.37	Exempt by MTA
Sheriff	498	8304	Deputy Sheriff	\$ 41.75	901.00	Deputy Sheriff
Sheriff	790	8204	Institutional Police Officer	\$ 31.34	798.00	Institutional Police
Sheriff	498	8304	Deputy Sheriff	\$ 41.75	787.75	Deputy Sheriff
Sheriff	498	8304	Deputy Sheriff	\$ 41.75	757.00	Deputy Sheriff

City and County of San Francisco
 Controller's Office
Appendix 3: Biannual Overtime Report - Overtime Spending Chart





David Guldmann
<guldmann2@yahoo.com>
02/19/2010 01:09 PM

To Chris Daly <Chris.Daly@sfgov.org>,
board.of.supervisors@sfgov.org

cc

bcc

Subject Email #3 on Camp Stevenson Street

History:  This message has been forwarded.

Hi Mr. Daly and other Board of Supervisors,

I'm writing to you again regarding the condition of Stevenson Street (between Duboce Ave. and McCopin Street),

particularly with regards to the parking lots to the east and west of Stevenson Street at Duboce Avenue.

There is now a permanent homeless encampment, 1 African American gentleman, who leaves a shopping cart, bed mattress, bicycles, and many large bags during the day in the HSA parking lot (East of Stevenson Street).

Consequently, what I am noticing every day is an accumulation of garbage on the street and in the parking lot, including feces. I find this just personally disturbing, though I recognize that homelessness has become a major problem in the Mission in general in the last year.

This, our neighborhood, really involves a public health hazard and I feel that it should take a high level of priority from two bodies: department of public works to implement ongoing cleaning of the area, and also whoever owns these parking lots to restrict who sleeps there, cleaning the area regularly, and preventing the shopping carts, bags, and mattresses left in the parking lot.

Please let me know what your plans are with this. I am happy to help in whatever I can, as I am sure the neighborhood would too.

Thank you for your time.

David Guldmann

31



"Thomas D. Carter"
<tdc.cpa@sbcglobal.net>
02/16/2010 07:28 PM

To <board.of.supervisors@sfgov.org>
cc <joconnell@cde.ca.gov>, "John Chaing"
<john@sco.ca.gov>
bcc

Subject FW: Student Habitual Truancies - non-partisan budget issue!

Good day Board of Supervisors:

Attached is a document sent me as to Student Habitual Truancies within your area of responsibility in San Francisco?

Thus I ask you if my proposal for LA County might work for San Francisco as is working in the Counties of Kern, Orange and San Bernardino?.

Thus I have been asking why not begin to have within the Cities of LA County, including first the City of Los Angeles and Los Angeles Unified School District, to partner by processing an electronic automated Habitual Truancy reporting, dubbed a "data match" as is NOW processed on a need to know basis within the Cities of at least the Counties of Kern, Orange and San Bernardino.

Or said differently will a "data match" in LA County reduce the potential risks for our Residents, Victims and the various Police organizations by potentially reducing the probable future lists of Habitual Truants that might become the who'se who of those in Jail or Dead in the streets of LA – get the picture?

And, as we learned that for the year ended June 30, 2008 in LA County there were in excess of 157,000 Student Habitual Truants' not properly "accounted" for by the schools, Cities and the County.

A "data match" for LA County would be that the School Districts within the County, in an automated fashion, using existing data software systems, adding no costs, only potential savings from processing waste, on a need to know basis, process the Habitual Truancies' on a given day or school period information as follows:

- 1. Send an automated letter in accordance with State Education Code Section 48260.5 and possibly other promulgations and data share the information with others in government when a student is not in school after three times (3), on School Stationery**
- 2. Send a letter in accordance with various School District, City, County, State and Federal promulgations, and data share the information with others in government when a student is not in school after five times (5), on City Attorney letterhead (replace a LA City Operation Bright Future – a failed manual process not done)**

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3. Send a letter in accordance with various School District, City, County, State and Federal promulgations, and data share the information with others in government when a student is not in school after nine times (9) on LA County letterhead to reduce the lack of accountability; and the failures reported within the Probation and Welfare Departments as reported in the media.

Thank you, and if the above might be of interest to explore in your community please call me at 818.521.0072?

