

LaCroix, Leah (PRT)

To: MDM
Subject: RE: Proposed Lot 330 Navigation Center

From: MDM

Sent: Wednesday, April 17, 2019 2:16 PM

To: Haney, Matt (BOS) <matt.haney@sfgov.org>; Haneystaff (BOS) <haneystaff@sfgov.org>; Mcdonald, Courtney (BOS) <courtney.mcdonald@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Elsbernd, Sean (MYR) <sean.elsbernd@sfgov.org>; Bruss, Andrea (MYR) <andrea.bruss@sfgov.org>; Forbes, Elaine (PRT) <elaine.forbes@sfport.com>; Brandon, Kimberly (PRT) <Kimberly.Brandon@SFGOV1.onmicrosoft.com>; Adams, Willie (PRT) <WilliamEugene.Adam@SFGOV1.onmicrosoft.com>; victor@makrasrealestate.com; Quesada, Amy (PRT) <amy.quesada@sfport.com>; DSHS (HOM) <dhsh@sfgov.org>

Subject: Re: Proposed Lot 330 Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The SWL 330 changes DO NOT ADDRESS OUR CONCERNS! This continues to be a terrible idea.

I pass the NC at 5th & Bryant several times each week so your assurances of safety, SFPD patrolling, lack of crime, etc are a joke - look at the area surrounding 5th & Bryant on any given day/evening. This is what you are proposing to bring to SWL330.

There has been no serious community engagement from you on this issue. While some were pleased to see Mayor Breed show up at the meeting at Delancey Street several weeks ago, her message was loud and clear: I don't care what the community wants, I'm jamming this through. You cannot possibly wonder why this is being met with such violent opposition.

Of those who will be making this decision, how many of you live one block from SWL330? Two blocks? Three? Five? Ten? I DO!

Mark Monte

On Mar 19, 2019, at 12:17 PM, Mdmsf2 <mdmsf2@aol.com> wrote:

Ladies & Gentlemen:

I am writing to express my intense opposition to the City's plan to erect a massive navigation center on Lot 330 along the Embarcadero. I am a resident of South Beach since 1998 and have a personal, vested interest in the safety and security of this neighborhood - this is *my* neighborhood, I live one block from Lot 330.

I am a supporter of Mayor Breed but your plans to fast-track the approvals for this project and steamroll this project through, over the clear and obvious opposition of most of this Community, is ill-conceived and unacceptable.

There is no evidence that the City can adequately manage encampments, drug use, drug dealing and crime around existing navigation centers - you certainly cannot assure the Community that you can manage these public health and public safety hazards for a center of this scale. How can you possibly assure the Community that you can protect the children who attend the many schools and day care facilities in this Community?

We already have another navigation center just five blocks from Lot 330 at 5th & Bryant Streets - this Community has already given its fair share to the City's efforts to address our overwhelming and devastating homeless population, drug crisis and too-high crime rate. I have personally been threatened by homeless people on many occasions in this neighborhood over the past 20 years - how can you possibly expect this Community to endure an increase in these risks to our safety?

There is no credible argument that this navigation center is the highest-and-best use for this prime piece of valuable real estate. How can the City afford to decommission a cash-flowing asset when the Port and the City so desperately need cash? How do you justify creating a blight along the Embarcadero waterfront? It is impossible to imagine any scenario under which this proposed navigation center is a win/win for the City, the Port and the Community.

You clearly heard the level of intense opposition from the Community - people who actually live in this neighborhood - at the March 12 meeting. And you are all astute enough to realize that many of those present at the meeting who expressed support do not actually live in this neighborhood, but rather were drafted to attend by an individual with motives that are adverse to this Community. You cannot, in good conscience, proceed with this ill-conceived plan.

Respectfully,

Mark Monte

Quesada, Amy (PRT)

Subject: FW: oppose Navigation Center at Bryant and embarcadero

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111
415-274-0405
amy.quesada@sfport.com

From: Blank, Meg T <
Sent: Tuesday, March 19, 2019 4:50 PM
To: >
Subject: oppose Navigation Center at Bryant and embarcadero

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To All Whom It Concerns,

As a homeowner since 1991 in district 6, I have seen the neighborhood improve over the years to the desirable neighborhood it now is. The plan for a possible Navigation Center for the Homeless at Bryant and Embarcadero is a step that would reverse all the past years progress made for a safe and beautiful waterfront neighborhood. It is going to attract more homeless people to the area rather than improve the existing problems. I am, along with the board members of , opposed to any possible plans for this to happen for the reasons below:

Why This Site/Why District 6?

District 6 and our community have a proud tradition of supporting the homeless. We are supportive of the Delancey Street Foundation as well as the recently opened Homeless Navigation Center at 5th & Bryant. However, we are now being asked to welcome a city proposal to play host to the largest Homeless Navigation Center ever proposed in the city of San Francisco. We believe that other districts should share the responsibility of hosting these centers. This strikes us as patently unfair and disproportionate.

South Beach/SOMA Has More Schools and Child Care Centers, Than Any Other District in San Francisco

South Beach/SOMA is home to at least 25 schools and child-care facilities – the largest concentration of schools and child-care facilities in all of San Francisco. Most of these facilities would be within walking distance of the proposed navigation center. The City's plan to locate this mega-center in the proposed site potentially jeopardizes the health and safety of thousands of small children. Per the 2010 census, there are 10,000 residents in a three-block radius of the proposed site and that number has grown substantially since the time of that census.

Crime

SFPD crime data over the past 6 months reflects an increase in criminal activity in the areas surrounding current Navigation Centers, most notably, in the area adjacent to the Dog Patch Navigation Center. Note that the Dog Patch center is located in an area that is more industrial than residential. We believe that placing a navigation center in our densely residential area dramatically increases the risk for more crime in our neighborhood. And as you may know, the ground floor lofts facing Bryant Street have experienced break ins in recent months.

Experimental Homeless Navigation Center

While Homeless Navigation Centers have been around since 2015, the proposed Embarcadero site is over twice the size of existing Navigation Centers. In an evaluation of the first Navigation Center, the City Services Auditor found that a key benefit of the Navigation Center was its small size, which allowed clients to thrive in a shelter environment with relatively few rigid rules that would otherwise be required at scale. Applying this concept at a larger scale is an experiment with high potential for failure. It should not be attempted in an area where failure will have a disproportionate negative impact on the thousands of residents, workers and visitors that are in our neighborhood on a daily basis.

Failure to Control Homelessness Encampments

The Dog Patch Navigation Center has failed to control the homeless encampments around that site. The City's recommendation for the Bryant Street site argues that the current encampments near the Dog Patch center justify the need for a mega-center on Bryant Street. We believe the Homeless Navigation center will be a magnet for homeless people and even more encampments in our neighborhood.

Port Should Put the Property to A Better Use

The Port should not be using one of its most valuable properties for a homeless shelter, even temporarily. The parking lot generates ~ \$800K annually. Additionally, the proposed Navigation Center's portable structures and tents will be a visual and architectural blight upon the most scenic and symbolic thoroughfare of our city. If I were a homeless person, I would indeed flock to that proposed Navigation Center as it is one of the best and most desirable locations in the city. Furthermore, it would subject residents, tourists, and Giants fans to potential confrontations with the large numbers of homeless people drawn to the Navigation Center and surrounding area. It is going to draw more homeless people to the site and make the homeless problem in the area even worse than it currently is.

Navigation Centers Have Not Reduced Homelessness

The City's own data shows that the number of unsheltered homeless has remained virtually unchanged for years despite the addition of Navigation Centers starting in 2015. As we are sadly aware, the number and proportion of long-term homeless individuals in our neighborhood has increased rather than decreased.

On March 12, there was an afternoon Port Commission Hearing followed by a Community Stakeholder Meeting. At both meetings, there was an impressive, heavy turnout AGAINST locating the Navigation Center in our District.

However, Yes In My Back Yard/YIMBY members (most of whom do not live in District 6) also showed up in an attempt to "shame" those of us opposed to the Navigation Center. We currently have a Navigation center in district 6, at 5th and Bryant, 3 blocks away from our homes at 2nd and Bryant. Please do not put another Navigation center, 2 blocks in the other direction. Two Navigation centers within 5 city blocks??? We already have enough in our backyard!

District 6 Supervisor Matt Haney listened and has taken a position that the next new Navigation Center be placed in another district before accepting additional centers in our District. He is also uncomfortable with the proposed security plan to protect the neighborhood if the center is located on the proposed Bryant Street site.

Port Commissioner Woo Ho thought that the City was moving too fast and stated that HSH should address the community's concerns. She noted the Port was not in a position to address the community's concerns and that was the job of HSH and the City. She said that the Navigation Center is not the "best and highest" use of the property in the long term so if the project is approved, it needs to be clear that the Navigation Center use would be an interim (temporary) one.

The Mayor appeared on one news channel that night saying "we all need to do our part" and appeared not to have changed her direction. She did not attend the meetings. Other Port Commissioners are still on the fence, with some trending in favor of this Navigation Center. Please consider the views mentioned above and oppose the plans for an additional Navigation Center in district 6 and specifically at this site.

Thanks,

Meg T. Blank

Quesada, Amy (PRT)

To: Quesada, Amy (PRT)
Subject: FW: I support the proposed Seawall Lot 330 navigation center

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111

From: Michael Chen
Sent: Wednesday, April 17, 2019 2:55 PM
To: Quesada, Amy (PRT) <amy.quesada@sfport.com>
Subject: I support the proposed Seawall Lot 330 navigation center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Amy Quesada and the Port Commission:

I am a resident of San Francisco (District 2) and I am writing to express support for the proposal to use Seawall Lot 330 as a navigation center for homeless people. I think this would provide a great good in health and public health for hundreds of people who have had the misfortune of being homeless. This navigation center will save lives and will increase the quality of life for people who have little more than what they can carry. I believe that our government and our society have a duty to provide for people who are struggling to make ends meet, and part of that duty is to help people find secure housing.

Michael

LaCroix, Leah (PRT)

From: Michael Faklis
Sent: Monday, April 01, 2019 7:56 AM
To: Forbes, Elaine (PRT); Breed, Mayor London (MYR)
Subject: Waterfront Homeless Navigation along the Embarcadero

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Our city needs a homeless navigation center along the Embarcadero. Please ignore comments such as "Not in our neighborhood". Our city can only benefit by caring to the most disadvantaged. I was homeless for a couple years after a hospital stay, but I was not on the street, thanks to loving friends. We must not turn our backs on those of us who need assistance.

--
Michael Faklis

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Privacy Disclaimer (revised 2017Feb08):

As a Computer Scientist with years of education and experience, I've always dealt with computer security.

There is no "silver bullet" to protect your information and privacy. If there were, someone would have cracked through the protection before it even reached the market. The German's Enigma machine was cracked by Allen Turing's team by using a computer attempting brute force trial and error. Our mobile phones are figuratively a trillion times more powerful than Turing's machine. It is relatively easy to break computer security. Either study the issues for decades and act, or ask a trusted advisor for help shoring up your computer security to a level for you to feel safe, while not so secure as to prevent your use of your computer.

Quesada, Amy (PRT)

To: Quesada, Amy (PRT)
Subject: FW: Please support the nav center

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111

From: Michael Sizemore
Sent: Wednesday, April 17, 2019 2:06 PM
To: Quesada, Amy (PRT) <amy.quesada@sfport.com>
Subject: Please support the nav center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I live across the street from the one on 5th and Bryant st. We need more of these in our communities. The fear mongering is overblown.

Thanks,
Mike Sizemore

Quesada, Amy (PRT)

Subject: FW: April 9, 2019 Port Commission Meeting Agenda and Notice of Change of Venue for the April 23, PC meeting

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111

From: Milo Trauss **Sent:** Tuesday, April 09, 2019 2:59 PM
To: Quesada, Amy (PRT) <amy.quesada@sfport.com>
Subject: Re: April 9, 2019 Port Commission Meeting Agenda and Notice of Change of Venue for the April 23, PC meeting

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Port Commissioner Quesada,

I unfortunately will not be able to attend the meeting on the 23rd but would like to express my strong support for the proposed Navigation Center via email.

The City of San Francisco badly needs this intervention to house our neighbors who are experiencing homelessness. Navigation Centers are a proven model that help people transition towards stable housing, employment and active participation in society. Future clients are already part of the local community and we as a city are allowing them to suffer on the streets. This Navigation Center will put that to an end for the hundreds of people who will be served by it during its years in operation.

Arguments against the Navigation center are based on incorrect information, unfounded fear, and prejudice. Please do not yield to the whims of a small cabal of wealthy homeowners at the expense of the rest of the City. Please have the strength to demonstrate that the time when "I don't care about others suffering. I live here and I don't want it" was a credible argument to stop much needed supportive housing in San Francisco has passed.

This can be a turning point where neighborhoods throughout the city will accept supportive services for the homeless and housing for people of all incomes.

Thank you for your consideration.

Best,
Milo

Quesada, Amy (PRT)

From: Milo Trauss <milotrauss@gmail.com>
Sent: Tuesday, March 26, 2019 10:55 AM
To: Quesada, Amy (PRT)
Subject: Support for Lot 330 Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Port Commission Affairs Manager Quesada,

I am writing to encourage you and the Port too move forward with the proposed Navigation Center on Lot 330. The City of San Francisco is experiencing a homelessness crisis and we need to explore all avenues to change the status quo.

Clients who will be served by the Navigation Center are already part of this community. The detractors and opponents are already walking by them every day on the streets. Everyone will be better off if the fellow SF citizens who are experiencing homelessness have access to shelter and supportive services. Our streets will be safer, cleaner and more pleasant.

Thank you for your consideration,
Milo

Milo Trauss
milotrauss@gmail.com
215-370-1225

[REDACTED]

From: Alice Rogers [REDACTED]
Sent: Thursday, March 14, 2019 2:36 PM
To: Forbes, Elaine (PRT); Paez, Mark (PRT)
Cc: Katy Liddell; Toby Levine; DSHS (HOM); Haney, Matt (BOS); McDonald, Courtney (BOS)
Subject: Navigation Center Proposal next steps (at CWAG?)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Elaine and Mark,

I am writing to inquire whose responsibility it is to get the City to engage at a more granular level to open their proposal up for neighborhood discussion on its fundamentals, and how CWAG can move beyond the general venting sessions that were needed at the 3/12 meetings, but which will not be productive going forward?

I believe it is the City's responsibility—as with any sole source applicant to the Port—to make their case about why this development needs to go in this particular location at this particular time, and why no where else (on Port property or otherwise) will do. It is insufficient for the City to say, as they have to date, “Trust us, we’ve analyzed everything and this is the most viable solution.” It may well be the best, but until the neighbors can be walked through the evaluation process, there will be no common points of understanding and no platform from which to move to management and mitigation planning.

Our neighborhood—and indeed ANY neighborhood—needs to know:

- If this proposed site is one among several,
 - how many total sites are targeted?
 - where are these sites (at minimum, which neighborhoods or districts)?
 - how do these sites align with the distribution of homeless populations based on the City's annual homeless counts? Provide data
 - what is the timeline to open each of the sites, or each cohort if projects can be grouped?
 - why is it critical that this (seawall) site be opened before others?
 - what are the factors, if any, that would kill implementation of any of the proposed sites?

- What other sites in the area were identified?
 - Why, specifically, was each site rejected?
 - What is the min/max occupancy for existing centers and what for new centers?
 - Are there **portions** of Piers 30/23 (or Pier 48 or 50 or any other pier deemed seismically unsafe overall) that could be rated OK for occupancy for this use if sized to serve min or up to max occupancy)? e.g. the center portion of 30/32 is sounder than the perimeter; could it meet code?

- What is the plan to scale police and other City service support when all new centers are added?
 - How can the Captain Lazar's 40-person police unit provide and sustain the level of support promised to each neighborhood accepting a center?

Once the above is clarified so that any site designation is supportable—or at least understood—by consensus, it is imperative that

- baseline, existing condition data be established and agreed upon, incorporating 311 data and any other verified data resource
- metrics be established for what constitutes success in neighborhood safety, cleanliness and any other benchmark conditions
- an endgame plan be established for failure to comply with benchmarked standards (above)
- an agreement be in place that caps duration of this short-term use, and also gives the Port the option for early termination based on successful project approval for sale/long-term lease of this site as outlined in updated waterfront plan

I don't know if the above can be achieved in a meeting setting, or whether a smaller working group or an all-day charrette is needed, but I feel that it's important that some progression framework be developed so that subsequent meetings build on one another. And it would seem important to work closely with Supervisor Haney's office so that everyone is pouring their efforts into a common pipeline.

I have not had a chance to broach these ideas to the CWAG co-chairs, but have copied them here (and send my apologies). Of course I defer to their and staff's experience in managing such discussions. I just feel strongly that the above points need to be addressed before we can get to Yes, or at least to a position where the neighborhood understands and validates the range of factors that shape this project and can engage in meaningful mitigation measure planning. No one is questioning the need.

Respectfully,
Alice Rogers
WLUP Land Use Committee Chair; neighbor within 1/4-mile radius

CC: Jeff Kozitsky
Katy Liddell
Toby Levine
Supervisor Matt Haney
D6 Aide Cortney McDonald

[REDACTED]

From: Toby M. Levine [REDACTED]
Sent: Friday, March 15, 2019 11:05 PM
To: Liddell Catherine; Paez, Mark (PRT)
Subject: Navigation Centers

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Katy and Mark,

The job of CWAG and NEWAG is advisory to the Port of San Francisco and its staff. Our members are skilled, knowledgeable and are rooted in the community. We want to make this hour a successful one, in which our members feel that they have received the best and most pertinent information possible. In order to provide comments and recommendations to the Port Staff and to the Port Commission, we would propose the agenda for the hour be organized as follows. We also want to hear from the public, who have their own interests and expertise. It would be my thought that the public be asked to stick to navigation centers in general or to this one in particular.

One of us should set out the parameters of the meeting. I would suggest that we have a conference call at 10:00 AM, Tuesday morning, and that the appropriate Port staff be a part of the call if they wish. It would be good if Alec Bash and Jane Connor participate. Personally, I don't want to go over the whole situation of the homeless crisis in San Francisco, nor point fingers as to who has and hasn't done whatever. This Navigation Center, and any others that come later, are a model for improving the situation in which the homeless find themselves, and, if possible, for the homeless to make changes in their own lives.

First 15/20 minutes

The Port of San Francisco provides information regarding the pertinent details of the Navigation Center on Port Property at 22nd Street. How it came to be; how neighborhood support was achieved; and the results of the Center in terms of the # of people housed there; the number of homeless rehoused; the number of homeless treated for physical or emotional problems, etc. (The latter would have to be provided by DSHS) It would be very helpful if the Director of that Navigation Center could provide refined details. If the latter happens, then we should increase this segment to 20 minutes. In this segment, the MOU should be available and referred to.

Second - 15 minutes

The Department of Homelessness and Supportive Housing provides a detailed report with data on the proposed Navigation Center at seawall lot 330. They should cover the design of the temporary shelter; how the homeless residents will be recruited and by whom; what will be the program for the homes residents while at seawall lot 330; what will the residents be doing in their "free time" (exercise classes, reading facility, nutrition program, etc). How will the DSHS deal with conditions surrounding the Navigation Center? Will there be opportunities for volunteering? How will the Department measure success at this facility? They may address a few questions if they keep their presentation succinct and to the point of the Navigation Center at seawall lot 330.

Third - 15 minutes

This is an opportunity for CWAG and NEWAG members to make their points and to ask pertinent questions.

Fourth - 15 minutes

The public present will have an opportunity to ask questions and make substantive comments. Questions and comments should be relevant to the issue at hand.

If we want to, we could shorten the public and ~~the Port and the DHS~~ minutes each to give more time to the Port and to the DHS

March 18, 2019

Central Waterfront Advisory Group
c/o Amy Quesada
Port of San Francisco
Pier 1, the Embarcadero
San Francisco, CA 94111

Subject: Opposition to Proposed Navigation Center on Seawall Lot 330

Dear Advisory Group Members,

My name is Earl Gee. Since 1994, I have been a resident and business owner at the Portside Condominiums at 38 Bryant Street, directly across the street from the proposed 225-bed navigation center at Seawall Lot 330. I have also served on the Portside Master Association Board for over 23 years. Portside encompasses 220 residences at 38 Bryant Street and 403 Main Street. While Portside shares the commitment of the City and Port to reduce homelessness, the location of the proposed navigation center at SWL 330 poses many unmitigable problems and unacceptable outcomes for our neighborhood, including increased risks to public safety, property crime, and public nuisance; degradation of neighborhood quality of life and livability; and perhaps most importantly, non-compliance of land use with the SF Port's own Waterfront Plan and City plans.

RESIDENT AND NEIGHBORHOOD ISSUES

Magnet for Homeless Outside Center

It is inevitable that the proposed navigation center will attract large congregations of street people outside. It has been documented in published reports that areas that border on homeless shelters have more problems with crime, violence, drug use, loitering, and other criminal activities. These conditions will have a negative impact upon pedestrians and attendees of Giants games walking along the Embarcadero, and our neighborhood in general.

Fails to Integrate with Community

No land use could be more distinctly out of character for the South Beach community of high-end residential and office use than the proposed navigation center's temporary structures and tents. Any development which requires 24/7 police protection around its perimeter has no place in a thriving residential neighborhood. It is clearly an improper, unsuitable, and incompatible use within our residential neighborhood.

Risks to Public Safety

Portside is home to many residents with young families, whose physical safety would be threatened by the inevitable gathering of homeless outside the center, some of who are mentally ill, intoxicated with alcohol, high on chemical substances, or with criminal or violent histories. To place children directly in the path of a large homeless population is dangerous, irresponsible, and wrong.

Increase in Property Crime

The surrounding streets of Bryant, Main, Harrison and the Embarcadero have some of the highest rates of vehicle break-ins in the City, with many of these crimes proven to be committed by the homeless.

Locating the proposed navigation center so close to our residences, businesses, and property will make an untenable situation worse and degrade our quality of life.

Degradation of Quality of Life

Portside residents—and our neighborhood in general—already endure continuous periods of gridlocked traffic throughout the day which negatively impacts our area. We see no value—nor justice—in compounding the existing problems of our neighborhood with the proposed navigation center and the crime, violence, drug use, loitering, and criminal activities it will bring.

Disproportionate Use of District 6 for Homeless

District 6 already has an 84-bed navigation center at 5th and Bryant Streets, in close proximity to the proposed site on SWL 330. Locating another navigation center so close to 5th and Bryant places a disproportionate and undue burden of homelessness upon our residential neighborhood. Other districts must do their fair share to ease the homelessness problem by accommodating navigation centers.

Navigation Centers Belong in Non-Residential Areas

It makes no sense to destroy a safe, upscale, desirable neighborhood for the sake of a political agenda. Intelligent city planning is about context. Navigation centers, due to their temporary nature, should be located in industrial/commercial areas, where they will not pose a threat to the safety of established residential communities and families. Why place it at SWL 330, in the middle of a thriving residential community?

Fallacy of Locating Centers Where Homeless Are

Also, it is not about placing navigation centers where the homeless are—navigation center admittance is by referral only. Locating a navigation center in a residential neighborhood by definition brings homeless to that area—ours—who were not there before. If the Port's goal is to reduce homelessness on Port property, the proposed navigation center will do the exact opposite.

PLANNING AND LAND USE ISSUES

As an engaged citizen who has dutifully participated in and commented upon the numerous Port Workshops on the development of SWL 330 for over two decades, I am also deeply troubled by the City and Port proposing a navigation center at this location.

Inappropriate Land Use per Community Input

Engaged citizens of the area contributed their valuable time to participate in many input sessions and workshops with both Port and City officials regarding potential land use for SWL 330. Never has our community supported a navigation center as an appropriate land use for the site. It is out of place, out of character, and inappropriate for our residential neighborhood. If community input is to be disregarded, why have we attended, participated in, and commented upon all these sessions?

Impedes Public Access to Waterfront

SB815, approved by the State Legislature in 2007, allows development of non-trust residential, office, and commercial uses that complement the land use character of the South Beach neighborhood, generate revenue for historic rehabilitation, and public access. The proposed navigation center at SWL 330, in addition to being a land use that is distinctly out of character with the South Beach neighborhood, will do the opposite of promoting public access to the Waterfront—by forcing

pedestrians and Giants attendees to cross the street or stay away from the area altogether to avoid being accosted by the inevitable homeless activity surrounding the shelter.

Fails to Comply with SF Port Waterfront Plan—or Any Plans

The use of SWL 330 for a proposed navigation center fails to comply with SF Port Waterfront Plan or any other adopted plans, including the Rincon Hill, Better Streets, and Eastern Neighborhoods Plans. If the use is non-compliant with any approved Plans that citizens took time out their working day to contribute to and comment upon, why have any Plans at all? Why should the mayor be allowed to to subvert the will of the residents most adversely affected by the location of the proposed navigation center?

Disregards All Waterfront Plan Update Recommendations

Land use of SWL 330 as a proposed navigation center is in direct opposition to all Working Group Recommendations stated in the most recent SF Port Waterfront Plan Update of June 22, 2018 for improving use and development of SWL 330:

- *“Complement the character of surrounding neighborhoods;”*

The proposed navigation center is distinctly out of character for the South Beach community of high-end residential and office use.

- *“Provide a pleasing transition from the City-side to the Bay, and ground floor activation to enhance the pedestrian environment;”*

To the contrary, the proposed portable structures and tents will be a visual and architectural blight upon the most scenic and symbolic thoroughfare of the city as an improper, unsuitable, and incompatible use. Pedestrians and Giants attendees will be forced to cross the street to avoid being harassed by the homeless outside the shelter.

- *and “Generate revenues for Port capital improvements.”*

The loss of the \$700,000 currently generated at SWL 330 will be greatly detrimental to the Port’s efforts to fund much-needed capital improvements.

“FAST TRACK” LEGISLATION ISSUES

Removal of Planning and Environmental Safeguards

Any attempt to “fast track” approval of the navigation center through proposed legislation eliminating planning and regulatory review is a blatant attempt to subvert the will of the people over a political agenda. It will ignore critical planning and environmental safeguards built into the process to protect citizens, stifle essential community input and discussion, and essentially defy the will of citizens in the residential neighborhood most adversely affected by the proposed navigation center.

Lack of Responsibility and Accountability

This proposed legislation will only serve to diminish our neighborhood’s faith in government responsibility and accountability to the citizens it purports to represent and serve. To “fast track” a project this problematic and controversial is irresponsible, short-sighted, and wrong.

CONCLUSION

I remain hopeful that you, as fellow citizens and members of the Central Waterfront Advisory Group, will fulfill your responsibilities to put the interests of the neighborhood who will be most adversely affected by the navigation center—and the citizens they represent—above politics. For the many important reasons stated above, I respectfully request that you oppose the location of the proposed

navigation center on SWL 330 and any "fast-track" legislation designed to railroad its approval. This is not what our residential neighborhood needs, wants, or represents.

Respectfully,

Earl Gee

Gee + Chung Design

38 Bryant Street, Suite 100

San Francisco, CA, 94105

Email: earl@geechungdesign.com

Phone: 415-543-1192

Earl Gee

Partner and Creative Director

earl@geechungdesign.com

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www.geechungdesign.com

Issues / Questions from Marc Dragun, CWAG Member:

1. Given the magnitude of the proposed Navigation Center (the largest in the City's history) and its placement in the middle of a high density residential district, can we have a CWAG meeting on this topic, without another port neighborhood group? My concern is that by combining meetings with another port neighborhood group, the CWAG folks will not be able to ask all of their questions. They will be sharing question time with another neighborhood group that will not be as impacted as the CWAG area.
2. Can we prioritize CWAG member questions during this meeting over the other neighborhood group, given the potential neighborhood effects to the CWAG members?
3. Can we ask the Department of Homelessness in advance of the meeting to share the demographic data of the area surrounding Seawall Lot 330 with the demographic data with other, smaller Navigation Center locations? I want to understand how the Department evaluates a neighborhood before selecting a site. (My concern is that the Department did no demographic analysis and simply saw a flat piece of land and decided to plot the Navigation Center on that land without a thoughtful analysis of its effects on the neighborhood.)
4. Can we have the Department in advance of the meeting share the terms of the Navigation Center in the Dog Patch? My understanding is that in that case the Department moved to Navigation Center to its current location, which is different from the initial proposed location, reduced the bed size at the request of the neighborhood and only had a 2 year term, subject to renewal. All of which is very different from what the Department is proposing for Seawall Lot 330.

1. How many homeless people would be served by 200 beds over a 4 year period? (Based on the data from the Mission Street Center with 75 beds, I believe the answer to be 6,000 homeless would be served over a 4 year period, but would like confirmation.)

2. What percentage are dismissed for violence or rule breaking? (At the Mission Street Navigation Center 12% were dismissed for violence.)

3. What percentage are dismissed for timing-out due to mental illness or drug addiction, i.e. they were not benefited by the program? (At the Mission Street Navigation Center 23% were dismissed due to timing-out.)

4. When homeless leave the Navigation Center due to timing-out or violence are they simply shown to the door or are they driven to where they were picked up? What percentage resettle near the Navigation Center?

5. Are residents of the Navigation Center required to be drug free? If not, how do the residents acquire drugs, is it from street drug dealers who service the demands of the homeless at the Navigation Center? Wouldn't the creation of a Navigation Center of this size bring with it new drug dealing on the streets of South Beach?

i) Where do the homeless at the Navigation Center shoot-up, i.e. are they shooting up in the streets around the Navigation Center or at the Center itself?

6. Given the unique high density residential neighborhood adjacent to Seawall Lot 330 and the size of the proposed Navigation Center, what unique mitigation measures is the Department proposing to ensure there is not an increase in the number of homeless in South Beach? For example, how many foot patrolman is the Department recommending be present around the blocks neighboring the Navigation Center during a 24 hour period?

[REDACTED]

From: Dale L. McConnell [REDACTED]
Sent: Wednesday, March 20, 2019 8:42 PM
To: Paez, Mark (PRT)
Cc: 'Wallace Lee'; Haneystaff (BOS); 'Vika Boyko'; az@zfplaw.com
Subject: Thank you and my comments WRT homeless encampment on Bryant / Embarcadero

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Mark,

Thanks for speaking with me today and allowing me to share your email. Please add my comments below to the record. I own a home at [REDACTED].

Wallace, Vika, Andrew; Mark indicated that those who were unable to attend the meeting today could email him and he would pass the comments along to The Waterfront Advisory Group. Please share his email for those who wish to comment and were unable to attend the session tonight.

Supervisor Haney, I'm not sure you recognize the depth of animosity your constituents feel about this issue

The proposed homeless encampment is a travesty- a top 10 +2...

- 1. This neighborhood is primarily residential with a focus on tourism and recreation—this is no place for a city sponsored ghetto.**
- 2. The homeless population in the neighborhood will multiply – by design- with folks occupying parks and stores that now serve the community. Bryant and the Embarcadero will become a no go zone**
- 3. Crime will increase**
- 4. Drug use will increase**
- 5. A valuable city asset will be lost to better development**
- 6. Property values will decrease**
- 7. Existing businesses will leave, new businesses will elect to start elsewhere**
- 8. Fleet Week will now feature a display of San Francisco's failure to manage their city effectively**
- 9. SF Giants fans will wade through a sea of needles and feces on their way to a game**
- 10. Matt Haney will be defeated in landslide proportions. Howard Street bike paths will not compensate for his abandonment of his constituency on this issue**
- 11. The City will be embroiled in years of lawsuits which they will ultimately loose—to the detriment of all.**
- 12. Any circumvention of the normal approval process is an abomination. One can disagree with my negative forecast but not deny this will have huge impact on the neighborhood. All processes must be followed.**

Thank you

Dale McConnell

ASSET PROTECTION

STANDARD CONTRACT

FORM 1000

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[REDACTED]

From: Vika Boyko [REDACTED]
Sent: Thursday, March 21, 2019 10:21 AM
To: Paez, Mark (PRT)
Subject: Comments on the proposed Navigation Center on Bryant / Embarcadero

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mr. Paez:

I didn't have an opportunity to attend the meeting, and wanted to share my comments in opposition of the proposal via email.

I've been a resident of South Beach since 2004, and my kids have been born and raised here. My family has always been deeply committed to the neighborhood. I organized a very first mom group, our international community of young families and children spending time every Friday at Crossroads. After our second child was born, we didn't move even though raising two kids in an area with no public schools, surrounded by Bay Bridge and games traffic wasn't a small feat. But we felt that benefits of urban environment and our love for the community of South Beach outweighed the difficulties.

Over the years, I watched our neighbors and friends move out, some after having one child, others after a second one was born or kids hit kindergarten age. The local press and even NYT portrayed San Francisco as **a the most child unfriendly city**. Our family stayed. Delayed construction projects in Downtown, in particular completely broken down pothole-riddled Brannan street on top of never ending MUNI tunnel on 4th, have taken a tremendous toll on us as we have to drive our kids to school outside of SOMA 5 days a week, and return to FIDi for work. Our commute just to the kids' school extended from 20 min to almost an hour; even worse for the commute back. This cut into the time kids could have been using for sports or other activities. Still, we have stayed.

But the area continued to deteriorate. Open illegal drug use is happening within a few blocks of our house. My children see piles of trash, feces, needles... And then they go to school to learn how to care about the environment. They see tents, they see mentally ill people and going off high drug users screaming on the streets or pacing around aimlessly. All of those stopped being educational moments for us long time ago. At this point, my one all consuming worry is the safety of my children. And this is not unwarranted.

My teenage son and I were recently attacked on Embarcadero and Townsend on Sunday late afternoon. In the broad daylight, a large man with signs of mental disturbance started screaming obscenities and ran towards us. 911 was called, eventually SFPD got the attacker. This incident resulted in my son being scared of walking alone in South Beach. He was forced to quit YMCA swim team because he no longer felt safe walking 4 blocks to Embarcadero Y. This is not the only story of altercations my family had with the homeless addicted individuals, But this one shows you the impact lack of safety has on ANY and ALL parts of our day to day life.

You may want to dismiss this as a "first world problems". It is not. I am an immigrant and a refugee escaping discrimination; my husband is a war refugee escaping bombs that fell on his city. We know UNSAFE. We

came here looking for safety for us, safety for our children, and safety for our elderly parents. We've been gradually losing the safety. And now, with the decision to put a 200+ bed Navigation Center, with no mandatory treatment program for addicts, with a completely incompetent HSH vouching for running the mega center in a manner that "won't impact the community", and with Mayor's complete disregard to any real impact or proper process, we know you are forcing us out. **My immigrant refugee family looking for a safer life for our kids is no longer welcome here, we simply do not exist.**

It is evident that Mayor Breed making "take no prisoners" approach with the navigation center because somehow she is seeing it as a pillar for her reelection. I campaigned for Mayor Breed, and got my and my husband's family to vote for her. Over 10 FIRST TIME votes went to Breed because of me. And now her policies, specifically as it relates to having safe streets, are the only reason we have to move out of the city. She sees this project as an appeasement to small vocal special interests group, and uses vulnerable segments such as immigrants, children, elderly as a sacrifice. And you are being an accomplice for supporting it.

You understand as well as well all do that putting 200 hard to reach street residents under one roof is going to create problems inside the center. HSH has a clear track record of inability to control those problems and they lack any experience handling the location of such scale. Once uncontrolled, the problems such as drug use, violent behavior and theft will quickly spill over into the neighborhood. SFPD seemed to promise to help. I have not seen anything from Southern station. And the homeless outreach team is always citing how overwhelmed they are handling Tenderloin. The promise brings me no comfort. In addition, this parking lot is cut off by heavy traffic on Embarcadero, Beale and Brannan. So just mere geography make this location a very challenging one to deal with in a timely banner when problems start arising. I am appalled that no one is looking at the impact based on real life scenarios. The center is open 24/7, and with most residents using drugs regularly but unable to use inside, where would they be? on the Waterfront. Where would they buy illegal drugs? On the Waterfront. Where will the dealers come to sell to users? To the Waterfront. There's no mandatory treatment, there's no consequence for openly using meth or heroin, and there are very little consequences of dealing. So **WHAT WILL STOP THIS FROM HAPPENING?**

Please do what you can to prevent this from happening before it is too late. Give my family a chance to continue living in San Francisco.

Victoria

[REDACTED]

From: Allen Weinberg [REDACTED]
Sent: Friday, March 22, 2019 8:00 AM
To: Paez, Mark (PRT)
Subject: Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

We have SO many problems confronting our valuable tourism sector — this is moronic. And to fast track this? C'mon.

Allen

Allen Weinberg
[REDACTED]

[REDACTED]

From: Almufti Jenan, [REDACTED]
Sent: Friday, March 22, 2019 12:23 PM
To: Paez, Mark (PRT)
Subject: Safe Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mr. Paez,

The text below is based on 30+ years of experience in mental health with people of all social and economic backgrounds. I do hope you will read it.

- 1-To label San Francisco's homeless problem, as a housing problem is misleading.
- 2-Those who are urinating in the city fountains, defecating on the sidewalks, and leaving contaminated syringes on the streets and in the parks, are not people who are simply down on their luck and need a helping hand.
- 3-The majority of the homeless population on our streets are people with chronic social, psychiatric, and addiction issues.
- 4-The schizophrenic tormented by paranoid hallucinations and delusions will not feel safe being herded into a shelter with 200+ strangers and will still be on the streets screaming at random people he/she believes are the source of his/her torment.
- 5-Despite providing housing, the chronic alcoholic will still be panhandling on the streets to support their addiction, and passing out on the sidewalks before making it to the "Safe Navigation Center."
- 6-The heroin addict will also still be panhandling on the streets and leaving contaminated syringes on the sidewalks.
- 7-Many of those people have homes they could go back to if they accepted treatment. As a physician, I've counseled tearful families who had finally said enough and turned away the family members who due to addiction and/or mental illness have continued to refuse help and thus endangered their families.
- 8-We encourage families not to be Enablers. Does the city of San Francisco want to be the Grand Enabler?

Housing without mandated treatment is a farce and serves only as to attract more homeless to the city especially the waterfront area that is easily accessible by public transit has an entertaining tourist population and Farmer's market, and nicer weather.

I hope that the Port Authority will not become yet another enabler.

Thank You for your attention,

Jenan Almufti, MD

[REDACTED]

From: Tom Leugers [REDACTED]
Sent: Friday, March 22, 2019 11:06 AM
To: Paez, Mark (PRT); Forbes, Elaine (PRT); Brandon, Kimberly (PRT); Adams, Willie (PRT); victor@makrasrealestate.com; Quesada, Amy (PRT)
Cc: Thomas Leugers Jr
Subject: Citizen feedback for proposed Embarcadero Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mr. Paez,

I would like to submit these comments to CWAG since I didn't get the opportunity to speak directly Wednesday night.

My wife, 4 year old child and I live at Folsom and Beale. We walk these streets every day multiple times a day. If the navigation center is built with the number they're proposing there is no doubt we will be moving immediately.

Please consider the following:

1. There aren't 200+ homeless near the site. There might be 30 max within 4 blocks and rarely a tent set up which is moved quickly. The center is for sleeping and they will be hanging out in the neighborhood all day. Why ship in 200 homeless to a tourist-friendly residential neighborhood?
2. If trying to solve for the homeless near the ferry building, they are in District 3 and a center should be built in that district before a 3rd one is put in District 6.
3. District 6 has built and is building more than 1000 affordable housing units near the site. Multiples more than any other district.
4. It will introduce significant potential drug use into an area. Delancey Street rehabilitation center has vulnerable addicts working on recovery. Head of HSH estimated that 30% of homeless struggle with addiction. That's 60+ new drug addicts in the neighborhood.
5. 200+ homeless will be in direct contact with Giants fans on 81+ days each year as they walk the Embarcadero to and from the ballpark. Same with future Warriors games.
6. This is a navigation center and resources for mental health and addiction aren't provided on-site. They're referred to Howard/Mission and 10th St. What are the chances they'll get there?
7. Why on prime waterfront real estate in one of the most expensive cities in the world? Why not rent it out and pay for 5 more navigation centers where the homeless actually are? The homeless are definitely in District 6, just not this part of District 6.

In summary, wrong site and way too large. I'm sure the community would fully support a center that would serve the homeless that exist in the immediate area instead of shipping more homeless into the area. The mayor's campaign promise of 1000 beds is the reason for this and she happens to be up for re-election in the fall. Each of you know that is why it's getting shoved down our throats and you have the ability to adjust it to something that makes sense.

Sincerely,

Tom Leugers
20 year resident



[REDACTED]

From: [REDACTED]
Sent: Friday, March 22, 2019 5:05 PM
To: Paez, Mark (PRT)
Cc: Mahesh Khatwani
Subject: 3/20-CWAG - Request for comment on SWL330

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mark,

Please distribute this to the other interested CWAG (or NEWAG) members.

I recently made public comment at the March 20th joint meeting of the Northeast Waterfront Advisory Group (NEWAG) and Central Waterfront Advisory Group (CWAG). I have received word through Mahesh Khatwani of the Watermark that a copy of what I said would be appreciated by members of these groups.

Unfortunately, my passionate comments that night were from the heart of the moment and I have no written version. I have however tried to re-create my message below. I hope these comments are sufficient.

"Hello my name is Alan Dundas, and I have been living at the Watermark for over 10 years. I want to speak directly to the members of these working groups whose responsibility it is to provide feedback directly to the SF Port Commission and to the Mayor.

The Port of San Francisco has the difficult task of taking care of our Waterfront. As an owner within the Watermark, I have taken direct advantage of the decisions made by the Port and seen the long term challenges and victories the Port has accomplished including how the monies from the development of the Watermark helped complete the Brannan Wharf Park years after the agreement was established.

On February 26th 2019, the SF Port Commission for the first time voted to hear RFP's for the development of the Port's most valuable undeveloped property SWL330 without the previous dependency of developing piers 30/32. **Eight days later the mayor announced her plan to use this land for a Navigation Center.**

San Francisco has a number of different needs that have to be met and homelessness is one of these, but so are housing and the needs of the Port, including improvements in our seawall and maintaining the deep berth maritime access that pier 30/32 provides.

In my opinion, the proposed Fast-Track legislation and the pressure from the mayor is not allowing the Port of San Francisco to consider those RFP's for the use of SWL330 that they only just allowed themselves to consider. This property was estimated by the Port Commission to be worth \$35M.

SWL330 is zoned exclusively for housing. The SF Mira project nearby at Folsom and Spear has established a 40% BMR rate. A similar rate required for building a prop B compliant building on SWL330 would make a HUGE impact on the housing problem in this city, including housing for our vital but lower income residents. At the same time such a building would further add to the strength and character of the neighborhood.

35 Million could do a lot of immediate value for the Port of San Francisco, and while not enough to re-habilitate piers 30/32 outright, this amount could be used to either secure a portion of these piers to maintain the deep berth use, or construct an adjacent smaller pier next to pier 30/32 for this purpose.

While the mayor's proposal is supposed to be limited in duration, the unknown changes to the job market or the economy could cause the Port to lose this opportunity. Dealing with the construction, teardown or damages caused by occupants of the Navigation Center could make it very difficult to capitalize on any subsequent RFP opportunities.