Yours truly,

Thomas D. Carter, CPA

Board of
Supervisors/BOS/SFGOV
02/22/2010 11:17 AM

To Alisa Somera/BOS/SFGOV,
cc
bcc
Subject Please vote NO on Current DR Reform [File No
091020]-Feb 22 Land Use Cmte



":\)" <gumby5@att.net>
02/22/2010 09:13 AM

Please respond to
<gumby5@att.net>

To <Eric.L.Mar@sfgov.org>, <Sophie.Maxwell@sfgov.org>,
<David.Chiu@sfgov.org>
cc
Subject Please vote NO on Current DR Reform [File No 091020]-Feb
22 Land Use Cmte

Dear Supervisors Maxwell, Mar and Chiu,

In the Land Use Committee on February 22 please vote "NO" on the DR Reform [BOS File No 091020] as currently crafted by Planning.

This iteration is too sweeping and eliminates the good along with the bad. Please urge the Planning Department to come back with simple, narrowly-constructed legislation aimed squarely at the problem of unwarranted DRs.

This current iteration of the legislation:

1. will kill a public appeal process for Discretionary Review which is important for neighborhood character.
2. is overly broad and not warranted in its current iteration.
3. will kill an important appeal for staff misinterpretations of the design guidelines.
4. will allow City planners beholden to their Planning Department bosses for advancement to go with whatever the Planning Department wants.
5. proposes to change the nomenclature of Design Guidelines to Design STANDARDS after having watered down the 1989 guidelines to the 2003 guidelines which will allow inappropriate structures to go up (Planning swears it's only a name change, not a change to actual design guidelines content).

We agree on a strong pre-application process, but it has to be enforceable.

We also agree on a Residential Design Committee, but not one with Discretionary Powers such as is proposed in the current legislation.

Thank you,

Rose Hillson

Member Jordan Park Improvement Association

33

(long-time Richmond District resident)

Board of
Supervisors/BOS/SFGOV
02/22/2010 11:14 AM

To Alisa Somera/BOS/SFGOV,
cc
bcc
Subject Please vote NO on Current DR Reform [File No
091020]-Feb 22 Land Use Cmte



Jamie Whitaker
<jamiewhitaker@gmail.com>
02/22/2010 02:03 AM

To Sophie.Maxwell@sfgov.org, David.Chiu@sfgov.org,
Eric.L.Mar@sfgov.org
cc Board.of.Supervisors@sfgov.org
Subject Please vote NO on Current DR Reform [File No 091020]-Feb
22 Land Use Cmte

Dear Supervisors Maxwell, Mar and Chiu,

In the Land Use Committee on February 22 please vote "NO" on the DR Reform [BOS File No 091020] as currently crafted by Planning. The Planning Department's problematic conflict of interest in trying to always please developers and tendencies to ignore "Urban Livability" standards written into the Department's own community plans (like the Rincon Hill Plan of 2005) disqualify the staff from such powers as currently outlined.

This iteration is too sweeping and eliminates the good along with the bad.

Please urge the Planning Department to come back with simple, narrowly-constructed legislation aimed squarely at the problem of unwarranted DRs.

This current iteration of the legislation

- will kill a public appeal process for Discretionary Review which is important for neighborhood character.
- is overly broad and not warranted in its current iteration
- will kill an important appeal for staff misinterpretations of the design guidelines.
- will allow City planners beholden to their Planning Department bosses for advancement to go with whatever the Planning Department wants.
- proposes to change the nomenclature of Design Guidelines to Design STANDARDS after having watered down the 1989 guidelines to the 2003 guidelines which will allow inappropriate structures to go up (Planning swears it's only a name change, not a change to actual design guidelines content)

We agree on a strong pre-application process, but it has to be enforceable.

We also agree on a Residential Design Committee, but not one with Discretionary Powers such as is proposed in the current legislation.

I'll stand up for District Elections because I believe District Supervisors are the last line of defense for neighborhood interests. I hope you'll stand up for your neighborhoods and vote no.

Thank you,
Jamie Whitaker
President
Rincon Hill Neighborhood Association




Judith Berkowitz
<sfjberk@mac.com>
02/21/2010 11:03 PM

To Supervisor Sophie Maxwell <Sophie.Maxwell@sfgov.org>, Supervisor David Chiu <David.Chiu@sfgov.org>, Supervisor Eric L Mar <Eric.L.Mar@sfgov.org>
cc Board.of.Supervisors@sfgov.org

bcc

Subject Please vote NO on Current DR Reform [File No 091020]-Feb 22 Land Use Cmte

History:  This message has been forwarded.

Dear Supervisors Maxwell, Mar and Chiu,

In the Land Use Committee on February 22 please vote "NO" on the DR Reform [BOS File No 091020] as currently crafted by Planning.

This iteration is too sweeping and eliminates the good along with the bad.

Please urge the Planning Department to come back with simple, narrowly-constructed legislation aimed squarely at the problem of unwarranted DRs.