My plea as a resident of the Port of San Francisco is to let your RFP process complete as planned, include the Mayor's proposal as part of that process. I truly expect you will have better offers for this land. I favor a win-win solution where the port gets the full value of what some consider the most valuable piece of property in the city. A solution that provides a larger percentage of BMR housing units will have a major positive impact on this neighborhood.

Thank you

Alan Dundas

San Francisco CA 94105

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

Subject: Email for the Port

From: Mahesh Khatwani <mahesh@mkcapitalgroups.com>

Date: Fri, March 22, 2019 8:26 am

To: alan@alanjudy.com

Good Morning,

As discussed yesterday after the meeting the CWAG wanted you to send comments to mark.paez@sfport.com.

Thanks

Mahesh Khatwani

President

~~MK Capital Groups~~

~~255, Airport Blvd, Suite 200,~~

Burlingame, CA 94010

~~Phone: (415) 333-1111~~

[REDACTED]

From: Sarah Li [REDACTED]
Sent: Friday, March 22, 2019 6:36 PM
To: Beaupre, David (PRT); Paez, Mark (PRT); Haney, Matt (BOS)
Subject: In support for temporary SAFE navigation center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Central Waterfront Advisory Group and Supervisor Haney,

I wasn't able to attend the CWAG community on March 20, but as someone who lives and works in the neighborhood, I want to voice my support for the SAFE navigation center.

We aren't doing well by all the people who live in our city right now, and I want our district and neighborhood to be an example for other areas in San Francisco. It's dangerous for us as a city to deny assistance to people who ask for it and need it.

I'd be happy to voice my support at the next community meeting. I got notice of this one pretty late in the day today through my building's newsletter. What's the best way to stay informed about what's happening with the navigation center?

Thanks,
Sarah Li
District 6 & Infinity building resident

[REDACTED]

[REDACTED]

[REDACTED]

From: Bob Bernie [REDACTED]
Sent: Friday, March 22, 2019 7:01 PM
To: Paez, Mark (PRT)
Subject: Port Nav Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mark,

I was born and raised in San Francisco where respect and responsibility were the golden rules. Now we have a homeless population where disrespect and irresponsibility reign. How many of the homeless are actually from San Francisco, worked and pay taxes here, probably not many and what we've been doing to resolve the homeless crisis has never worked. We are creating a system that attracts homelessness and a bureaucracy of homelessness which is unsustainable. We will never be able to resolve this problem on a local level and there needs to be federal help. National wire services will pick up the story of a navigation center on the Embarcadero send it out to newspapers around the country and people will say let's go to San Francisco they will house us, feed us, allow us to panhandle, do drugs on the street, medical is free and the weather is great. There is very little recourse for bad behavior, they can't catch us breaking into cars or damaging property. basically no sit lie or littering laws, they don't prosecute even if we're caught and if worse comes to worse they'll give us a free ticket back home.

It would cost billions of dollars to do this right and we will never ever be able to afford it or resolve this on a local level.

Now you want to put all of this on the Embarcadero, a tourist area which just shouts out to the world look at our problems and by the way don't trip over the trash. The homeless don't need views and a great location they just need a location.

We need compassion without codependency computer engineered problem solving applied to homelessness not applied politics, empathy and work ethics not entitlements.

Regards,
Dr. Robert Bernie

Sent from my iPhone

[REDACTED]

[REDACTED]

[REDACTED]

From: Kambiz Yeganegi [REDACTED]
Sent: Saturday, March 23, 2019 5:20 PM
To: Paez, Mark (PRT)
Subject: Navigation Center on Embarcadero

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: Kambiz Yeganegi [REDACTED]
Date: March 23, 2019 at 11:42:52 PDT
Subject: Navigation Center on Embarcadero

Dear Mr. Paez,

My wife and I are resident/owners of the [REDACTED] on Beale & Bryant.

We adamantly oppose the truly preposterous choice of location by this mayor which has not been elected due to the following reasons:

- 1) From a structural point of view two prominent architects have testified that it requires a costly and well calculated infrastructural plan and implementation even for a temporary structure.
- 2) From an economical point of view this piece of land is one of the most expensive properties in SF estimated to be worth around \$30 mill, and it generates about \$800k just in parking fees right now. A boutique hotel and/or shops and cafes were originally planned for this site. With its unbelievably magnificent view it could generate millions of \$ for the Port Authority. Therefore the cost of utilizing it for 230 people would add up to millions of dollars per individual temporary resident and the enormous opportunity loss for the Port and the city is humongous . It just makes no sense to use this location for such a purpose.
It will also have a tremendous negative effect on the price of property for hundreds and possibly thousands of owners and renters in the 6 th District.
- 3) From a social point of view this center will pose quite a bit of danger, concern, and limitation on the freedom of hundreds of residents and families with small children and elderly citizens in the neighborhood. It is no secret that the majority of potential residents in this center will be addicts and mentally disturbed. The disposal of syringes and other paraphernalia in the neighborhood pollutes the neighborhood and poses a danger for the health and well being of residents.

A recent report has concluded that homeless crimes have increased considerably in the past year.

There has been attacks on seniors and parents in this neighborhood during the past year, and that by a handful of homeless that reside there. Just imagine what could be possible if a few hundred are gathered in one place where usage of drugs is permitted.

- 4) The City is concerned about the increase in the number of homeless in SF!! Have they asked themselves why in this full employment economy and prosperous times so many homeless are on the streets of SF?

Maybe it's because we've made it attractive for the homeless from other parts of the state and

country to migrate here!!

5) I know this sort of conversation may come from indifferent or careless individuals. We want you to know that we've donated quite a bit to homeless centers and missions and volunteer a few times a year to serve at these centers. So there's no shortage of compassion in our part, but a quick fix idiotic project such as this not only does not help the homeless on the long run it will encourage and attract more homeless to our city.

6) We think providing temporary quarters for the unfortunate is a wonderful idea, but it's not a one way street. The City authorities must also be as concerned if not more for the millions of law abiding citizens who work hard, pay the taxes to support the existence of our cities, elect the officials, and do not deserve to have their neighborhoods be ridden by crime, unsanitary surroundings, and have their various other basic rights be violated by officials that are short sighted and impose their will on the people as this mayor does. To provide shelter for a few hundred and pose so much danger, financial burden, and inconvenience for thousands of such citizens is truly preposterous.

7) This location is the pathway for many people who visit the area as tourists or fans who walk to AT&T park or the new Warriors stadium. It is the jewel of SF. I ask you is this the proper location for such a center???

8) Our District 6 already has two other Nav Centers and most other districts in SF have NONE!

How does this make any sense?

9) Police response in our building has been on an average of about 20 minutes. With the definite increase of trouble and crime due to this idiotic choice many citizens will be endangered and in one of the meetings with the Officer in charge of this project no satisfactory results were arrived at due to his vague and uncertain response.

In essence this location will be a disaster for the residents and businesses and the Port and the City although it obviously is an ideal location for a few hundred of the homeless with a grand view of the Bay!

We are certain that there are many many more locations that could end up being a win/win choice and not a win for a few hundred and a loss for thousands of residents businesses and passerbyers and tourists.

Ofcourse there's always other means to stop this including ballot boxes, but for now we're asking you to do your best to oppose the choice of this location and to do what you were elected to do which is to serve the taxpayers and residents of this district as well as maintain the high value and civility of our Port and it's properties.

Thank you for your time and attention

Kam & Homa Yeganegi

Sent from my iPhone

[REDACTED]

From: Ben Shen [REDACTED]
Sent: Saturday, March 23, 2019 5:27 PM
To: Paez, Mark (PRT)
Subject: Grave Concerns Regarding Navigation Center proposal

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Mark,

I am writing to express grave concern regarding the plan to build a Navigation Center on Lot 330 on the Embarcadero. I firmly believe that this plan will have extremely negative consequences on the safety / crime of the surrounding neighborhood and am extremely concerned for both myself and my family's safety, having personally endured an experience of having been physically accosted near a Navigation Center on 5th / Bryant.

I believe there are many logical reasons as to why this location is a very sub-optimal choice for a the Navigation Center. It would create an extremely unsightly environment in a highly visible juncture which experiences high foot traffic by residents and tourists, which would further damage perception of the city. I also believe that it could potentially impact traffic / congestion as this area currently serves as an important conduit for traffic heading to Oracle Park, Mission Bay, and other areas, and can see foot traffic potentially avoiding the area due to an increase in crime / decrease in safety. In short, I feel that there should be much better places to build an additional Navigation Center aside from a location which is so central and key to transportation. Additionally, I have to believe that there could be much better economic uses of this land given its geographical location, which means that it would be better served generating funds which could be deployed towards homeless initiatives. Having lived in the area for almost five years, I have seen many positive developments and also witnessed this part of the Embarcadero developing into a vibrant place for both residents and tourists, facilitating the flow of foot traffic between the Ferry Building / Bay Bridge to Oracle Park, Mission Bay, dogpatch, and other surrounding areas. I strongly feel like building this Navigation Center would greatly derail progress made in further developing the area into a safe, vibrant neighborhood.

Additionally, there is an issue of unfairness with regards to opening another Navigation Center in district 6 when there are already other Navigation Centers in the district (while many other districts have not even opened a single navigation center). Matt Haney campaigned on getting other districts to share the burden of homelessness, and even gave an interview to the Chronicle right after taking office saying that he wanted Mayor Breed to select a site in every district for a homeless Navigation Center rather than continuing to build only in Districts Six, Nine and Ten. Instead of making concerted efforts to follow through on these campaign promises, I am extremely disappointed to see him compromising the trust placed in him by diverting his attention to allowing another Navigation Center to be build in the district, and disregarding the safety and well-being of those he should be representing.

I would greatly appreciate it if the Port Commission and the leaders of our city could kindly consider the above arguments in coming to the conclusion that this is not the right place for the Navigation Center. While I firmly do agree that tackling the homeless issue should be one of the top priorities, I do not believe it should override all other logic or reason and believe that there are much better areas for a Navigation center to be

built, such as in districts which experience less foot traffic, are less densely populated, and do not already currently have a Navigation Center. I appreciate your time and consideration and your continued efforts in improving this city which we all love.

Regards,
Benjamin Shen

[REDACTED]

From: Kambiz Yeganegi [REDACTED]
Sent: Monday, March 25, 2019 4:40 PM
To: Brandon, Kimberly (PRT); Adams, Willie (PRT); Quesada, Amy (PRT); Paez, Mark (PRT)
Subject: Comprehensive report

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Sent from my iPhone

Begin forwarded message:

From: "BuildingLink Notify" <notify@buildinglink.com>
Date: March 25, 2019 at 15:37:31 PDT
To: "Kam Yeganegi" [REDACTED]
Subject: * New Resident Posting from Watermark: Must Read re: Navigation Centers
Reply-To: "BuildingLink Notify" <notify@buildinglink.com>

Must Read re: Navigation Centers

Monday, March 25, 2019 3:34:00 PM · Elenor Mak in Topics > General
Passing on this comprehensive and informative report regarding Navigation Centers, for those who haven't already received it this morning. <https://sfresidents.com/report>

It was published by Wallace Lee & the SF Residents team-- and an EYE OPENER for me, with the many facts it provides about existing Navigation Centers. After reading this, I am that much more convinced it is imperative for our safety that this Center does NOT happen in our backyard. For those from Watermark involved in this report, a heartfelt thank you.

Also, I found out about their efforts through another Watermark resident posting. Was great to sign up and get connected.
<https://sfresidents.com/about>

[View this post](#) or copy and paste the following link into your browser's address bar:

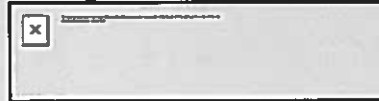
<http://buildinglink.com/v2/tenant/Postings/ViewPost.aspx?id=1648627&typeid=1&catid=134&isthreaded=1-ify=1>

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BuildingLink is Alexa enabled!



[REDACTED]

From: Victor Masaya [REDACTED]
Sent: Wednesday, March 27, 2019 5:34 PM
To: Paez, Mark (PRT)
Cc: Smush Dog
Subject: Navigation Center

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Hi Mark, my name is Victor Masaya and I'm a resident on Townsend, near the potential site of the navigation center. As you can imagine the neighborhood is very upset with what's likely going to transpire but if you don't mind I would like to ask you a few questions as a neighbor suggested folks reach out to you. As an FYI I'm now resigned to the fact that this will be built so just had some follow-up questions.

- Given this center is part of a larger plan of the Mayor's, can you confirm that the Marina, Pac Heights, Presidio Heights or Seacliff have signed off on a center to be built in their neighborhood? Our understanding from the Mayor is that other neighborhoods have all signed off and that all of SF is going to participate. From a messaging standpoint I think if you and Mayor Breed communicated the timing of the construction of a center in one of those specific locations and that they have already signed off, that would be fantastic! Currently residents in District 6 assume that **the wealthy and less diverse are excluded** so confirmation that those affluent neighborhoods are indeed participating as part of the larger plan would undoubtedly assuage folks' concerns. I personally would be super excited if a center was built there first and then **NO NEIGHBORHOOD in SF could use NIMBY** as an excuse.

- Why doesn't SF **build vertically from existing centers**? Wouldn't it make sense from a cost and synergies standpoint to just build additional floors to existing facilities and then invest in medical resources to treat the mentally ill. With scale within a single location comes meaningful synergies one would think?

- Obviously **physical assault and murder is a concern, especially with kids in close proximity**. How many more SFPD personnel will be manning the neighborhood. I hate to sound paranoid but my wife and I are expecting in late April and May. My wife Susie (copied on this email) has already been **assaulted multiple times by the homeless** as have her co-workers so we're hoping that if the center is going to be built, can we also **add a wall** to enclose all of the homeless with a lot of police personnel so that no homeless are lingering outside and no homeless can escape the navigation center.

I've emailed so many officials and no one wants to give straight answers so I would GREATLY APPRECIATE it if you could just say you're unable to answer any of the above questions rather than pasting in a template response that doesn't answer the question. In addition if my questions are moronic, please do say so. I'd much rather have someone be direct with me and call me an idiot rather than send a canned response that is infuriating. I have thick skin so if you think any of what I wrote is unfounded, fake news, or outright stupid, I'm good with that if you let me know. I would sincerely respect that type of direct feedback. If better, happy to jump on a call.

Thanks much for your time.

Best,
Victor

[REDACTED]

[REDACTED]

From: Frank Chen [REDACTED]
Sent: Thursday, March 28, 2019 10:15 PM
To: Paez, Mark (PRT); Quesada, Amy (PRT)
Subject: Fw: Opposition to Proposed Navigation Center on Seawall Lot 330

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

March 27, 2019

Subject: Opposition to Proposed Navigation Center on Seawall Lot 330

Dear Advisory Group Members,

My name is **Frank Chen**. I am a resident of **Watermark at 501 Beale Street**. I oppose locating the proposed navigation center on SWL 330 **directly across the street, a block away from, (state how close to SWL 330)** from our residential community. While we share the commitment of the City and Port to reduce homelessness, the **location** of the proposed navigation center at SWL 330 poses many unmitigable problems and unacceptable outcomes for our neighborhood, including increased risks to public safety, property crime, and public nuisance; degradation of neighborhood quality of life and livability; and perhaps most importantly, non-compliance of land use with the SF Port's own Waterfront Plan and City plans.

RESIDENT AND NEIGHBORHOOD ISSUES

Magnet for Homeless Outside Center

It is inevitable that the proposed navigation center will attract large congregations of street people outside. It has been documented in published reports that areas that border on homeless shelters have more problems with crime, violence, drug use, loitering, and other criminal activities. These conditions will have a negative impact upon pedestrians and attendees of Giants games walking along the Embarcadero, and our neighborhood in general.

Fails to Integrate with Community

No land use could be more distinctly out of character for the South Beach community of high-end residential and office use than the proposed navigation center's temporary structures and tents. Any development which requires 24/7 police protection around its perimeter has no place in a thriving residential neighborhood. It is clearly an improper, unsuitable, and incompatible use within our residential neighborhood.

Risks to Public Safety

Our building is home to many residents with young families, whose physical safety would be threatened by the inevitable gathering of homeless outside the center, some of who are mentally ill, intoxicated with alcohol, high on chemical substances, or with criminal or violent histories. To place children directly in the path of a large homeless population is dangerous, irresponsible, and wrong.

Increase in Property Crime

The surrounding streets of Bryant, Main, Harrison and the Embarcadero have some of the highest rates of vehicle break-ins in the City, with many of these crimes proven to be committed by the homeless. Locating the proposed navigation center so close to our residences, businesses, and property will make an untenable situation worse and degrade our quality of life.

Degradation of Quality of Life

Our building's residents—and our neighborhood in general—already endure continuous periods of gridlocked traffic throughout the day which negatively impacts our area. We see no value—nor justice—in compounding the existing problems of our neighborhood with the proposed navigation center and the crime, violence, drug use, loitering, and criminal activities it will bring.

Disproportionate Use of District 6 for Homeless

District 6 already has an 84-bed navigation center at 5th and Bryant Streets, in close proximity to the proposed site on SWL 330. Locating another navigation center so close to 5th and Bryant places a disproportionate and undue burden of homelessness upon our residential neighborhood. Other districts must do their fair share to ease the homelessness problem by accommodating navigation centers.

Navigation Centers Belong in Non-Residential Areas

It makes no sense to destroy a safe, upscale, desirable neighborhood for the sake of a political agenda. Intelligent city planning is about context. Navigation centers, due to their temporary nature, should be located in industrial/commercial areas, where they **will not** pose a threat to the safety of established residential communities and families. Why place it at SWL 330, in the middle of a thriving residential community?

Fallacy of Locating Centers Where Homeless Are

Also, it is **not** about placing navigation centers where the homeless are—navigation center admittance is by referral only. Locating a navigation center in a residential neighborhood by definition brings homeless to that area—**ours**—who were not there before. If the Port's goal is to reduce homelessness on Port property, the proposed navigation center will do the exact opposite.

PLANNING AND LAND USE ISSUES

As an engaged citizen who has dutifully participated in and commented upon the numerous Port Workshops on the development of SWL 330 for over two decades, I am also deeply troubled by the City and Port proposing a navigation center at this location.

Inappropriate Land Use per Community Input

Engaged citizens of the area contributed their valuable time to participate in many input sessions and workshops with both Port and City officials regarding potential land use for SWL 330. Never has our community supported a navigation center as an appropriate land use for the site. It is out of place, out of character, and inappropriate for our residential neighborhood. If community input is to be disregarded, why have we attended, participated in, and commented upon all these sessions?

Impedes Public Access to Waterfront

SB815, approved by the State Legislature in 2007, allows development of non-trust residential, office, and commercial uses that complement the land use character of the South Beach neighborhood, generate revenue for historic rehabilitation, and public access. The proposed navigation center at SWL 330, in addition to being a land use that is distinctly out of character with the South Beach neighborhood, will do the opposite of promoting public access to the Waterfront—by forcing pedestrians and Giants attendees to cross the street or stay away from the area altogether to avoid being accosted by the inevitable homeless activity surrounding the shelter.

Fails to Comply with SF Port Waterfront Plan—or Any Plans

The use of SWL 330 for a proposed navigation center fails to comply with the SF Port Waterfront Plan or any other adopted plans, including the Rincon Hill, Better Streets, and Eastern Neighborhoods Plans. If the use is non-compliant with any approved Plans that citizens took time out their working day to contribute to and comment upon, why have any Plans at all? Why should the mayor be allowed to to subvert the will of the residents most adversely affected by the location of the proposed navigation center?

Disregards All Waterfront Plan Update Recommendations

Land use of SWL 330 as a proposed navigation center is in direct opposition to all Working Group Recommendations stated in the most recent SF Port Waterfront Plan Update of June 22, 2018 for improving use and development of SWL 330:

- *“Complement the character of surrounding neighborhoods;”*

The proposed navigation center is distinctly out of character for the South Beach community of high-end residential and office use.

- *“Provide a pleasing transition from the City-side to the Bay, and ground floor activation to enhance the pedestrian environment;”*

To the contrary, the proposed portable structures and tents will be a visual and architectural blight upon the most scenic and symbolic thoroughfare of the city as an improper, unsuitable, and incompatible use. Pedestrians and Giants attendees will be forced to cross the street to avoid being harassed by the homeless outside the shelter.

- *and “Generate revenues for Port capital improvements.”*

The loss of the \$700,000 currently generated at SWL 330 will be greatly detrimental to the Port’s efforts to fund much-needed capital improvements.

“FAST TRACK” LEGISLATION ISSUES

Removal of Planning, Permitting, and Other Regulatory Review

Any attempt to “fast track” approval of the navigation center through proposed legislation eliminating planning, permitting and other regulatory review is a blatant attempt to subvert the will of the people. The legislation puts the Mayor’s goal of building 1000 new shelter beds ahead of all other legitimate considerations. It will ignore critical planning and environmental safeguards built into the process to protect citizens, stifle essential community input and discussion, and essentially defy the will of citizens in the residential neighborhood most adversely affected by the proposed navigation center.

Dangerous Precedent for Individual Districts

The legislation will not only affect SWL 330, but sets a dangerous precedent for navigation centers to be located in densely populated residential family neighborhoods, ignoring the adverse impacts upon each district and its constituents, and ceding critical legislative power to the executive branch at the expense of individual district voters.

Lack of Responsibility and Accountability

This proposed legislation will only serve to diminish our neighborhood's faith in government responsibility and accountability to the citizens it purports to represent and serve. To "fast track" a project this problematic and controversial is irresponsible, short-sighted, and wrong.

CONCLUSION

I remain hopeful that you, as a member of the Board of Supervisors, will fulfill your responsibilities to put the interests of the neighborhood who will be most adversely affected by the navigation center—and the citizens they represent—above politics. For the many important reasons stated above, I respectfully request that you oppose the location of the proposed navigation center on SWL 330 and any "fast-track" legislation designed to railroad its approval. This is not what our residential neighborhood needs, wants, or represents.

Respectfully,

Frank Chen

[REDACTED]

San Francisco, CA, 94105

[REDACTED]

[REDACTED]

Faint, illegible text at the top of the page, possibly bleed-through from the reverse side.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: laura berner [REDACTED]
Sent: Friday, March 29, 2019 4:55 PM
To: Paez, Mark (PRT)
Cc: Quesada, Amy (PRT)
Subject: For CWAG Meeting Board Packet: Opposition to Proposed Navigation Center on Seawall Lot 330

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

March 29, 2019

Central Waterfront Advisory Group
c/o Mark Paez
Port of San Francisco
Pier 1, the Embarcadero
San Francisco, CA 94111

Subject: Opposition to Proposed Navigation Center on Seawall Lot 330

Dear Advisory Group Members,

My name is **Laura Berner**. I am a resident of [REDACTED] oppose locating the proposed navigation center on SWL 330 2 blocks away from our residential community. While I share the commitment of the City and Port to reduce homelessness, the location of the proposed navigation center at SWL 330 poses many unmitigable problems and unacceptable outcomes for our neighborhood, including increased risks to public safety, property crime, and public nuisance; degradation of neighborhood quality of life and livability; and perhaps most importantly, non-compliance of land use with the SF Port's own Waterfront Plan and City plans.

RESIDENT AND NEIGHBORHOOD ISSUES

Magnet for Homeless Outside Center

It is inevitable that the proposed navigation center will attract large congregations of street people outside. It has been documented in published reports that areas that border on homeless shelters have more problems with crime, violence, drug use, loitering, and other criminal activities. These conditions will have a negative impact upon pedestrians and attendees of Giants games walking along the Embarcadero, and our neighborhood in general.

Fails to Integrate with Community

No land use could be more distinctly out of character for the South Beach community of high-end residential and office use than the proposed navigation center's temporary structures and tents. Any development which requires 24/7 police protection around its perimeter has no place in a thriving residential neighborhood. It is clearly an improper, unsuitable, and incompatible use within our residential neighborhood.

Risks to Public Safety

Our building is home to many residents with young families, whose physical safety would be threatened by the inevitable gathering of homeless outside the center, some of who are mentally ill, intoxicated with alcohol, high on chemical substances, or with criminal or violent histories. To place children directly in the path of a large homeless population is dangerous, irresponsible, and wrong.

Increase in Property Crime

The surrounding streets of Bryant, Main, Harrison and the Embarcadero have some of the highest rates of vehicle break-ins in the City, with many of these crimes proven to be committed by the homeless. Locating the proposed navigation center so close to our residences, businesses, and property will make an untenable situation worse and degrade our quality of life.

Degradation of Quality of Life

Our building's residents—and our neighborhood in general—already endure continuous periods of gridlocked traffic throughout the day which negatively impacts our area. We see no value—nor justice—in compounding the existing problems of our neighborhood with the proposed navigation center and the crime, violence, drug use, loitering, and criminal activities it will bring.

Disproportionate Use of District 6 for Homeless

District 6 already has an 84-bed navigation center at 5th and Bryant Streets, in close proximity to the proposed site on SWL 330. Locating another navigation center so close to 5th and Bryant places a disproportionate and undue burden of homelessness upon our residential neighborhood. Other districts must do their fair share to ease the homelessness problem by accommodating navigation centers.

Navigation Centers Belong in Non-Residential Areas

It makes no sense to destroy a safe, upscale, desirable neighborhood for the sake of a political agenda. Intelligent city planning is about context. Navigation centers, due to their temporary nature, should be located in industrial/commercial areas, where they will not pose a threat to the safety of established residential communities and families. Why place it at SWL 330, in the middle of a thriving residential community?

Fallacy of Locating Centers Where Homeless Are

Also, it is not about placing navigation centers where the homeless are—navigation center admittance is by referral only. Locating a navigation center in a residential neighborhood by definition brings homeless to that area—ours—who were not there before. If the Port's goal is to reduce homelessness on Port property, the proposed navigation center will do the exact opposite.

PLANNING AND LAND USE ISSUES

As an engaged citizen who has dutifully participated in and commented upon the numerous Port Workshops on the development of SWL 330 for over two decades, I am also deeply troubled by the City and Port proposing a navigation center at this location.

Inappropriate Land Use per Community Input

Engaged citizens of the area contributed their valuable time to participate in many input sessions and workshops with both Port and City officials regarding potential land use for SWL 330. Never has our community supported a navigation center as an appropriate land use for the site. It is out of place, out of character, and inappropriate for our residential neighborhood. If community input is to be disregarded, why have we attended, participated in, and commented upon all these sessions?

Impedes Public Access to Waterfront

SB815, approved by the State Legislature in 2007, allows development of non-trust residential, office, and commercial uses that complement the land use character of the South Beach neighborhood, generate revenue for historic rehabilitation, and public access. The proposed navigation center at SWL 330, in addition to being a land use that is distinctly out of character with the South Beach neighborhood, will do the opposite of promoting public access to the Waterfront—by forcing pedestrians and Giants attendees to cross the street or stay away from the area altogether to avoid being accosted by the inevitable homeless activity surrounding the shelter.

Fails to Comply with SF Port Waterfront Plan—or Any Plans

The use of SWL 330 for a proposed navigation center fails to comply with the SF Port Waterfront Plan or any other adopted plans, including the Rincon Hill, Better Streets, and Eastern Neighborhoods Plans. If the use is non-compliant with any approved Plans that citizens took time out their working day to contribute to and comment upon, why have any Plans at all? Why should the mayor be allowed to subvert the will of the residents most adversely affected by the location of the proposed navigation center?

Disregards All Waterfront Plan Update Recommendations

Land use of SWL 330 as a proposed navigation center is in direct opposition to all Working Group Recommendations stated in the most recent SF Port Waterfront Plan Update of June 22, 2018 for improving use and development of SWL 330:

- *"Complement the character of surrounding neighborhoods;"*

The proposed navigation center is distinctly out of character for the South Beach community of high-end residential and office use.

- *"Provide a pleasing transition from the City-side to the Bay, and ground floor activation to enhance the pedestrian environment;"*

To the contrary, the proposed portable structures and tents will be a visual and architectural blight upon the most scenic and symbolic thoroughfare of the city as an improper, unsuitable, and incompatible use. Pedestrians and Giants attendees will be forced to cross the street to avoid being harassed by the homeless outside the shelter.

- *and "Generate revenues for Port capital improvements."*

The loss of the \$700,000 currently generated at SWL 330 will be greatly detrimental to the Port's efforts to fund much-needed capital improvements.

"FAST TRACK" LEGISLATION ISSUES

Removal of Planning, Permitting, and Other Regulatory Review

Any attempt to "fast track" approval of the navigation center through proposed legislation eliminating planning, permitting and other regulatory review is a blatant attempt to subvert the will of the people. The legislation puts the Mayor's goal of building 1000 new shelter beds ahead of all other legitimate considerations. It will ignore critical planning and environmental safeguards built into the process to protect citizens, stifle essential community input and discussion, and essentially defy the will of citizens in the residential neighborhood most adversely affected by the proposed navigation center.

Dangerous Precedent for Individual Districts

The legislation will not only affect SWL 330, but sets a dangerous precedent for navigation centers to be located in densely populated residential family neighborhoods, ignoring the adverse impacts upon each district and its constituents, and ceding critical legislative power to the executive branch at the expense of individual district voters.

Lack of Responsibility and Accountability

This proposed legislation will only serve to diminish our neighborhood's faith in government responsibility and accountability to the citizens it purports to represent and serve. To "fast track" a project this problematic and controversial is irresponsible, short-sighted, and wrong.

CONCLUSION

I remain hopeful that you, as fellow citizens and members of the Central Waterfront Advisory Group, will fulfill your responsibilities to put the interests of the neighborhood who will be most adversely affected by the navigation center—and the citizens they represent—above politics. For the many important reasons stated above, I respectfully request that you oppose the location of the proposed navigation center on SWL 330 and any "fast-track" legislation designed to railroad its approval. This is not what our residential neighborhood needs, wants, or represents.

Respectfully,
Laura Berner

[REDACTED]
San Francisco, CA, 94107
[REDACTED]

████████████████████
████████████████████

[REDACTED]

From: Abbas El Gamal [REDACTED]
Sent: Saturday, March 30, 2019 1:32 PM
To: Brandon, Kimberly (PRT); Forbes, Elaine (PRT); Adams, Willie (PRT); Quesada, Amy (PRT); Paez, Mark (PRT)
Cc: Suzanne El Gamal; Wallace Lee
Subject: Plea to vote against the planned Navigation center on Seawall Lot 330

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Respected SF Port Commissioners:

By now you have heard the many valid concerns of South Beach and Rincon Hill residents among others about the proposed location for the new Navigation Center, so I will not repeat them here. You have also heard from other SF residents, who mostly don't live or work anywhere near Seawall Lot 330, about their support of this location and their disgraceful demonization of the residents who oppose it (again I will not repeat what they say here).

The question I would like you to think about as you consider Seawall Lot 330 for the Navigation center is **why didn't the locations of the previous Nav centers create anywhere near as much controversy as this one?**

The answer is clear at least to me. The locations of previous Navigation centers made sense for both residents and the homeless. Seawall Lot 330 doesn't make sense for anybody (for all the reasons you heard from many residents). **The mere fact that this proposal has been creating such unhealthy divisions between the residents of our city on an issue we all agree on, which is to find good solutions for homelessness, clearly demonstrates that it is a poor choice.**

I beg you to vote against it.

--
Abbas El Gamal

[REDACTED]
San Francisco, CA 94105

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Shailendra [REDACTED]
Sent: Saturday, March 30, 2019 2:22 PM
To: Paez, Mark (PRT)
Cc: Quesada, Amy (PRT)
Subject: Opposition to Proposed Navigation Center on Seawall Lot 330

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Central Waterfront Advisory Group
c/o Mark Paez
Port of San Francisco
Pier 1, the Embarcadero
San Francisco, CA 94111

Subject: Opposition to Proposed Navigation Center on Seawall Lot 330

Dear Advisory Group Members,

My name is Shailendra Yeda. I am a resident of [REDACTED]. I oppose locating the proposed navigation center on SWL 330 directly across the street, a block away from, (state how close to SWL 330) from our residential community. While Portside shares the commitment of the City and Port to reduce homelessness, the location of the proposed navigation center at SWL 330 poses many unmitigable problems and unacceptable outcomes for our neighborhood, including increased risks to public safety, property crime, and public nuisance; degradation of neighborhood quality of life and livability; and perhaps most importantly, non-compliance of land use with the SF Port's own Waterfront Plan and City plans.

RESIDENT AND NEIGHBORHOOD ISSUES

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Fails to Integrate with Community

No land use could be more distinctly out of character for the South Beach community of high-end residential and office use than the proposed navigation center's temporary structures and tents. Any development which requires 24/7 police protection around its perimeter has no place in a thriving residential neighborhood. It is clearly an improper, unsuitable, and incompatible use within our residential neighborhood.

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alcohol, high on chemical substances, or with criminal or violent histories. To place children directly in the path of a large homeless population is dangerous, irresponsible, and wrong.

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Degradation of Quality of Life

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Disproportionate Use of District 6 for Homeless

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Navigation Centers Belong in Non-Residential Areas

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PLANNING AND LAND USE ISSUES

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Disregards All Waterfront Plan Update Recommendations

Land use of SWL 330 as a proposed navigation center is in direct opposition to a [redacted] Working Group Recommendations stated in the most recent SF Port Waterfront Plan Update of June 2, 2018 for improving use and development of SWL 330:

- “Complement the character of surrounding neighborhoods;”

The proposed navigation center is distinctly out of character for the South Beach community of high-end residential and office use.

- “Provide a pleasing transition from the City-side to the Bay, and ground floor activation to enhance the pedestrian environment;”

To the contrary, the proposed portable structures and tents will be a visual and architectural blight upon the most scenic and symbolic thoroughfare of the city as an improper, unsuitable, and incompatible use.

Pedestrians and Giants attendees will be forced to cross the street to avoid being harassed by the homeless outside the shelter.

- and “Generate revenues for Port capital improvements.”

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Lack of Responsibility and Accountability

This proposed legislation will only serve to diminish our neighborhood’s faith in government responsibility and accountability to the citizens it purports to represent and serve. To “fast track” a project this problematic and controversial is irresponsible, short-sighted, and wrong.

CONCLUSION

I remain hopeful that you, as fellow citizens and members of the Central Waterfront Advisory Group, will fulfill your responsibilities to put the interests of the neighborhood who will be most adversely affected by the navigation center—and the citizens they represent—above politics. For the many important reasons stated above, I respectfully request that you oppose the location of the proposed navigation center on SWL 330 and any “fast-track” legislation designed to railroad its approval. This is not what our residential neighborhood needs, wants, or represents.

Respectfully,
Shailendra Yeda

[Redacted]
San Francisco, CA, 94105
[Redacted]
[Redacted]

[REDACTED]

From: Victor Masaya [REDACTED]
Sent: Sunday, March 31, 2019 8:49 AM
To: Forbes, Elaine (PRT); Quezada, Randolph (PRT); Mcdonald, Courtney (BOS); Quesada, Amy (PRT); Haneystaff (BOS); Breed, Mayor London (MYR); Elsbernd, Sean (MYR); Bruss, Andrea (MYR); DSHS (HOM); Paez, Mark (PRT)
Cc: Susie Masaya
Subject: Re: Homeless Shelter

Fellow residents, I just came across the disturbing below post on Nextdoor and urge each and everyone of you to please openly respond via a press release to stop the lies and highlight that the below is a misuse of data and is directionally wrong! From everything I've heard from the government including agencies, **ALL areas within SF are participating** and have signed off including **Sea Cliff and Presidio Heights**. Please let everyone know that plans for navigation centers in **Sea Cliff and Presidio Heights have already been approved**.

It is very defeating to see articles like these that I assume are **factually incorrect**?

Please provide **announcements that Sea Cliff, Presidio Heights and the Marina are all on board and that navigation centers will be built immediately** in those respective less diverse areas. As articulated numerous times now to a number of folks on this email, when folks spread lies that the likes of Sea Cliff and Presidio Heights are not having navigation centers built, that only builds skepticism and distrust. It also leads to assumptions that we are living within a city that has an administration that is authoritarian, builds physical barriers that are inconsistent with the will of the people, only governs to achieve political agendas, and spreads fake news. That can't be true, correct? Only the Trump administration would do such a thing and I know that SF is better than that...or maybe not...

District 6 has 65% of the shelter beds in San Francisco and 73% of Permanent Supportive Housing

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So, before you demonize working-class families living in apartments (not the houses of the donors in District 1 and District 2 receiving the accolades) – perhaps, you should dig into the story the news media isn't reporting because it doesn't get the clicks, the shares or the tune-ins. We all want the same thing for our children and ourselves. And, we all want the same thing for the homeless as well. We want them to be safe, and sheltered and to get the services they need with Permanent Supportive Housing. We all also, in tandem, want safety for our children and a sense of security when we walk down the street. The residents of District 6 want a sense of security while walking on the promenade that most of us consider our public park – the Embarcadero. We walk it on the way to work and on the weekends for leisure with our family and friends, push our kids in strollers, walk alongside our kids learning to ride their bikes, and smile at the tourists walking by while they enjoy this crown jewel of the City. This area has been years in the making in terms of the revitalization efforts for the Embarcadero, thank you San Francisco, it looks beautiful! We love it! We love the arrow sculpture in the grass, the lights of the Bay Bridge, walking to the Ball Park for Giants Games, the Ferry Building on Saturday for our Farmer's Market, Pier 23, and Fisherman's Wharf. Perhaps, by mistake, but perhaps not, Mayor Breed didn't do any outreach to the community and residents – instead, neighbors read about this in the newspaper with all indications it was a done deal. The area where the City has proposed the Mega Navigation Center is currently a low-crime area and residents feel safe. If you walk over to 5th & Bryant, you'll get a taste of what is to come of this area if this SAFE (translation: drug use friendly) Mega Navigation Center is built in the "front yard" of 10,000 residents living here. And, so we may end with numbers in a visual format: If you walk the stretch from the Giants Ball Park all the way to Crissy Field, you'll count 12 to 15 homeless people. I've done this walk twice since the announcement was made by London Breed. This leads to further confusion for us D6 folks, there aren't the numbers here to support 225 homeless beds in this neighborhood. Perhaps, London should take a page out of the Mayor of LA's playbook? Navigation Centers will be spread out in every district in LA. No questions asked. No arguments. For all the NIMBY narrative spreaders, we have one already – have you seen it? And, we have St. Vincent de Paul, the Sanctuary, MCS, Glide, Delancey Street – the list goes on and on. We also have almost all of the Permanent Supportive Housing – 73% of it. Where do you live? I'll send you your stats. Are the large donations a call from Marc Benioff, Jack Dorsey, Nat Friedman, and the other tech billionaires to put the Navigation Centers in their front yards? There is a large parking lot adjacent the waterfront on Marina Green. "It's just a parking lot," to quote some of the comments surrounding this issue. Perhaps, we'll make YIMBYs of them after all. -A resident of D6 who loves the Embarcadero and would like the non-factual NIMBY narrative to cease. It's not true.

Victor Masaya <vmasaya@gmail.com>

Wed, Mar 27, 5

to mark.paez, Smush



Hi Mark, my name is Victor Masaya and I'm a resident on Townsend, near the potential site of the navigation center. As you can imagine the neighborhood is very upset with what's likely going to transpire but if you don't mind I would like to ask you a few questions as a neighbor suggested folks reach out to you. As an FYI I'm now resigned to the fact that this will be built so just had some follow-up questions.

- Given this center is part of a larger plan of the Mayor's, can you confirm that the Marina, Pac Heights, Presidio Heights or Seacliff have signed off on a center to be built in their neighborhood? Our understanding from the Mayor is that other neighborhoods have all signed off and that all of SF is going to participate. From a messaging standpoint I think if you and Mayor Breed communicated the timing of the construction of a center in one of those specific locations and that they have already signed off, that would be fantastic! Currently residents in District 6 assume that **the wealthy and less diverse are excluded** so confirmation that those affluent neighborhoods are indeed participating as part of the larger plan would undoubtedly assuage folks' concerns. I personally would be super excited if a center was built there first and then **NO NEIGHBORHOOD in SF could use NIMBY** as an excuse.

- Why doesn't SF **build vertically from existing centers**? Wouldn't it make sense from a cost and synergies standpoint to just build additional floors to existing facilities and then invest in medical resources to treat the mentally ill. With scale within a single location comes meaningful synergies one would think?

- Obviously **physical assault and murder is a concern, especially with kids in close proximity**. How many more SFPD personnel will be manning the neighborhood. I hate to sound paranoid but my wife and I are expecting in late April and May. My wife Susie (copied on this email) has already been **assaulted multiple times by the homeless** as have her co-workers so we're hoping that if the center is going to be built, can we also **add a wall** to enclose all of the homeless with a lot of police personnel so that no homeless are lingering outside and no homeless can escape the navigation center.

I've emailed so many officials and no one wants to give straight answers so I would GREATLY APPRECIATE it if you could just say you're unable to answer any of the above questions rather than pasting in a template response that doesn't answer the question. In addition if my questions are moronic, please do say so. I'd much rather have someone be direct with me and call me an idiot rather than send a canned response that is infuriating. I have thick skin so if you think any of what I wrote is unfounded, fake news, or outright stupid, I'm good with that if you let me know. I would sincerely respect that type of direct feedback. If better, happy to jump on a call.

Thanks much for your time.

Best,
Victor

From: Susie Masaya <susie.masaya@gmail.com>

Sent: Thursday, March 21, 2019 8:41:26 PM

To: Victor Masaya

Cc: Mcdonald, Courtney (BOS); Quesada, Amy (PRT); Quezada, Randolph (PRT); Haneystaff (BOS); Breed, Mayor

London (MYR); Elsbernd, Sean (MYR); Bruss, Andrea (MYR); Forbes, Elaine (PRT); DSHS (HOM)

Subject: Re: Homeless Shelter

Dear fellow SF residents,

I am deeply upset about the news of the shelter going up. I have been assaulted by a homeless person on multiple occasions and my co-workers have as well, and while reported to the Police, they have done NOTHING.

If you ask the homeless person why they are not in a shelter they state they don't want to follow the rules of the shelter so choose not to be in one. I don't believe our homeless problem is as much of a bed issue as it is a drug and mental issue. I feel like we need to address this first! Adding more beds is NOT going to fix the problem.

I went to the Townhall and i would say over 95% of the individuals who spoke were against the shelter.

I feel like our voices are not being heard and that that you will just do as you please and this greatly concerns me as a Taxpayer - Shame on you!

Also having more police in the neighborhood is NOT a solution. If you want to make a statement with the shelter then I believe this should first go up in the more affluent neighborhoods such as the SeaCliff, Presidio Heights, and Pacific Heights - if built there and other districts can see that it is running well I am sure other districts will fall in line. As you stated at the Townhall "no district is exempt" but I feel like that is a LIE.

and why is it OKAY for the Mayor to fast-track her agendas without listening to the citizens of this city. I thought this was a democracy and that you were for the People but I guess that was a LIE too.

I don't believe much thought was put into this and I also don't understand why we just don't better the shelters that are already in place; why can't we just give them an upgrade and build more beds within existing shelters and hire better staff to run and provide the support of what they really need instead of wasting our tax dollars, that we know will cost more to run this then that is being estimated.

Thank you,
Susie Masaya
Concerned Citizen

On Thu, Mar 21, 2019 at 8:29 PM Victor Masaya <vmasaya@gmail.com> wrote:

Hi Courtney, thanks again for your previous reply. I've been out of town but someone informed me yesterday that Mayor Breed is now suggesting that there is a "shelter crisis" to pass legislation for the homeless shelter. I assume that this is fake news because no true democratic leader would act in authoritarian manner to create a physical barrier in a racially diverse area, would one? It'd be quite disappointing to have a President who only caters to his base and a mayor in our city that acts in a similar manner.