This current iteration of the legislation

- will kill a public appeal process for Discretionary Review which is important for neighborhood character.
- is overly broad and not warranted in its current iteration. will kill an important appeal for staff misinterpretations of the design guidelines.
- will allow City planners beholden to their Planning Department bosses for advancement to go with whatever the Planning Department wants.
- proposes to change the nomenclature of Design Guidelines to Design STANDARDS after having watered down the 1989 guidelines to the 2003 guidelines which will allow inappropriate structures to go up (Planning swears it's only a name change, not a change to actual design guidelines content)

We agree on a strong pre-application process, but it has to be enforceable.

We also agree on a Residential Design Committee, but not one with Discretionary Powers such as is proposed in the current legislation.

Thank you,

- Judy Berkowitz
Coalition for San Francisco Neighborhoods
East Mission Improvement Association

Board of
Supervisors/BOS/SFGOV
02/22/2010 11:12 AM

To Alisa Somera/BOS/SFGOV,
cc
bcc
Subject Please vote NO on Current DR Reform [File No
091020]-Feb 22 Land Use Cmte



Bryan Eckert
<msuslugs@earthlink.net>
02/21/2010 06:30 PM

To Sophie.Maxwell@sfgov.org, David.Chiu@sfgov.org,
Eric.L.Mar@sfgov.org
cc Board.of.Supervisors@sfgov.org
Subject Please vote NO on Current DR Reform [File No 091020]-Feb
22 Land Use Cmte

Dear Supervisors Maxwell, Mar and Chiu,

In the Land Use Committee on February 22 please vote "NO" on the DR Reform [BOS File No 091020] as currently crafted by Planning.

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We agree on a strong pre-application process, but it has to be enforceable.

We also agree on a Residential Design Committee, but not one with Discretionary Powers such as is proposed in the current legislation.

Thank you,

Bryan Eckert

Lincoln Park Home Owners Association

Board of
Supervisors/BOS/SFGOV
02/22/2010 11:13 AM

To Alisa Somera/BOS/SFGOV,
cc
bcc
Subject Please vote NO on Current Discretionary Review Proposals.

AK 091020



JarrettNick@aol.com
02/21/2010 07:43 PM

To Eric.L.Mar@sfgov.org, Sophie.Maxwell@sfgov.org,
David.Chiu@sfgov.org
cc Board.of.Supervisors@sfgov.org
Subject Please vote NO on Current Discretionary Review Proposals.

If ever there was a plot against democratic public input, this is it. This would open the door to moneyed special interests and shut out the public. Any approval of this proposal would cast doubt on the Supervisors responsibility to the PUBLIC interest.
Donald Stroh
Dolores Heights representative for Coalition For San Francisco Neighborhoods.



Lucia Paulazzo
<luciapaulazzo@sbcglobal.net>

02/22/2010 10:08 AM

To Sophie.Maxwell@sfgov.org, David.Chiu@sfgov.org,
Eric.L.Mar@sfgov.org

cc Board.of.Supervisors@sfgov.org

bcc

Subject Please vote NO on Current DR Reform [File No 091020]-Feb
22 Land Use Cmte

Dear Supervisors Maxwell, Mar and Chiu, In the Land Use Committee on February 22 please vote "NO" on the DR Reform [BOS File No 091020] as currently crafted by Planning. This iteration is too sweeping and eliminates the good along with the bad. Please urge the Planning Department to come back with simple, narrowly-constructed legislation aimed squarely at the problem of unwarranted DRs. This current iteration of the legislation - will kill a public appeal process for Discretionary Review which is important for neighborhood character. - is overly broad and not warranted in its current iteration. will kill an important appeal for staff misinterpretations of the design guidelines. - will allow City planners beholden to their Planning Department bosses for advancement to go with whatever the Planning Department wants. - proposes to change the nomenclature of Design Guidelines to Design STANDARDS after having watered down the 1989 guidelines to the 2003 guidelines which will allow inappropriate structures to go up (Planning swears it's only a name change, not a change to actual design guidelines content) We agree on a strong pre-application process, but it has to be enforceable. We also agree on a Residential Design Committee, but not one with Discretionary Powers such as is proposed in



"Daniel Phillips,"
<admin@parkmercedresident
s.org>

02/22/2010 10:53 AM

To Sophie.Maxwell@sfgov.org, David.Chiu@sfgov.org,
Eric.L.Mar@sfgov.org

cc Board.of.Supervisors@sfgov.org

bcc

Subject Please vote NO on Current DR Reform [File No 091020]-Feb
22 Land Use Cmte

History:

✉ This message has been forwarded.

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Daniel W. Phillips, President
The Board of Directors,
The Parkmerced Residents' Organization