I hate to repeat this but why not open a large medical facility in Pac Heights, Presidio Heights, Seacliff or the Marina? That would accomplish a couple of things: 1) rather than having a useless facility that the homeless probably won't be interested in anyway, the homeless can get real medical help that they need and 2) if the more affluent and less diverse areas in SF can get comfortable with a homeless medical facility, everyone else in SF will as well.

Ultimately if the mayor acts against the will of the people and uses emergency powers or executive orders to meet one of her promises, there's nothing we can do. Hopefully no lives are lost as a result.

Respectfully,
Victor Masaya

On Tue, Mar 12, 2019 at 5:12 PM Victor Masaya <vmasaya@gmail.com> wrote:

Courtney, thanks for getting back to me. For some reason no one that I reach out to can address why this location of all locations is the optimal place to have a shelter. This is ridiculous to me but I just live here. It doesn't seem like a complicated question. If this is the ideal spot, that's great but what is the reason for

it? Is being close to the water helpful for curing mental illnesses? Is being in a residential area with kids nearby and tourists walking through healthy for the homeless because they can have a footprint in an area where people may give them money? Homelessness is clearly the biggest issue for the city of SF but nobody can articulate why this is the best spot.

As someone who is not sophisticated at all, logic to me would dictate that this shelter should be in very close proximity to hospitals, medical professionals, or close to existing shelters such as the one on 5th and Mission to take advantage of synergies. That way folks can get real medical help and not be milling around near the water.

Hopefully one of these days someone can pronounce why this is the best next step for the city? This seems like a complete waste of money. If the optimal location is indeed a scenic area with foot traffic and the like, shouldn't this be in the Marina? Or why not Pac Heights or Presidio Heights where folks are more affluent.

Any reasoning as to why this is the best location and why the aforementioned more affluent and less diverse areas are not would be super helpful to us and the rest of the D6 community.

Lastly isn't the government aware of homeless people acting aggressively towards others? I would think that anecdotally we're all aware of someone who has been punched, kicked, shoved or hit by a homeless person. Not to sound cynical but maybe being close to residential and tourists is a sound political move because if there is another Kate Steinle episode and someone were to get murdered that could kickstart a campaign to obtain more resources from corporations including the Giants, Warriors, and Salesforce, to try to truly address this issue. Could that be the reason? Again absent any data or other evidence demonstrating why this area is the best place to have this shelter, can't help but think the worst.

Best,
Victor

On Mar 12, 2019, at 4:21 PM, Mcdonald, Courtney (BOS) <courtney.mcdonald@sfgov.org> wrote:

Hi Victor and Susie,

Thanks for reaching out about this. We hear you, and are committed to addressing needles, mental illness, feces, etc. The goal of the Navigation Center in part would be to make sure that type of activity is not happening on our streets. Supervisor Haney asked me to share some of this initial thoughts with you, as we also just learned about the proposal within the past 2 weeks:

Homelessness is an urgent concern in San Francisco with over 4,000 people currently unsheltered on our streets. The crisis is increasingly impacting the waterfront and our Rincon Hill, South Beach and Mission Bay communities. The status quo of people living in tents or on our streets and under the freeway is completely unacceptable, and Navigation Centers can be part of the solution to immediately get people off the streets and into shelter and services.

I also have some questions and concerns about the proposed Navigation Center, as our office just found out about the proposal and has not yet received the full details. Like you, I am listening and eager to learn more as the terms and design are drafted. I would love to set up a phone call with you to discuss further with me or my staff. Please let me know a good time to call, or call my staff directly at (415) 554-7972.

Here's what I am advocating for at a minimum based on conversations with the community, and I hope you will support my asks of Mayor Breed and Department of Homelessness and Supportive Housing:

- The goal of the Navigation Center must be to directly address homelessness in the neighborhood and make a major improvement in Rincon Hill, South Beach, and Mission Bay. People will be invited to the Navigation Center *only* from neighborhood Homeless Outreach Teams and there will be no lines of people waiting outside to access services.
- There should be dedicated foot patrols around the perimeter and 24/7 security to ensure public safety.
- There should be outdoor spaces for people staying in the Navigation Center that remain separate from the public space so there aren't people gathering outside.
- Intensive services must be offered in order to replicate the success of the 6 current Navigation Centers, which have worked to quickly place people in housing or help people get out of San Francisco to stay with friends or family elsewhere through the Homeward Bound program.
- **The Mayor should immediately propose an additional Navigation Center in another part of the City, before this one is approved.** We can't keep concentrating these services solely in District 6. This week, I proposed an amendment to the Shelter Crisis Ordinance to add a commitment to build Navigation Centers in a majority of the Supervisorial districts.
- **The Navigation Center will be temporary.** I am advocating for a shorter lease, likely 2 years, with a potential lease extension only if this works for the neighborhood and shows demonstrable, positive improvements and outcomes for the neighborhood and for people who receive services at the center.

The Mayor and Department of Homelessness and Supportive Housing are holding an important community meeting on today (Tuesday, March 12th) about their proposal. We hope you can join us and express your opinions:

- March 12th from 6-7:30pm; Delancey Street Foundation (600 Embarcadero)

The proposal will also be presented on during the Port Commission meeting this afternoon—no action will be taken until their April meeting:

- Today at 3:15pm; Ferry Building, 2nd Floor (Port Commission Hearing Room)

I appreciate and need your continued advocacy.

Our collective long-term goal as a City is to end homelessness and get everyone housed. In the meantime Navigation Centers, if done right, and only if done right, can be an integral first step in the City's strategy to get people off the streets and immediately connected to services.

Thank you again for reaching out. I look forward to talking soon.

Supervisor Matt Haney

From: Victor Masaya [mailto:vm@cityofsanfrancisco.gov]
Sent: Sunday, March 10, 2019 11:15 PM
To: Mcdonald, Courtney (BOS) <courtney.mcdonald@sfgov.org>
Subject: Fwd: Homeless Shelter

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Courtney, as noted in an email to Supervisor Haney and staff, my name is Victor Masaya and I've copied in my wife Susie Masaya. We are homeowners in District 6 and have lived in the area since 2005.

We are writing to you (also left a voicemail) as we are extremely concerned about the proposal to have a homeless shelter built in the district. As a couple that is expecting our first child in late April / early May, this is of extreme concern. We don't need to tell anyone about needles, observed mental illness, human feces, etc. and we all know that the problem is getting worse. Going to Safeway and seeing one homeless carrying knives in line and another inserting pliers up his rectum is one thing but having a shelter nearby to exacerbate the problem is another. While our voices don't matter in this city, it'd be great if we could at least get some form of justification of why it makes sense to have it so close to the Ferry Building, FiDi, the Embarcadero, the Giants and the future home of the Warriors. While good economic times will continue (e.g. Lyft IPO, soon to be followed by Uber and other

minotaurs), worsening the problem in the district makes it very difficult to raise a child. I realize I am not yet a parent so I am completely speculating that it's not healthy for kids to interact with homeless and come across needles but maybe the data proves otherwise.

On the economics side, it is clearly in homeowners' interest, including ours, to not have a homeless shelter close to us and I fully acknowledge that. But I would still think that would be outweighed by concern for folks that already live in the district, including children. Assuming the project does go through (and even if it doesn't), we will most certainly move out of SF.

Best,

A concerned resident

Victor Masaya


[REDACTED]

From: Victor Masaya [REDACTED]
Sent: Sunday, March 31, 2019 5:56 PM
To: Forbes, Elaine (PRT); Quezada, Randolph (PRT); Mcdonald, Courtney (BOS); Quesada, Amy (PRT); Haneystaff (BOS); Breed, Mayor London (MYR); Elsbernd, Sean (MYR); Bruss, Andrea (MYR); DSHS (HOM); Paez, Mark (PRT)
Cc: Susie Masaya
Subject: Re: Homeless Shelter

Apologies for taking up more time, but just wanted to share an email below from my wife who is very excited to learn that a facility in Presidio Heights is in the works. I stand corrected and misinformed. Please confirm.

Hello, I am Victor's wife who has mentioned in the past that I've been assaulted multiple times by the homeless. I had a couple of other requests if possible. It'd be quite helpful to see statistics on the efficacy of navigation centers so that people can stop complaining that the beds don't work. I assume that since this is such a well thought out plan that a lot of studies have been done to support your hypothesis. Also people keep fretting that other homeless will be increasingly attracted to SF if more facilities are built. Thus data showing that providing more beds reduces the influx of other homeless would also be great.

Lastly my husband saw the tweet below which I assume means that Benioff is helping build a navigation center in Presidio Heights immediately! That is fantastic news! I'm with Benioff and him and SF building a facility in Presidio Heights for sure. I think this endorsement needs much more press. Please spread the word!

<https://twitter.com/benioff/status/1112037704936546304?s=12>

Thank you!

Susie

On Mar 31, 2019, at 10:49 AM, Victor Masaya [REDACTED] wrote:

Fellow residents, I just came across the disturbing below post on Nextdoor and urge each and everyone of you to please openly respond via a press release to stop the lies and highlight that the below is a misuse of data and is directionally wrong! From everything I've heard from the government including agencies, **ALL areas within SF are participating** and have signed off including **Sea Cliff and Presidio Heights**. Please let everyone know that plans for navigation centers in **Sea Cliff and Presidio Heights have already been approved**.

It is very defeating to see articles like these that I assume are **factually incorrect**?

Please provide announcements that Sea Cliff, Presidio Heights and the Marina are all on board and that navigation centers will be built immediately in those respective less diverse areas. As articulated numerous times now to a number of folks on this email, when folks spread lies that the likes of Sea Cliff and Presidio Heights are not having navigation centers built, that only builds skepticism and distrust. It also leads to assumptions that we are living within a city that has an administration that is authoritarian, builds physical barriers that are inconsistent with the will of the people, only governs to achieve political agendas, and spreads fake news. That can't be true, correct? Only the Trump administration would do such a thing and I know that SF is better than that...or maybe not...

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Victor Masaya [REDACTED]

to mark.paez, Smush



Hi Mark, my name is Victor Masaya and I'm a resident on Townsend, near the potential site of the navigation center. As you can imagine the neighborhood is very upset with what's likely going to transpire but if you don't mind I would like to ask you a few questions as a neighbor suggested folks reach out to you. As an FYI I'm now resigned to the fact that this will be built so just had some follow-up questions.

- Given this center is part of a larger plan of the Mayor's, can you confirm that the Marina, Pac Heights, Presidio Heights or Seacliff have signed off on a center to be built in their neighborhood? Our understanding from the Mayor is that other neighborhoods have all signed off and that all of SF is going to participate. From a messaging standpoint I think if you and Mayor Breed communicated the timing of the construction of a center in one of those specific locations and that they have already signed off, that would be fantastic! Currently residents in District 6 assume that **the wealthy and less diverse are excluded** so confirmation that those affluent neighborhoods are indeed participating as part of the larger plan would undoubtedly assuage folks' concerns. I personally would be super excited if a center was built there first and then **NO NEIGHBORHOOD in SF could use NIMBY** as an excuse.
- Why doesn't **SF build vertically from existing centers**? Wouldn't it make sense from a cost and synergies standpoint to just build additional floors to existing facilities and then invest in medical resources to treat the mentally ill. With scale within a single location comes meaningful synergies one would think?
- Obviously **physical assault and murder is a concern, especially with kids in close proximity**. How many more SFPD personnel will be manning the neighborhood. I hate to sound paranoid but my wife and I are expecting in late April and May. My wife Susie (copied on this email) has already been **assaulted multiple times by the homeless** as have her co-workers so we're hoping that if the center is going to be built, can we also **add a wall** to enclose all of the homeless with a lot of police personnel so that no homeless are lingering outside and no homeless can escape the navigation center.

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Thanks much for your time.

Best,
Victor
510-206-1972

From: Susie Masaya [redacted]
Sent: Thursday, March 21, 2019 8:41:26 PM [redacted]
To: Victor Masaya
Cc: Mcdonald, Courtney (BOS); Quesada, Amy (PRT); Quezada, Randolph (PRT); Haneystaff (BOS); Breed, Mayor London (MYR); Elsbernd, Sean (MYR); Bruss, Andrea (MYR); Forbes, Elaine (PRT); DSHS (HOM)
Subject: Re: Homeless Shelter

Dear fellow SF residents,

I am deeply upset about the news of the shelter going up. I have been assaulted by a homeless person on multiple occasions and my co-workers have as well, and while reported to the Police, they have done NOTHING.

If you ask the homeless person why they are not in a shelter they state they don't want to follow the rules of the shelter so choose not to be in one. I don't believe our homeless problem is as much of a bed issue as it is a drug and mental issue. I feel like we need to address this first! Adding more beds is NOT going to fix the problem.

I went to the Townhall and i would say over 95% of the individuals who spoke were against the shelter.

I feel like our voices are not being heard and that that you will just do as you please and this greatly concerns me as a Taxpayer - Shame on you!

Also having more police in the neighborhood is NOT a solution. If you want to make a statement with the shelter then I believe this should first go up in the more affluent neighborhoods such as the SeaCliff, Presidio Heights, and Pacific Heights - if built there and other districts can see that it is running well I am sure other districts will fall in line. As you stated at the Townhall "no district is exempt" but I feel like that is a LIE.

and why is it OKAY for the Mayor to fast-track her agendas without listening to the citizens of this city. I thought this was a democracy and that you were for the People but I guess that was a LIE too.

I don't believe much thought was put into this and I also don't understand why we just don't better the shelters that are already in place; why can't we just give them an upgrade and build more beds within existing shelters and hire better staff to run and provide the support of what they really need instead of wasting our tax dollars, that we know will cost more to run this then that is being estimated.

Thank you,
Susie Masaya
Concerned Citizen

On Thu, Mar 21, 2019 at 8:29 PM Victor Masaya <vmasaya@gmail.com> wrote:

Hi Courtney, thanks again for your previous reply. I've been out of town but someone informed me yesterday that Mayor Breed is now suggesting that there is a "shelter crisis" to pass legislation for the homeless shelter. I assume that this is fake news because no true democratic leader would act in authoritarian manner to create a physical barrier in a racially diverse area, would one? It'd be quite disappointing to have a President who only caters to his base and a mayor in our city that acts in a similar manner.

I hate to repeat this but why not open a large medical facility in Pac Heights, Presidio Heights, Seacliff or the Marina? That would accomplish a couple of things: 1) rather than having a useless facility that the homeless probably won't be interested in anyway, the homeless can get real medical help that they need and 2) if the more affluent and less diverse areas in SF can get comfortable with a homeless medical facility, everyone else in SF will as well.

Ultimately if the mayor acts against the will of the people and uses emergency powers or executive orders to meet one of her promises, there's nothing we can do. Hopefully no lives are lost as a result.

Respectfully,
Victor Masaya

On Tue, Mar 12, 2019 at 5:12 PM Victor Masaya <vmasaya@gmail.com> wrote:

Courtney, thanks for getting back to me. For some reason no one that I reach out to can address why this location of all locations is the optimal place to have a shelter. This is ridiculous to me but I just live here. It doesn't seem like a complicated question. If this is the ideal spot, that's great but what is the reason for it? Is being close to the water helpful

for curing mental illnesses? Is being in a residential area with kids nearby and tourists walking through healthy for the homeless because they can have a footprint in an area where people may give them money? Homelessness is clearly the biggest issue for the city of SF but nobody can articulate why this is the best spot.

As someone who is not sophisticated at all, logic to me would dictate that this shelter should be in very close proximity to hospitals, medical professionals, or close to existing shelters such as the one on 5th and Mission to take advantage of synergies. That way folks can get real medical help and not be milling around near the water.

Hopefully one of these days someone can pronounce why this is the best next step for the city? This seems like a complete waste of money. If the optimal location is indeed a scenic area with foot traffic and the like, shouldn't this be in the Marina? Or why not Pac Heights or Presidio Heights where folks are more affluent.

Any reasoning as to why this is the best location and why the aforementioned more affluent and less diverse areas are not would be super helpful to us and the rest of the D6 community.

Lastly isn't the government aware of homeless people acting aggressively towards others? I would think that anecdotally we're all aware of someone who has been punched, kicked, shoved or hit by a homeless person. Not to sound cynical but maybe being close to residential and tourists is a sound political move because if there is another Kate Steinle episode and someone were to get murdered that could kickstart a campaign to obtain more resources from corporations including the Giants, Warriors, and Salesforce, to try to truly address this issue. Could that be the reason? Again absent any data or other evidence demonstrating why this area is the best place to have this shelter, can't help but think the worst.

Best,
Victor

On Mar 12, 2019, at 4:21 PM, Mcdonald, Courtney (BOS)
<courtney.mcdonald@sfgov.org> wrote:

Hi Victor and Susie,

Thanks for reaching out about this. We hear you, and are committed to addressing needles, mental illness, feces, etc. The goal of the Navigation Center in part would be to make sure that type of activity is not happening on our streets. Supervisor Haney asked me to share some of this initial thoughts with you, as we also just learned about the proposal within the past 2 weeks:

Homelessness is an urgent concern in San Francisco with over 4,000 people currently unsheltered on our streets. The crisis is increasingly impacting the waterfront and our Rincon Hill, South Beach and Mission Bay communities.

The status quo of people living in tents or on our streets and under the freeway is completely unacceptable, and Navigation Centers can be part of the solution to immediately get people off the streets and into shelter and services.

I also have some questions and concerns about the proposed Navigation Center, as our office just found out about the proposal and has not yet received the full details. Like you, I am listening and eager to learn more as the terms and design are drafted. I would love to set up a phone call with you to discuss further with me or my staff. Please let me know a good time to call, or call my staff directly at (415) 554-7972.

Here's what I am advocating for at a minimum based on conversations with the community, and I hope you will support my asks of Mayor Breed and Department of Homelessness and Supportive Housing:

- The goal of the Navigation Center must be to directly **address homelessness in the neighborhood** and make a major improvement in Rincon Hill, South Beach, and Mission Bay. People will be invited to the Navigation Center *only* from neighborhood Homeless Outreach Teams and there will be no lines of people waiting outside to access services.
- There should be dedicated foot patrols around the perimeter and 24/7 security to ensure **public safety**.
- There should be outdoor spaces for people staying in the Navigation Center that remain separate from the public space so **there aren't people gathering outside**.
- Intensive services must be offered in order to replicate the success of the 6 current Navigation Centers, which have worked to quickly place people in housing or help people get out of San Francisco to stay with friends or family elsewhere through the Homeward Bound program.
- **The Mayor should immediately propose an additional Navigation Center in another part of the City, before this one is approved.** We can't keep concentrating these services solely in District 6. This week, I proposed an amendment to the Shelter Crisis Ordinance to add a commitment to build Navigation Centers in a majority of the Supervisorial districts.
- **The Navigation Center will be temporary.** I am advocating for a shorter lease, likely 2 years, with a potential lease extension only if this works for the neighborhood and shows demonstrable, positive improvements and outcomes for the neighborhood and for people who receive services at the center.

The Mayor and Department of Homelessness and Supportive Housing are holding an important community meeting on today (Tuesday, March 12th) about their proposal. We hope you can join us and express your opinions:

- March 12th from 6-7:30pm; Delancey Street Foundation (600 Embarcadero)

The proposal will also be presented on during the Port Commission meeting this afternoon—no action will be taken until their April meeting:

- Today at 3:15pm; Ferry Building, 2nd Floor (Port Commission Hearing Room)

I appreciate and need your continued advocacy.

Our collective long-term goal as a City is to end homelessness and get everyone housed. In the meantime Navigation Centers, if done right, and only if done right, can be an integral first step in the City's strategy to get people off the streets and immediately connected to services.

Thank you again for reaching out. I look forward to talking soon.

Supervisor Matt Haney

From: Victor Masaya [mailto:vm@cityofsanfrancisco.org]
Sent: Sunday, March 10, 2019 11:15 PM
To: Mcdonald, Courtney (BOS) <courtney.mcdonald@sfgov.org>
Subject: Fwd: Homeless Shelter

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

1. The first part of the document is a letter from the Secretary of the State to the Governor, dated 10th March 1870. It contains a report on the progress of the work done during the year 1869.

2. The second part of the document is a report on the progress of the work done during the year 1870. It contains a list of the names of the persons who have been appointed to various offices during the year, and a list of the names of the persons who have been removed from office.

3. The third part of the document is a list of the names of the persons who have been appointed to various offices during the year 1870. It contains the names of the persons who have been appointed to the offices of Secretary of the State, Treasurer, and other offices.

1870

SECRET

Hi Courtney, as noted in an email to Supervisor Haney and staff, my name is Victor Masaya and I've copied in my wife Susie Masaya. We are homeowners in District 6 and have lived in the area since 2005.

We are writing to you (also left a voicemail) as we are extremely concerned about the proposal to have a homeless shelter built in the district. As a couple that is expecting our first child in late April / early May, this is of extreme concern. We don't need to tell anyone about needles, observed mental illness, human feces, etc. and we all know that the problem is getting worse. Going to Safeway and seeing one homeless carrying knives in line and another inserting pliers up his rectum is one thing but having a shelter nearby to exacerbate the problem is another. While our voices don't matter in this city, it'd be great if we could at least get some form of justification of why it makes sense to have it so close to the Ferry Building, FiDi, the Embarcadero, the Giants and the future home of the Warriors. While good economic times will continue (e.g. Lyft IPO, soon to be followed by Uber and other minotaurs), worsening the problem in the district makes it very difficult to raise a child. I realize I am not yet a parent so I am completely speculating that it's not healthy for kids to interact with homeless and come across needles but maybe the data proves otherwise.

On the economics side, it is clearly in homeowners' interest, including ours, to not have a homeless shelter close to us and I fully acknowledge that. But I would still think that would be outweighed by concern for folks that already live in the district, including children. Assuming the project does go through (and even if it doesn't), we will most certainly move out of SF.

Best,

A concerned resident

Victor Masaya


[REDACTED]

From: Devin Justis Hexner [REDACTED]
Sent: Tuesday, April 02, 2019 12:17 PM
To: Paez, Mark (PRT)
Subject: Curious about your thoughts?

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mark,

My name is Devin Hexner.

I respect you, your time, your energy, and your precarious situation regarding the proposed Navigation Center on Seawall Lot 330. I understand that whatever opinion and action you take, you will have detractors. I do not wish to be an enemy, I wish to be a person who wants to share with you, and I ask for you to pause and consider my thoughts.

I understand there is a pressing homelessness crisis with a reported 3,500 homeless people living unsheltered in San Francisco (Source: Department of Homelessness and Supportive Housing). I am supportive of passionate efforts by city officials to make our community a better, healthier, more thriving place by helping support and rejuvenate the homeless population.

I live in the [REDACTED] street building, where I have lived since 2014. This building is adjacent to the proposed Seawall Lot 330 Navigation Center. I am skeptical and oppose the Navigation Center in this location, and I request that you step back for a few moments to consider:

This is a Lose-Lose-Lose situation. The proposed location is bad for the homeless population, bad for the Port of San Francisco, and bad for current neighborhood residents.

1) How is this bad for the homeless?

I believe that every person has the ability to thrive, including people who are struggling the most in society. I have personally struggled with mental health problems, and after 5 years of recovery, my life has completely turned around for the better. I am incredibly grateful to certain government services and hospitals that supported me in recovering through challenging times. I think the proposed navigation center is in the wrong location for a person to struggling to survive and thrive in their recovery. Many important services are not nearby Seawall Lot 330, such as hospitals, government services, food distribution centers, and mental health support.

The neighborhood environment is already chaotic with thousands of commuters, tourists, and event-goers daily. Thousands of cars are commuting across the bay bridge, with on-ramps and exits thirty seconds away from Seawall Lot 330. There are thousands of tourists walking on The Embarcadero, as well as thousands of event-goers rushing to see the professional baseball and soon-to-be basketball games. It is also very windy, with particularly cold air coming directly off the waters of San Francisco Bay.

This environment, with the combination of thousands of commuters, thousands of tourists, and thousands of event-goers, would be overwhelming and chaotic for a new homeless population moving into the proposed 200+ bed Navigation Center. In my mental health recovery, I would not have thrived in this environment.

2) How is this bad for the Port of San Francisco?

The Port of San Francisco will have a new, ongoing, and challenging project to manage with this Navigation Center, when the organization is already spread thin.

The Port already struggles to manage homeless encampments at Warm Water Cove, Islais Creek, Justin Herman Plaza, Brannan Street Wharf, and Fisherman's Wharf. There is a likelihood that this Navigation Center would become a magnet for more encampments on The Embarcadero, which would further tax the Port with more crime and liability.

Seawall Lot 330 is also an environmentally insecure location, currently existing as an asphalt parking lot that is not retrofitted for a significant earthquake which is imminent in San Francisco. The Port would be putting hundreds of people at risk by allowing this Navigation Center to be built quickly.

3) How is this bad for the neighborhood residents?

The South Beach neighborhood surrounding Seawall Lot 330 is in a complicated position politically. If there is any resistance by neighbors, they will be deemed as cold and unsympathetic to the concerns of society's poor (i.e. NIMBY, "not in my neighborhood" supporters).

South Beach is in District 6 which already has multiple navigation centers, and already has a track record of being YIMBY supporters (i.e. "yes in my neighborhood"). We support these centers and also support the nearby Delancey Street Foundation, a stellar organization that rehabilitates various struggling populations. We are already a neighborhood and district that says "Yes in My Backyard."

At what point are other districts going to play their part to support YIMBY efforts, like district 1, 2, 3, 4, 5, and 7?

Additionally, as stated previously, the South Beach neighborhood is already bustling from numerous factors including traffic, tourism, and events. The neighborhood also has a high residential population, including many families with children; adding a navigation center that lacks adequate logistical support nearby can cause significant trauma in a variety of respects, ranging from crime, drug use, and mental un-health involving existing residents as well as new potential inhabitants of the navigation center.

This project is being fast-tracked without competent environmental, social, and security reviews taking place. The Navigation Center would be constructed quickly on a liquefaction zone with likely chemicals near the surface of the asphalt, from industrial businesses in the 18-1900's. This proposed project, seemingly rushed without true consideration and input from the community, sets up the project for failure - negativity will likely surround the construction, setup, and maintenance of the project if this is approved. The results may be extremely sad.

It was a very busy day for the office. The staff was working hard to complete the project. The meeting was held in the conference room. The presentation was very successful. The client was very satisfied with the results. The team was very professional and efficient. The project was completed on time and within budget. The client was very impressed with the quality of the work. The team was very hardworking and dedicated. The project was a great success for the company. The client was very happy with the results. The team was very professional and efficient. The project was completed on time and within budget. The client was very impressed with the quality of the work. The team was very hardworking and dedicated. The project was a great success for the company.

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Thank you
[Signature]

[Redacted Signature]

If you were asking me for my input on the homelessness crisis and a proposed navigation center on Seawall Lot 330, I would suggest two solutions. First, look at other districts to join the YIMBY team. The city and each district has smart individuals working, people who should be able to find alternative sites for new navigation centers. Second, Emily Cohen - homelessness policy advisor to Mayor Breed - has cited that 120 individuals become homeless in San Francisco every week, with 40 coming from other bay area counties, and an undetermined amount coming from other cities outside the bay area; given this situation, my next solution would be to resource other counties for support in rehabilitating our whole society's homeless population, so that our entire state and national society can thrive.

I am a human being that cares about other human beings. I support Navigation Centers and passionate efforts for extending care and resources to those in need. I also think it is important to look at the facts of this location, and see that geographically this is a no-win zone.

This homelessness crisis has, and will be a long term problem. There are no short-term fixes, and a 200-bed facility in the wrong location will cause more problems than solutions.

I sincerely hope that you can pause for a few moments, and consider that there are other solutions out there that can and will be better to pursue and forgo this site as an option.

I would appreciate you carving out 10 minutes to chat over the phone, and I will continue to message until I hear from you.

Thank you,
Devin Justis Hexner

[REDACTED]
[REDACTED] 601 4901
[REDACTED] sagedevin@gmail.com

[REDACTED]

From: Chris Wasney [REDACTED]
Sent: Tuesday, April 02, 2019 2:39 PM
To: Paez, Mark (PRT)
Subject: Fwd: Your influence is needed

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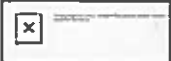
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[REDACTED] anything am I do with this? I received a hard copy at my home [REDACTED] I wasn't

[REDACTED]

[REDACTED]

[REDACTED]


CHRISTOPHER S. WASNEY AIA
PRINCIPAL

[REDACTED]

[REDACTED]

[REDACTED]

www.cawarchitects.com

[REDACTED]



Begin forwarded message:

From: Christy Scrivano [REDACTED]
Date: April 2, 2019 at 2:30:49 PM PDT
To: [REDACTED]
Subject: Your influence is needed

Dear Mr. Wasney, Member of the Central Waterfront Advisory Group:

My name is Christy Scrivano, I live at [REDACTED] (building), and I thank you for listening to me and the residents of District 6 during the CWAG/ NEWAG meeting on Wednesday, March 20th.

As I stated in my comments during that meeting, my entire household objects to Mayor Breed's proposal to build a Navigation Center on Seawall Lot 330 (SWL 330), directly across from the Portside building that has been my home for the last eight years and is 20 yards from my 3-year old son's bedroom. **I know that it is within your power to help influence the decision of the Port Commission and make a recommendation that they vote this proposal down at their April 23rd meeting, and I urge you to do so.**

I am a working mother who walks to and from work each day, usually in the dark, and the risk to public safety—particularly the safety of children and families in the neighborhood—is what I am most concerned about and why I am opposed to the Mayor's proposal.

The area around SWL 330, including my own building, is home to many residents with young families, whose physical safety would be threatened by the gathering of large congregations of homeless, some of who are mentally ill, intoxicated with alcohol, high on chemical substances, or with criminal or violent histories. To place children directly in the path of a large homeless population is dangerous, irresponsible, and wrong.

Over the last eight years since I have lived at Portside, the increase in the number of families in our neighborhood has skyrocketed, along with the number of children's facilities, daycares, and schools in the area. There are currently at least 25 schools and daycare providers within walking distance of the proposed Navigation Center.

Mayor Breed has stated that navigation centers "will make a real difference in our neighborhoods." Unfortunately the difference will be a negative impact on our safety, increase in crime, and increase in illegal activity that will particularly affect the well-being and health of children in the neighborhood, as well as children who visit the city to enjoy our playgrounds, children's museum, and ballpark all within walking distance of the proposed navigation center.

To get a better understanding of what it would be like for my son to grow up near a homeless center, I recently visited the area around the Civic Center Navigation Center, including the 300 block at Hyde Street in the Tenderloin. And what I saw confirms my decision that if this SOMA Navigation Center is built as proposed, right outside my doorstep, then I will be forced to move out of this city.

It was obvious to me during my visit to the existing center that the entire area is a containment zone, and we are now seeking to import those behaviors into my own neighborhood. I will not risk living in an environment that exposes my child to what saw on Hyde Street:

- Men defecating on the street,
- Unsheltered drug users camping along sidewalks,
- Users shooting up in plain sight on the street,
- Drug dealers peddling what I suspect was cocaine and heroin,
- Used needles littering the streets—can you imagine your child picking one up and destroying their life by touching it and contracting HIV or Hepatitis C? (An alarming stat: the San Francisco Public Health Department retrieves **over 165,000 needles a month** across the city)

I can't imagine exposing my son to this day in and day out, seeing these images whenever he looks out the window, walks outside his home to take the muni to school, runs around on the neighborhood playgrounds, and falls asleep in his bed to be woken up in the middle of the night by sounds of profanity, brawls, and street conflict. **His bedroom is 20 yards away from where this center would go up.**

During the CWAG/NEWAG meeting on March 20th, the HSH shared further details about the mayor's proposal, and I am alarmed by what I heard—particularly the fact that the

1. The first part of the document is a general introduction to the project. It outlines the objectives and the scope of the work. The second part is a detailed description of the methodology used in the study. This includes a discussion of the data sources, the sampling method, and the statistical techniques employed. The third part presents the results of the study, which are discussed in the context of the research objectives. Finally, the document concludes with a summary of the findings and some suggestions for further research.

2. The methodology section is divided into several sub-sections. The first sub-section describes the data sources and the sampling method. The second sub-section discusses the statistical techniques used in the analysis. The third sub-section describes the data cleaning and preprocessing steps. The fourth sub-section discusses the results of the statistical analysis. The fifth sub-section discusses the limitations of the study and the implications of the findings. The sixth sub-section discusses the conclusions of the study and the suggestions for further research.

3. The results section is divided into several sub-sections. The first sub-section describes the results of the descriptive statistics. The second sub-section describes the results of the inferential statistics. The third sub-section describes the results of the regression analysis. The fourth sub-section describes the results of the correlation analysis. The fifth sub-section describes the results of the factor analysis. The sixth sub-section describes the results of the cluster analysis. The seventh sub-section describes the results of the discriminant analysis. The eighth sub-section describes the results of the principal component analysis. The ninth sub-section describes the results of the canonical correlation analysis. The tenth sub-section describes the results of the discriminant function analysis.

4. The conclusions section is divided into several sub-sections. The first sub-section discusses the overall findings of the study. The second sub-section discusses the implications of the findings. The third sub-section discusses the limitations of the study. The fourth sub-section discusses the suggestions for further research. The fifth sub-section discusses the conclusions of the study and the suggestions for further research.

5. The final part of the document is a list of references. This list includes all the sources cited in the document. The references are listed in alphabetical order. The list includes books, journal articles, and other sources. The list is organized into several sections, including books, journal articles, and other sources. The list is organized into several sections, including books, journal articles, and other sources.

[REDACTED]

HSH recognizes that in order to keep the area around the center safe, police will patrol the streets 4 times a day—directly in front of my building.

I cannot risk raising my child in such an unsafe environment, knowing that he would be exposed daily to what the HSH **already expects** could endanger our neighborhood if this center is built. What happens when the police patrol misses a shift and doesn't show up as promised? I was told by an SF police officer that they currently do not have enough officers to regularly patrol the existing navigation centers already in place within our city.

While a few people outside my district suggest "it will all be fine", I am one of countless parents who is not willing to take this risk on my own child. I already made the choice to live in this current, safe neighborhood to raise my son. The city is forcing families out with this proposal, and losing the contributions to the city that hardworking parents like myself have made to make San Francisco.

The proposal was sprung on my community with very little notice and it seems as though public officials are racing to put it through before most neighbors in my district find out about it. It's clear this navigation center is being pushed ahead without proper due diligence on the neighborhood, and civic leaders are neglecting to truly understand the impact it will have on such a large population of families in the area.

I urge you to please reflect on the impact this Navigation Center could have, particularly on families and children. **It is within your power to help halt this fast-paced progress**, and recommend to the Port Commission that they vote down the proposal, or at least pause to conduct the necessary due diligence in order to determine the lasting effects this center would have around Seawall Lot 330—before it is too late.

Sincerely,

Christy Scrivano

[REDACTED]
San Francisco, CA 94105

[REDACTED]
[REDACTED]

April 8, 2019

Central Waterfront Advisory Group
c/o Mark Paez
Port of San Francisco
Pier 1, the Embarcadero
San Francisco, CA 94111

Subject: Opposition to Proposed Navigation Center on Seawall Lot 330

Dear Advisory Group Members,

I'd like to thank you for your work in the Central Waterfront Advisory group and your service to the community. My name is Tina Hua. I previously served as a federal prosecutor for 11 years, working at the US Attorney's Office in the Civic Center in the San Francisco Tenderloin neighborhood. While I worked there, I faced firsthand what working in a community close to homelessness is like. Due to concerns for my safety, I learned to avoid certain streets and certain times, e.g. when the homeless people would line up in front of the entire block at the post office to pick up their government subsidy checks. I've witnessed aggressive behavior directed at me simply because I walked on the same side of the street, sometimes with a homeless man or woman screaming obscenities, getting into fights, and repeatedly request money. I've witnessed used drug needles, condoms, and defecation on the streets. I also know a federal agent colleague who stepped on a used needle, and had to rush to the emergency room to be treated in case the needle was contaminated with AIDS or other diseases. I made it a point never to walk alone after dark and if I had to work late, I would make sure to drive and move my car into the federal building after hours, which we were allowed to do for our safety.

As a long time public servant, I have been dismayed to see that a necessary conversation about the proposed navigation center at SWL 330 turn into a media circus of the "greedy" vs homeless -- as opposed to a real conversation about the impact to all members of the community, including but not limited to current tenants, owners, businesses, Delancy Street residents, tourists, Giants fans, commuters (to the various highways in the area as well as Caltrain), and the homeless. I am an owner of Portside #702 at 38th Bryant Street. After reviewing the study presented by the Mayor "Navigation Centers: What do Neighbors Have to Fear and learning as much as I can about both sides of the debate, I believe that the proposal is too rushed, and has not adequately considered the impact of the proposed navigation center on SWL 330 directly across the street from ours and several other residential communities. Even the report used by proponents of building the navigation center at SWL 330 raises many concerns and suggested areas for additional study that have not been addressed by proponents of the

center. The failure to address obvious safety, crime, visible homelessness, drug use, and lowered property value concerns, on top of passing legislation to fast-track the building of this center, indicate that the plan to build the center has been too rushed and the serious ramifications of such a center to the neighborhood have not been well thought out.

The proposed center is much larger than prior navigation centers and the proposal is to place it in one of the densest residential areas in San Francisco. The proponents do not adequately address how the large size of the proposed center – more than double some of the prior navigation center sizes – and the characteristic of the existing neighborhood would impact the safety, visibility of the center, and surrounding property value, which is a legitimate concern in light of the fact that many Bay Area home owners see the majority of their net worth in their home value. The report discusses how neighbors of other navigation centers “don’t really feel it” but also discuss how one of the other navigation centers is not in a residential area. In contrast, the intended Navigation Center is not only a lot larger than the prior navigation centers that have been built but are also directly adjacent to four different large complexes with several additional residential buildings very close by. Similarly, the report even states that the property value of neighborhoods within 1-2 blocks of navigation centers may be affected and “it will take further study to determine whether such properties experience decreases in value.” Without additional study into the impact of the proposed center in the existing densely residential neighborhood, and how it is waterfront on a major pathway connecting the city to a pier used for special events, the ballpark, the Caltrain hub, the freeway, the new Warrior’s stadium, and the financial district, the impact to city planning and transportation plans could be detrimental.

Furthermore, the proponents have not studied the impact of the center to Delancy Street or other centers and homeless shelters in the district. Mimi Silbert, President of Delancey Street, has expressed concern about housing active drug users at a navigation center next door to recovering drug addicts. Without studying and addressing the impact of the center to Delancy Street and other homeless shelters is too rash and unnecessarily rushed in light of the potential devastating impact to the neighborhood and overall city planning.

While Portside shares the commitment of the City and Port to reduce homelessness, the location of the proposed navigation center at SWL 330 poses many unmitigable problems and unacceptable outcomes for our neighborhood, including increased risks to public safety, property crime, and public nuisance; degradation of neighborhood quality of life and livability; and perhaps most importantly, non-compliance of land use with the SF Port’s own Waterfront Plan and City plans.

I do not want to see the area around my home see the same problems that I saw firsthand when working in the Tenderloin. We purchased the apartment because we love the location and would love to retire here. We love the walkability to my husband's work, public transit, the Ferry Building, the Giant's ballpark, and soon to be Warrior's new home. I currently walk with my children after hours in the area without any concerns for our safety. For these reasons and the specific reasons stated below, I oppose the navigation center at SWL 330.

RESIDENT AND NEIGHBORHOOD ISSUES

Magnet for Homeless Outside Center

It is inevitable that the proposed navigation center will attract large congregations of street people outside. It has been documented in published reports that areas that border on homeless shelters have more problems with crime, violence, drug use, loitering, and other criminal activities. These conditions will have a negative impact upon pedestrians and attendees of Giants games walking along the Embarcadero, and our neighborhood in general.

Fails to Integrate with Community

No land use could be more distinctly out of character for the South Beach community of high-end residential and office use than the proposed navigation center's temporary structures and tents. Any development which requires 24/7 police protection around its perimeter has no place in a thriving residential neighborhood. It is clearly an improper, unsuitable, and incompatible use within our residential neighborhood.

Risks to Public Safety

Our building is home to many residents with young families and elderly couples and singles, whose physical safety would be threatened by the inevitable gathering of homeless outside the center, some of who are mentally ill, intoxicated with alcohol, high on chemical substances, or with criminal or violent histories. To place children and the elderly directly in the path of a large homeless population is dangerous, irresponsible, and wrong.

Increase in Property Crime

The surrounding streets of Bryant, Main, Harrison and the Embarcadero have some of the highest rates of vehicle break-ins in the City, with many of these crimes proven to be committed by the homeless. Locating the proposed navigation center so close to our residences, businesses, and property will make an untenable situation worse and degrade our quality of life.

Degradation of Quality of Life

Our building's residents—and our neighborhood in general—already endure continuous periods of gridlocked traffic throughout the day which negatively

impacts our area. We see no value—nor justice—in compounding the existing problems of our neighborhood with the proposed navigation center and the crime, violence, drug use, loitering, and criminal activities it will bring.

Disproportionate Use of District 6 for Homeless

District 6 already has an 84-bed navigation center at 5th and Bryant Streets, in close proximity to the proposed site on SWL 330. Locating another navigation center so close to 5th and Bryant places a disproportionate and undue burden of homelessness upon our residential neighborhood. Other districts must do their fair share to ease the homelessness problem by accommodating navigation centers.

Navigation Centers Belong in Non-Residential Areas

It makes no sense to destroy a safe, upscale, desirable neighborhood for the sake of a political agenda. Intelligent city planning is about context. Navigation centers, due to their temporary nature, should be located in industrial/commercial areas, where they **will not** pose a threat to the safety of established residential communities and families. Why place it at SWL 330, in the middle of a thriving residential community?

Fallacy of Locating Centers Where Homeless Are

Also, it **is not** about placing navigation centers where the homeless are—navigation center admittance is by referral only. Locating a navigation center in a residential neighborhood by definition brings homeless to that area—**ours**—who were not there before. If the Port's goal is to reduce homelessness on Port property, the proposed navigation center will do the exact opposite.

PLANNING AND LAND USE ISSUES

Inappropriate Land Use per Community Input

Engaged citizens of the area contributed their valuable time to participate in many input sessions and workshops with both Port and City officials regarding potential land use for SWL 330. Never has our community supported a navigation center as an appropriate land use for the site. It is out of place, out of character, and inappropriate for our residential neighborhood. If community input is to be disregarded, why have we attended, participated in, and commented upon all these sessions?

Impedes Public Access to Waterfront

SB815, approved by the State Legislature in 2007, allows development of non-trust residential, office, and commercial uses that complement the land use character of the South Beach neighborhood, generate revenue for historic rehabilitation, and public access. The proposed navigation center at SWL 330, in addition to being a land use that is distinctly out of character with the South

Beach neighborhood, will do the opposite of promoting public access to the Waterfront—by forcing pedestrians and Giants attendees to cross the street or stay away from the area altogether to avoid being accosted by the inevitable homeless activity surrounding the shelter.

Fails to Comply with SF Port Waterfront Plan—or Any Plans

The use of SWL 330 for a proposed navigation center fails to comply with the SF Port Waterfront Plan or any other adopted plans, including the Rincon Hill, Better Streets, and Eastern Neighborhoods Plans. If the use is non-compliant with any approved Plans that citizens took time out their working day to contribute to and comment upon, why have any Plans at all? Why should the mayor be allowed to to subvert the will of the residents most adversely affected by the location of the proposed navigation center?

Disregards All Waterfront Plan Update Recommendations

Land use of SWL 330 as a proposed navigation center is in direct opposition to all Working Group Recommendations stated in the most recent SF Port Waterfront Plan Update of June 22, 2018 for improving use and development of SWL 330:

- *“Complement the character of surrounding neighborhoods;”*

The proposed navigation center is distinctly out of character for the South Beach community of high-end residential and office use.

- *“Provide a pleasing transition from the City-side to the Bay, and ground floor activation to enhance the pedestrian environment;”*

To the contrary, the proposed portable structures and tents will be a visual and architectural blight upon the most scenic and symbolic thoroughfare of the city as an improper, unsuitable, and incompatible use. Pedestrians and Giants attendees will be forced to cross the street to avoid being harassed by the homeless outside the shelter.

- *and “Generate revenues for Port capital improvements.”*

The loss of the \$700,000 currently generated at SWL 330 will be greatly detrimental to the Port’s efforts to fund much-needed capital improvements.

“FAST TRACK” LEGISLATION ISSUES

Removal of Planning, Permitting, and Other Regulatory Review

Any attempt to “fast track” approval of the navigation center through proposed legislation eliminating planning, permitting and other regulatory review is a blatant attempt to subvert the will of the people. The legislation puts the Mayor’s goal of building 1000 new shelter beds ahead of all other legitimate considerations. It will ignore critical planning and environmental safeguards built into the process to protect citizens, stifle essential community input and discussion, and essentially defy the will of citizens in the residential neighborhood most adversely affected by the proposed navigation center.

Dangerous Precedent for Individual Districts

The legislation will not only affect SWL 330, but sets a dangerous precedent for navigation centers to be located in densely populated residential family neighborhoods, ignoring the adverse impacts upon each district and its constituents, and ceding critical legislative power to the executive branch at the expense of individual district voters.

Lack of Responsibility and Accountability

This proposed legislation will only serve to diminish our neighborhood's faith in government responsibility and accountability to the citizens it purports to represent and serve. To "fast track" a project this problematic and controversial is irresponsible, short-sighted, and wrong.

CONCLUSION

I remain hopeful that you, as fellow citizens and members of the Central Waterfront Advisory Group, will fulfill your responsibilities to put the interests of the neighborhood who will be most adversely affected by the navigation center—and the citizens they represent—above politics. For the many important reasons stated above, I respectfully request that you oppose the location of the proposed navigation center on SWL 330 and any "fast-track" legislation designed to railroad its approval. This is not what our residential neighborhood needs, wants, or represents.

Respectfully,

Tina Hua

[REDACTED]
San Francisco, CA, 94105
[REDACTED]
[REDACTED]

To: Kimberly Brandon, President Port Commission
Willie Adams, Vice President Port Commission
Elaine Forbes, Executive Director, SF Port
Gail Gilman, Port Commissioner
Victor Makras, Port Commissioner
Doreen Woo Ho, Port Commissioner
CC: Amy Quesada, Commission Affairs Manager, SF Port
Mark Paez, Planning Division Review Coordinator, SF Port

April 15, 2019

Honorable SF Port Commissioners, Executive Director, and Central Waterfront Advisory group:

Our family owns a unit in the Watermark Building at [REDACTED]. As residents and contributors to SF Port revenue, we write to express our strong opposition to the use of Seawall Lot 330 as a homeless shelter. By making our home in the Watermark, we invested into the Port's Waterfront development vision. While we believe that the homeless population deserves to be sheltered and aided into finding permanent housing solutions, **this proposal is in direct conflict with Port Waterfront Land Use Plan goals for development, financial management, and public safety.** In the following we outline our concerns in each of these areas.

Development: For decades, the City of SF has invested from its development fund to turn the Embarcadero into a world-class destination with beautiful waterfront public access and facilities consistent with the Port's stated purpose and land use guidelines. The area has also become home to thousands of families, including those living in affordable housing units. **Now that it has been turned into a thriving waterfront with densely populated residential neighborhoods, this proposal threatens to undo some of the City's investments and efforts.**

Financial Management of Tax Payers' Money: All San Francisco taxpayers have the right to know how the City and County of SF spends its public funds. In a March 12, 2019 SF Chronicle article, Homelessness Director Jeff Kositsky said, "Building a Navigation Center from scratch, or renovating an existing building, can cost the city \$2 million to \$3 million, or more. The high price tag quickly becomes hard to justify when the site is only temporary." The city says that the Navigation Center on Seawall Lot 330 will cost upward of \$4M to build and \$5.1M to operate over 4 years. In addition, Kositsky stated that his division would pay fair market value to lease the proposed site for four years, which is currently around \$800,000 per year and is bound to increase when the Chase Center opens in September of this year. Moreover, if the Navigation Center is built, the Port will most certainly lose some tax income due to lowered surrounding property values. The questions then are: **Given these exorbitant costs, will this project constitute a proper use of tax payers money? Can the Port afford to lose money when in fact it relies almost solely on its ability to generate revenues from the use of properties under its stewardship to fund its operations, public access, and open space maintenance?**

Health and safety Concerns:

Disturbance of Peace: The time between the public announcement of this proposal and the Port Commission expected vote date is merely 7 weeks! **This process is uncharacteristic of the Waterfront Land Use Planning mode of operation, which is typically the "product of a lengthy public planning process," as stated on SF Port Waterfront Land Use plan website.**

This short timespan blindsided residents and has not allowed them to learn more or to have any say about this proposal. To add insult to injury, the residents have been subject to verbal attacks and accusations from people (including several billionaires) who are either delighted that the proposed location is not in their own backyards or are supporting this proposal on ideological basis. In fact, some of our neighbors have even been threatened with bodily harm for expressing their concerns. **Pitting people against each other and relying on billionaire funds to quell local resident voices is a dangerous and divisive strategy.** Whereas all San Franciscans agree on the need to address homelessness, the proposed site has resulted in serious divisions and disturbance of local peace. So, now instead of all San Franciscans working together with their city officials to solve an important social problem, we have become a divided community and have lost focus on the real issue. A “working group” of citizens has been now formed after the divisions have been entrenched and no one is listening to anyone.

For the homeless population: Given that navigation center clients will experience medical emergencies, the proposed location is totally unsuitable because of traffic congestion and the lack of nearby medical and social services. During daily commute hours, traffic piles up at bridge entry points and on the Embarcadero, Bryant, and Harrison Streets heading to and from 101 and 280 Freeways. During Giants and Chase Center events traffic is further blocked, making it very difficult for ambulances to attend to medical crises arising at the Navigation center. Ironically, on March 18, 2019, in an SF Chronicle article (by Bill Disbrow) about the opening of the Chase Center, Mayor Breed is quoted as saying, “There's going to be a lot of events. There's going to be concerts and games and other things, and we need to be ready not just for when they open, but long-term. How are we going to handle getting people in and out of that area?”

For local residents and Port visitors:

- Given that the proposed navigation center will accept drug users, alcohol abusers, and possible sex offenders, it is highly unwise to locate it in a densely populated residential area where young children and schools are located. We believe it is also against the law to house sex offenders within such proximity to schools.
- Given that the proposed navigation center might house mentally ill individuals, this extremely busy location will only aggravate such clients who have low tolerance for large crowds. To make matters worse, as stated in the March 12, 2019 SF Chronicle article, navigation centers “don’t always offer adequate services for the mentally ill.”
- According to the proposed “safety plan,” the police will be patrolling the premises for 10 hours per day! If navigation centers were as successful as the city claims with no loitering, disturbances, or camping outside of it, why would police patrol be necessary?! On the other hand, if what are told is not true, then patrolling 10 hours per day may not be sufficient since acts of aggression by individuals under the influence of substances of abuse against innocent passers-by can take place at any time of the day.
- Members of the police force are not health care professionals. Consequently, they are not properly trained to handle mentally ill or intoxicated individuals.

In conclusion, we hope you will agree that the above concerns highlight the **total misalignment of the proposed Navigation Center with the Port Mission and Waterfront Land Use goals.** We respectfully urge you to take the above concerns into consideration as you prepare yourselves to vote on this proposal. We trust that you will keep the welfare of Port residents, San Franciscans (with and without homes) and Port visitors in mind as you make your decisions.

Suzanne El Gamal, PharmD, MPA, [REDACTED]
Abbas El Gamal, Professor, Stanford University, [REDACTED]

LaCroix, Leah (PRT)

From: Nicholas Unkovic
Sent: Tuesday, March 26, 2019 3:54 PM
To: Forbes, Elaine (PRT)
Subject: Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. Forbes,

Please add my name to those opposed to the Navigation Center on seawall lot 330. I live at 88 King Street, and I was also opposed to the Warriors building on piers 30-32.

I am happy to have the Warriors where they are, and with appropriate planning and neighborhood engagement, which has been woefully lacking, I perhaps would support another navigation center in District 6.

The Port and our city and neighborhood have gone to considerable effort to open The Embarcadero and to make it as beautiful as it is now. If a navigation center does not belong on the Marina Green, it does not belong on seawall lot 330.

Many thanks,
Elizabeth Unkovic

Sent from my phone. Any typos and/or autocorrects have been purposely included for your amusement.

Quesada, Amy (PRT)

Subject: FW: I SUPPORT the Embarcadero Navigation Center

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111

From: Nick Doulos

Sent: Wednesday, April 03, 2019 2:14 PM

To: Haneystaff (BOS) <haneystaff@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Quesada, Amy (PRT) <amy.quesada@sfport.com>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Subject: I SUPPORT the Embarcadero Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mayor Breed, Supervisor Haney, and members of the Port Commission.

My name is Nick Doulos, I live in Duboce Triangle (94114) and work in SOMA. I'm reaching out to you today because I support the Navigation Center and wrap around services that will be provided on Lot 330. Please support the proposal, lives depend on it.

-Nick Doulos

Quesada, Amy (PRT)

Subject: FW: I support the Embarcadero Navigation Center

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111

From: Nikolai Semenenko **Sent:** Tuesday, April 02, 2019 8:17 PM

To: Haneystaff (BOS) <haneystaff@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Quesada, Amy (PRT) <amy.quesada@sfport.com>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Subject: I support the Embarcadero Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mayor Breed, Supervisor Haney, and members of the Port Commission.

My name is Nikolai, I live in 94108 and work in SOMA. I'm reaching out to you today because I support the Navigation Center and wrap around services that will be provided on Lot 330. Please support the proposal, lives depend on it.

Nikolai Semenenko

Quesada, Amy (PRT)

Subject: FW: I SUPPORT the Embarcadero Navigation Center

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111

From: Pascal Ezaki

Sent: Friday, April 05, 2019 8:41 AM

To: Haneystaff (BOS) <haneystaff@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Quesada, Amy (PRT) <amy.quesada@sfport.com>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Subject: I SUPPORT the Embarcadero Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mayor Breed, Supervisor Haney, and members of the Port Commission.

My name is Pascal Ezaki, I currently live in Sonoma, but I moved from Bernal Heights only a year ago (94110) and work in SOMA. I'm reaching out to you today because I support the Navigation Center and wrap around services that will be provided on Lot 330. Please support the proposal, lives depend on it.

Thank you

--

- Pascal

LaCroix, Leah (PRT)

From: Patty Stone
Sent: Sunday, April 07, 2019 4:26 PM
To: Forbes, Elaine (PRT); Brandon, Kimberly (PRT); victor@makrasrealestate.com; Quesada, Amy (PRT); Adams, Willie (PRT)
Subject: Navigation Center Comments
Importance: High

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Ms. Forbes, Ms Brandon, Mr. Adams, Mr. Makras and Ms. Quesada,

I recently sent this letter to Mayor Breed and I wanted to share it with you. I support the current location of the Navigation Center but would like it to be smaller so it will have a bit less impact on the neighborhood. I am very frustrated at the NIMBY attitude by so many in my building and in the area. I want to be an independent voice and let you know that not all impacted residents oppose this effort.

In addition, I was one of the local residents who actively complained about the sideshows on Pier 30. I am very glad that the extra security patrols seemed to have corrected that issue and I appreciate that you paid attention to the resident concerns about this issue.

I know this Navigation Center is a big issue but not all the impacted residents are against it.

Thank you very much.
Patricia Stone

From: Patty Stone
Sent: Sunday, April 7, 2019 4:17 PM
To: MayorLondonBreed@sfgov.org
Subject: Navigation Center
Importance: High

Mayor Breed,

I want to write to you to show my support for your efforts to build a navigation center on the Port parcel near the Embarcadero. I own property at . I am one of the 10% of residents who responded to the owner's survey who support your efforts. In addition, I attended the recent meeting at Delancy Street and I felt I learned a great deal about the plan and was impressed with the City staff who spoke. I really appreciated your attendance and I was embarrassed that so many were rude to you and would not easily let you speak. I am glad you remained and that you are not backing down from this important issue.

I liked the plan but I do feel it is a bit too large for the location. I don't know if it is possible to make it smaller and still begin the effort to move the chronic homeless from this area to housing or reconnection with their families. It is heartbreaking to see so many in the area.

I do feel that other parts of SF should also be included in this plan, and I know there is pushback there too. I don't see why there can't be a navigation center near the beach or in the Sunset/Richmond districts. I do know there are more homeless in this area, in Rincon Hill, so it makes sense but other areas should help too.

I also like the position that this is temporary as this area may have further development in this proposed location. While the homeless is a terrible issue, I don't think this Navigation Center proposal will impact this area any more than the density of daily traffic and the rampant abuse of our roads by Lyft and Uber. I would like more road safety done and also some way to decongest this area with the traffic.

Thank you for your continued work to improve the quality of life for all San Francisco residents.

Patricia Stone

LaCroix, Leah (PRT)

From: Paul Leung
Sent: Tuesday, March 19, 2019 11:15 PM
To: Forbes, Elaine (PRT)
Subject: Fwd: proposed navigation center in District 6

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. Forbes:

Thought I forwarded the below email to Mr. Haney to you as well; so to know our concern with regards to our community. Thank you and I hope the Port will reject the idea of the proposed navigation center.

Yours truly,

Paul Leung

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

From: Paul Leung
To: hanestaff <hanestaff@sfgov.org>
Sent: Sun, Mar 17, 2019 10:50 am
Subject: proposed navigation center in District 6

Dear Mr. Haney:

As a near by resident of the newly proposed navigation center at the corner of Bryant and Main, I'd like to voice my concerns for the project as follow:

1. While I wholeheartedly support the need for a navigation center, the proposed location seems at odds with the mix of the neighborhood. For one, it's now a neighborhood with many families with children, dogs and residences where Bryant, Beale and Main streets are the main thorough fare to the Embarcadero; not the mention the hoards of tourist walking by this location during the weekends and the many people walking to their jobs during the morning and evenings from the CalTrain station.

Furthermore, the proposed Navigation center would seem to be out of sync with the rest of the new neighborhood. For one, health and safety would be an obvious concern given the proposed 200+ bed facility.

2. As I understand it, the proposed location is a temporary facility for up to 4 years. However, from an economic standpoint, it makes little financial sense given that the facility would NOT serve as best use for this prime location; especially when the location is really ideal for other public uses; rather than a navigation center. As such, the proposed tenancy of 4 years would just mean 4 loss years for other ideal uses.

3. Over the years, the Rincon, South Beach and East Cut neighborhood has shared many of the problems relating homelessness. So, while I applaud the City for solutions, I along with many other residences in the area believe an alternative location; possibly in the more industrial section near by; would be less disruptive to the residences and young families.

Finally, I feel that many residences in the area are sympathetic to the plight of the homeless problem as evident by the passage of the recent Prop C; however such "In your face" proposed location might prove to be too much. As such, I would appreciate your effort in voicing our concerns to the rest of the Board.

As always, thank you for your time and consideration.

Sincerely,
Paul Leung

Quesada, Amy (PRT)

From: Pauline Seeto <paulineseeto@yahoo.com>
Sent: Friday, April 05, 2019 8:28 PM
To: Quesada, Amy (PRT)
Subject: Proposed Navigation Center on Embarcadero

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Port Commissioners,

I have been a resident at the Infinity for the last 11 years. I have lived through a lot of changes around our neighborhood. I thought we are heading in the right direction with all the housing developments with funds set aside for below market rate units offsite or onsite.

Also a few years ago we have started paying a special assessment on our property tax bill for Rincon Hill Community Benefit District and we do notice more daily sidewalk cleaning around the area. With the increased pedestrian traffic caused by the Navigation Center around our neighborhood, I can see huge increases in the special assessment in the future.

I have retired for the last five years and prefer to stay in the city. However, if the Navigation Center on Embarcadero is going to be built, I might have to consider moving. At the mean time I have bought myself a personal alarm. Pepper spray will follow. My daughter suggested me to take self defense classes. We do have many retired residents around here who are vulnerable.

Please follow the Port of San Francisco's Strategic Plan (2016-2021) and vote no to the Embarcadero Navigation Center. Thank you for your consideration.

Sincerely,
Pauline Seeto
333 Main Street

LaCroix, Leah (PRT)

From: QT Bui
Sent: Thursday, April 11, 2019 6:29 AM
To: Forbes, Elaine (PRT); Brandon, Kimberly (PRT); victor@makrasrealestate.com; Quesada, Amy (PRT); Adams, Willie (PRT)
Subject: Proposed Navigation Center on SeaWall 330

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Port Commissioners

With all due respect, I am pleading that you **do not** approve Mayor London Breed's proposed Navigation center at Seawall Lot 330.

I am a pregnant resident of District 6 and live 2 blocks from Seawall Lot 330.

I worked at San Francisco General Hospital as a Clinical Pharmacist for 6 years. I counseled the exact folks that will be and were referred to Navigation centers. I also know that there are fights and mentally unstable folks that are referred to Navigation Centers, because the patients I counseled have told me. I know that folks referred to Navigation Centers are infected with resistant lice. I know that **less than** half of the folks referred to Navigation Centers actually get help. I know that the other half leave because they can't follow rules. I know there's a percentage that never show up.

As a pregnant woman with a 3 year old toddler, I cannot support the Navigation Center. I will be on maternity leave and want to feel safe recovering from birth, walking around with my newborn. I want to feel safe walking around with my newborn and toddler. I want to feel safe in my own neighborhood.

Have you ever had someone come into your home and steal your belongings? or break into your car and sleep in it? or witnessed a crime? How did you feel after that?

I urge you to disapprove the Navigation Center in a thriving residential area and thriving tourist area.

I plead that you vote only after putting yourselves in the role of being a mother wanting to fiercely protect her children.

Sincerely,
Quynh Bui

Quesada, Amy (PRT)

Subject: FW: Opposition to Proposed Navigation Center on Seawall Lot 330

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

From: Rahul Hazarika <rahul.hazarika@sfport.com>
Sent: Friday, March 08, 2019 10:17 AM
To: Quesada, Amy (PRT) <amy.quesada@sfport.com>
Subject: Opposition to Proposed Navigation Center on Seawall Lot 330

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commission Affairs Manager Quesada,

My name is Rahul Hazarika. I am a resident of the Portside Condominiums at (38 Bryant Street or 401 Main Street). I oppose locating the proposed navigation center on SWL 330, directly across the street from our residential community. While Portside shares the City and Port's commitment to reduce homelessness, the proposed navigation center location poses many unmitigated problems and unacceptable outcomes for our neighborhood, including increased risks to public safety, property crime, and public nuisance; degradation of neighborhood quality of life and livability; and non-compliance of land use within the SF Port's own Waterfront Plan and numerous City plans. If the Port seeks to reduce homelessness on Port property, locating the proposed navigation center at SWL 330 will do exactly the opposite, operating as a magnet for homeless activity in our residential community.

District 6 already has a navigation center at 5th and Bryant Streets, in close proximity to the proposed site on SWL 330, with 84 beds.

Locating still another navigation center so close to 5th and Bryant places a disproportionate and undue burden of homelessness in our community. Other districts must do their fair share to ease the homelessness problem.

Portside is home to many residents with young families, whose physical safety would be threatened by the inevitable gathering of large congregations of homeless, some of who are mentally ill, intoxicated with alcohol, high on chemical substances, or with criminal or violent histories. To place children directly in the path of a large homeless population is irresponsible, dangerous, and wrong.

SWL 330 currently generates over \$700K in annual revenues and is a highly valuable property for private or public/private partnership development that could benefit the neighborhood, including more affordable housing units that would provide better long-term solutions for homelessness. The loss of this amount of much needed revenue will be greatly detrimental to the Port's mandate to provide historic rehabilitation and public access.

I respectfully request you to oppose the location of the proposed navigation center on SWL 330.

Sincerely,
Rahul Hazarika

Quesada, Amy (PRT)

Subject: FW: NO lot 330 Navigation Center

From: rebecca weinroth <
Sent: Tuesday, March 12, 2019 11:00 AM
To: Quesada, Amy (PRT) <amy.quesada@sfport.com>
Subject: NO lot 330 Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

THE FOLLOWING REASONS ARE WHY THERE SHOULD NOT BE A NAVIGATION CENTER AT LOT 330:

Experimental Navigation Center

While Navigation Centers have been around since 2015, the proposed Embarcadero site is over twice the size of existing Navigation Centers. In an evaluation of the first Navigation Center, the City Services Auditor found that a key feature of the Navigation Center was its small size, which allowed clients to thrive in a shelter environment with relatively few rigid rules that would otherwise be required at scale.

Applying the Navigation Center concept at scale is an experiment. It should not be done in an area where failure will cause major spillover effects affecting tens of thousands of residents, workers and visitors daily.

Failure to Control Port's Homelessness Problems

The Dogpatch Navigation Center has failed to control the Port's homeless encampments. The Port's report on the Lot 330 proposal cites encampments at Warm Water Cove and Islais Creek as justification for needing more Navigation Centers.

[Warm Water Cove](#) is 500 feet from the Dogpatch Navigation Center! Islais Creek is less than 2,000 feet away.

What makes the City and Port think that building the Lot 330 shelter will help either our District's homeless population or the homeless population on Port property if the Dogpatch Center can't help those on its doorstep?

Different Environment from Dogpatch Site

The Port's previous experience with Navigation Centers has been its lease of the Dogpatch site. That site is in an entirely different environment. It is at the end of a cul de sac surrounded by a construction equipment storage site, a MUNI depot, and an industrial gas supplier. It appears to be several blocks from the nearest residence. The claimed success of that site says nothing about how a Navigation Center will perform at Lot 330, which is surrounded by residences and commercial businesses.

Crime

SFPD data shows that the block that the Dogpatch Navigation Center is on has had four assault/battery calls, one firearms related call, and one theft call in the last six months. Since the block contains only industrial uses other than the Navigation Center, it is likely that these crime reports relate to the Center.

Personal Experience

My name is Rebecca, and i was attacked by an unstable homeless person when i was sitting on the Embarcadero with my stroller, he ran up to me and reached into my stroller cup holder where i had a water bottle and grabbed it and smacked me over the HEAD with it, i ran away and he chased me waving the water bottle around like a crazy person. Another time i was walking my dog by Delancey Street and saw an unstable homeless person on the sidewalk approaching, so i had no choice but to walk into the street to get around him, he started screaming at me from the sidewalk and then THREW his glass beer bottle at me which shattered on the floor in front of me spraying beer and BROKEN GLASS on me and my dog. Another time i was walking by the banana republic corporate offices, there was an unstable homeless man WITH A PITBULL, and the pitbull lunged at me and my dog barking on a long loose leash and ran at us for about three feet until he was jerked back by a man with no shirt and his pants falling down, they (he and the dog!) completely terrified us, the man started laughing like a lunatic and screaming profanities at me while his pants were falling down. I ran down the street, completely traumatized. It seems that each day i have to wake up and hope I'm not HARASSED OR ASSAULTED when I'm walking my dog or walking to the ferry building or walking to anywhere that crosses under the bridge area like [woodlands market](#). and i now don't frequent those areas bc I'm scared, and i walk my dog right outside the door of my building around the perimeter where there are video cameras so that in case i get attacked, somebody can see and help bc it's on tape. So this is how i have to think? And now the city wants to invite more homelessness in and around the navigation center where there is already a huge homeless population with some members who have attacked the people in the neighborhood? I will not even get into the fact that my car has been broken into 5 times. Or maybe i will. MY CAR HAS BEEN BROKEN INTO FIVE TIMES IN THIS NEIGHBORHOOD. Twice on camera in broad day light. It's a homeless person apparently known to authorities who rides his bike around. He didn't take anything bc i don't keep anything in my car I'm not that stupid, but that doesn't prevent the person from slashing the top of my convertible to shreds to see what's inside only to realize it's empty. Then i have to pay to fix this even though it's on video and the authorities apparently know the guy on the bike who has been around homeless camps but no particular permanent location but i guess if he doesn't take something it's not theft, it's just vandalism and that is supposed to comfort me? And then of course it's on me to shell out a ton of money to fix my car each time. And this has happened FIVE TIMES.

Navigation Centers Will Have a Negative Impact on Livability

I will share the story of a conversation I had with a Navigation Center resident while I was visiting the Dogpatch Navigation Center. While he is grateful for the opportunity to stay at the Center, he is critical of the Center's programming. He said there is nothing to do at the Center, so residents end up roaming the neighborhood most of the time. When I told him I was there to learn about whether I should support a Navigation Center near where I live, he said he wouldn't want one. He said that while the majority of residents are not violent, there are still some who are violent to others. I asked about the potential for crime and he told me that because there are not adequate programs to keep them busy and productive during the day, they tend to wander the streets, and the temptation to steal is definitely always there, especially if you are in a nice neighborhood.

Another neighbor, visited a different Navigation Center and reported: "Our neighbors should take a drive over to the Division Circle Navigation Center at South Van Ness and [13th St.](#) under the freeway to see what kind of behemoth one of these centers can be. Division Circle takes up nearly a full city block, with a huge tent-like structure surrounded by a chain-link fence, bolstered by an opaque cloth barrier. The resultant effect is of a prison camp. And there is significant spillover of homeless in tents and sleeping bags in the vicinity. Is this the face that San Francisco wants to present to the world in terms of tourism and convention facilities?"

While Navigation Centers are helpful to the homeless who use them, they should not be built in an area that is home to over 10,000 residents in a three-block radius (as of the 2010 census, it is surely higher today).

Magnet Effect

While Navigation Centers do not allow walk-ins in an attempt to ameliorate the magnet effect that homeless shelters typically have, the vicinity of Navigation Centers still attract homeless encampments. One only needs to visit existing Navigation Centers to see this. Although the city may keep the immediate vicinity of Navigation Centers free of encampments, that is not true of the surrounding area.

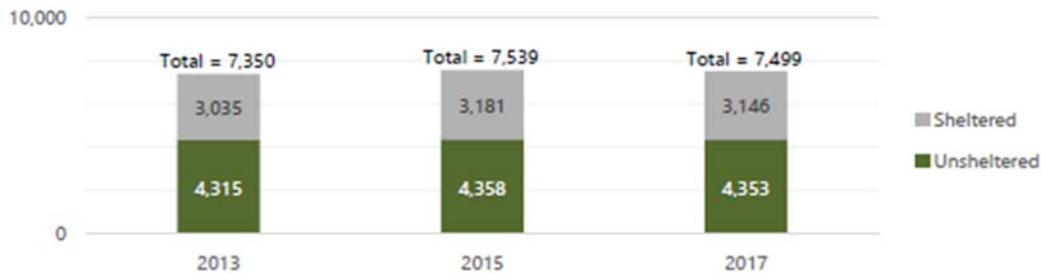
Port Should Put the Property to A Better Economic Use

The Port should not be using one of its most valuable properties for a shelter. The parking lot generates over \$700K annually. While it has historically been unattractive to developers because the Port has tied it to Ports 30-32, the Port has recently considered severing the properties.

Navigation Centers Have Not Reduced Homelessness

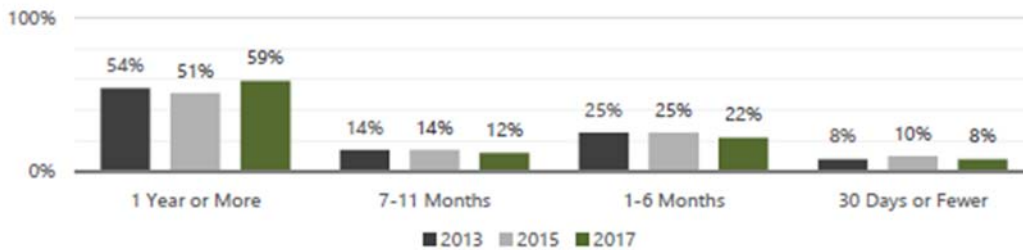
The City's own data shows that the number of unsheltered homeless has remained virtually unchanged for years despite the addition of Navigation Centers starting in 2015.

Figure 2. TOTAL NUMBER OF HOMELESS INDIVIDUALS ENUMERATED DURING THE POINT-IN-TIME
HOMELESS COUNT BY SHELTER STATUS



The number and proportion of long-term homeless individuals has increased rather than decreased.

Figure 15. LENGTH OF CURRENT EPISODE OF HOMELESSNESS



South Beach/SOMA Has More Schools and Child Care Centers, Than Any Other District in San Francisco

South Beach/SOMA is home to at least 25 schools and child care facilities – the largest concentration of schools and child care facilities in all of San Francisco. All of these schools and child care facilities would be within walking distance of the proposed navigation shelter. If the City of San Francisco goes forward with the Navigation Center, it will jeopardize the health and safety of thousands of small children.

The Burden of Navigation Centers Should Be Shared by the City

District 6 and our community have a proud tradition of supporting those down on their luck and needing a second chance. We are delighted to have the Delancey Street Foundation as neighbors. Many of us supported the Navigation Center at Fifth & Bryant that just opened in January 2019. However, we are bearing an unfair share of the burden when the city proposes to open the largest Navigation Center in our neighborhood right after we embraced one that opened just two months ago. Other districts should take their turn before asking District 6 to establish another shelter.

Sent from my iPhone

LaCroix, Leah (PRT)

From: RICK MORDESOVICH
Sent: Tuesday, March 19, 2019 9:21 AM
To: Forbes, Elaine (PRT)
Cc: Quesada, Amy (PRT); Haneystaff (BOS)
Subject: Re: Navigation Center

Thank you for the information.

On Tue, Mar 19, 2019 at 7:49 AM Forbes, Elaine (PRT) <elaine.forbes@sfport.com> wrote:

Good morning,

Yes, the proposal is for a temporary site. The term is proposed for 4 years, but there is also discussion about a 2 year term, with an option to renew for another 2 year based on defined measures of success for those served and the neighborhood. Regarding the staffing model, I refer you to the Department of Homelessness and Supportive Housing (DHS). Please find the link below.

Best,
Elaine

Sent from my iPad

On Mar 19, 2019, at 7:45 AM, RICK MORDESOVICH [wrote:](#)

Thank you. I plan to attend the meeting. Can you please answer my questions now? Thank you.

On Tue, Mar 19, 2019 at 7:41 AM Forbes, Elaine (PRT) <elaine.forbes@sfport.com> wrote:

Good morning, Rick

Thank you for reaching out with your thoughts about the proposed SAFE Navigation Center at Seawall Lot 330. We appreciate hearing from the public and look forward to continuing to hear feedback and gather input. As you know, San Francisco is facing a crisis of unsheltered homelessness in our community. The waterfront neighborhoods are no exception. The Port continuously struggles to respond to homelessness on their property and throughout the surrounding neighborhoods. Today, the City will be joining the Fisherman's Wharf Waterfront Advisory Group meeting on March 19, and a special Joint meeting of the Central Waterfront and Northeast Waterfront Advisory Groups on March 20, to present the proposal, and gather additional feedback and input. Details of the meeting are listed below:

FWWAG Meeting Information

Tuesday, March 19

9am-10:30am

Scoma's Restaurant

1965 Al Scoma Way

Joint CWAG and NEWAG Meeting Information

Wednesday, March 20

5:30-7:30pm

Pier 1, The Embarcadero

The City will also join the South Beach/Rincon Hill/Mission Bay Neighborhood Association Meeting on April 8th.

The City will also host a follow-up community meeting on April 3 to provide an update and gather additional feedback and community input on the proposed SAFE Embarcadero Navigation Center at Sea Wall Lot 330.

Community Meeting Information

Wednesday April 3, 2019

6:00 - 7:30pm

Delancey Street Foundation

600 The Embarcadero

San Francisco, CA 94107

Lastly, the City is open to attending other community and stakeholder meetings.

Comments or questions about the proposal can also be directed to the Department of Homelessness and Supportive Housing at DHS@sf.gov

The forums listed above will provide answers to your questions, or you can alternatively contact DSH.

Thank you again,

Elaine Forbes
Executive Director
Port of San Francisco

Sent from my iPad

On Mar 19, 2019, at 7:38 AM, RICK MORDESOVICH [wrote:](#)

Good morning. I live at _____ in San Francisco. I am concerned about the large navigation center proposed for my neighborhood. Many believe this center will bring drugs, crime, and more bad behavior to our area. What is the city's plan for this center? Is it temporary? How long will a person live at a navigation center? How large is the staff on each shift? Will there be external security around the center?

Richard Mordesovich

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Quesada, Amy (PRT)

Subject: FW: Please support the Embarcadero navigation center

From: Roan Kattouw <

Sent: Tuesday, March 05, 2019 7:38 PM

To: LaCroix, Leah (PRT) <leah.lacroix@sport.com>

Cc: Haney, Matt (BOS) <matt.haney@sfgov.org>

Subject: Please support the Embarcadero navigation center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I'm writing in support of the navigation center proposed for Seawall Lot 330, and I urge the Port Commission to approve it without delay. The City needs to treat our homelessness crisis like the emergency it is, and make land available for shelter, services and housing. As long as there's anyone on the waitlist for a shelter bed (let alone over 1000 people), the City should move as fast as possible to provide more beds.

You may hear opposition from District 6 residents to a navigation center being put in this location. I would like you to know that I'm a D6 resident who wholeheartedly supports this plan, and wishes it could open tomorrow.

Although navigation centers are meant to be temporary, I hope this one will be kept open for as long as there's a need. In a future where we don't need as many beds anymore, I urge you to redevelop this lot into housing. It's too valuable a piece of land to waste on a parking lot.

Roan Kattouw

Quesada, Amy (PRT)

To: Quesada, Amy (PRT)
Subject: FW: Support of Seawall Lot 330 Nav Center

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111

From: Robin Kutner
Sent: Wednesday, April 17, 2019 5:18 PM
To: Quesada, Amy (PRT) <amy.quesada@sfport.com>
Subject: Support of Seawall Lot 330 Nav Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. Quesada,

I am writing in support of The Safe Navigation Center at Seawall Lot 330. The only way to fix SF's unprecedented homelessness epidemic is to shelter people via navigation centers, homeless shelters, and supportive housing. Mayor Breed is keeping her promise to the voters with this proposal, and the neighbors who are trying to stop her do not speak for San Francisco's voters. London Breed promised more housing at every level, which is why I and San Francisco voted for her. This shelter will improve things for ALL San Francisco. Please do not let a few sheltered homeowners stop this.

Please communicate to the Port Commission my support for the Navigation Center. The more beds, the better.

Sincerely,
Robin Kutner

Quesada, Amy (PRT)

Subject: FW: Engage the Community on Navigation Centers and Reject Seawall Lot 330

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111

From: Sam Arons
Sent: Friday, March 22, 2019 9:51 AM
To: Subject: Engage the Community on Navigation Centers and Reject Seawall Lot 330

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Supervisors, Supervisor Haney, and the Port Commission,

The Mayor's legislation to fast-track homeless shelters is deeply flawed. The ordinances give the Mayor extraordinary emergency powers and remove the Board of Supervisors' oversight over the process of building shelters.

Homelessness is a very real problem that we all need to help solve. However, completely removing meaningful community engagement and Board oversight is no way to achieve a lasting solution.

We are now getting a preview of what the Mayor plans to do across the City if given emergency powers. She recently announced plans to build a 225-bed waterfront homeless shelter on The Embarcadero in the middle of a densely populated family neighborhood. The process of picking the site was shrouded in secrecy with no input from citizens or Supervisors. Residents first learned of the plan from the newspaper.

The Mayor's attitude is that neighbors of proposed shelters need to be "educated" rather than engaged with. The Board should not let the Mayor steamroll over communities just to pursue a campaign promise.

I urge you to reject the fast-track ordinances (190045 and 190047), and to reject the approval of the Navigation Center at Seawall Lot 330.

Thank you,
Sam Arons

LaCroix, Leah (PRT)

From: Quesada, Amy (PRT)
Sent: Friday, March 15, 2019 3:50 PM
To: Sam Wagner
Cc: Quezada, Randolph (PRT); Forbes, Elaine (PRT)
Subject: RE: Public safety has been completely disregarded by anyone in support of developing SWL330

Dear Sam,

Thank you for reaching out with your thoughts about the proposed SAFE Navigation Center at Seawall Lot 330. We appreciate hearing from the public and look forward to continuing to hear feedback and gather input. As you know, San Francisco is facing a crisis of unsheltered homelessness in our community. The waterfront neighborhoods are no exception. The Port continuously struggles to respond to homelessness on their property and throughout the surrounding neighborhoods. Next week the City will be joining the Fisherman's Wharf Waterfront Advisory Group meeting on March 19, and a special Joint meeting of the Central Waterfront and Northeast Waterfront Advisory Groups on March 20, to present the proposal, and gather additional feedback and input. Details of the meeting are listed below:

FWWAG Meeting Information

Tuesday, March 19
9am-10:30am
Scoma's Restaurant
1965 Al Scoma Way

Joint CWAG and NEWAG Meeting Information

Wednesday, March 20
5:30-7:30pm
Pier 1, The Embarcadero

The City will also join the South Beach/Rincon Hill/Mission Bay Neighborhood Association Meeting on April 8th.

The City will also host a follow-up community meeting on April 3 to provide an update and gather additional feedback and community input on the proposed SAFE Embarcadero Navigation Center at Sea Wall Lot 330.

Community Meeting Information

Wednesday April 3, 2019
6:00 - 7:30pm
Delancey Street Foundation
600 The Embarcadero
San Francisco, CA 94107

Lastly, the City is open to attending other community and stakeholder meetings.

Comments or questions about the proposal can also be directed to the Department of Homelessness and Supportive Housing at DHS@sf.gov

Thank you again,

Amy Quesada

Port of San Francisco
Pier 1 SF 94111
415-274-0405
amy.quesada@sfport.com

From: Quesada, Amy (PRT)
Sent: Monday, March 11, 2019 1:57 PM
To: 'Sam Wagner'
Cc: Quezada, Randolph (PRT) <randolph.quezada@sfport.com>; Forbes, Elaine (PRT) <elaine.forbes@sfport.com>
Subject: RE: Public safety has been completely disregarded by anyone in support of developing SWL330

Hi Sam,

Commissioner Makras' email address is victor@makrasrealestate.com
Commissioner Gilman is on a sabbatical leave and will not attend tomorrow's meeting

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111
415-274-0405
amy.quesada@sfport.com

From: Sam Wagner _____
Sent: Monday, March 11, 2019 12:08 PM
To: Quesada, Amy (PRT) <amy.quesada@sfport.com>
Cc: Quezada, Randolph (PRT) <randolph.quezada@sfport.com>; Forbes, Elaine (PRT) <elaine.forbes@sfport.com>
Subject: RE: Public safety has been completely disregarded by anyone in support of developing SWL330

Amy or other members of the SF Port team,

Can you please provide email address for Gail Gilman and Victor Makras?

My emails were rejected.

Thanks!

From: Quesada, Amy (PRT) <amy.quesada@sfport.com>
Sent: Monday, March 11, 2019 11:44 AM
To: Sam Wagner _____
Cc: Forbes, Elaine (PRT) <elaine.forbes@sfport.com>; Quezada, Randolph (PRT) <randolph.quezada@sfport.com>
Subject: RE: Public safety has been completely disregarded by anyone in support of developing SWL330

Dear Sam,

Thank you for reaching out regarding the proposed navigation center at Seawall Lot 330. We appreciate hearing from the public on this matter and encourage you to attend either the upcoming Port Commission meeting or community meeting at Delancey Street to share your views. Information about both meetings is below for your information. Attached is a copy of the Port Commission agenda for your information.

The waterfront and adjacent neighborhoods face many challenges around homelessness, and by bringing this SAFE Navigation Center to the area, we can work to address these challenges and get our unsheltered residents on a path to housing stability. The proposed SAFE Navigation Center will provide 175-225 additional beds to help meet the unmet shelter need in our community.

Port Commission Meeting
Tuesday March 12, 2019
3:15 p.m.
Port Commission Hearing Room
Ferry Building, 2nd Floor, SF CA 94107

Community Meeting
Tuesday March 12, 2019
6:00 - 7:30pm
Delancey Street Foundation
600 The Embarcadero
San Francisco, CA 94107

Comments or questions can be directed to the Department of Homelessness and Supportive Housing at DHS@sf.gov. We look forward to seeing you on Tuesday!

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111
415-274-0405
amy.quesada@sfport.com

From: Sam Wagner
Sent: Monday, March 11, 2019 11:12 AM
To: Forbes, Elaine (PRT) <elaine.forbes@sfport.com>; Brandon, Kimberly (PRT) <Kimberly.Brandon@SFGOV1.onmicrosoft.com>; Adams, Willie (PRT) <WilliamEugene.Adam@SFGOV1.onmicrosoft.com>; Gail.Gilman@sfport.com; Victor.Makras@sfport.com; Quesada, Amy (PRT) <amy.quesada@sfport.com>
Subject: Public safety has been completely disregarded by anyone in support of developing SWL330
Importance: High

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Esteemed Members of the SF Port Authority,

As a resident of District 6 and a resident of San Francisco for over 15 years, I am shocked at the lack of concern for public safety displayed by our "representation."

There is a homeless crisis in SF and I am a strong supporter of addressing the crisis... but there are too many critical flaws in the current proposed plan including fiscally irresponsible use of port property, the lack of transparency

displayed by City Council with regard to the development, and an ill-advised 200+ bed facility which is not consistent with general Navigation Center guidelines, etc....

For brevity sake, I will focus on public safety...

The issue of **public safety has been completely disregarded by anyone in support of developing SWL330.**

There are already two navigation centers within 2 miles of my home that I run past daily.

I regularly witness individuals in the immediate vicinity of these sites injecting themselves on the sidewalk.

Hurdling discarded needles and human feces in the vicinity of navigation centers has become a regular part of my workout.

More frighteningly, I have also been chased by an individual just outside of the Dogpatch Navigation center and it is not uncommon to be yelled at or harassed.

Due to concern for my own safety, I always run on the far side of the street to create as much space between myself and the Navigation Center.

So imagine my complete shock that the city proposed building the largest Navigation Center yet within walking distance of the largest concentration of schools and child care facilities in all of San Francisco. I cannot fathom a less appropriate place to place a Navigation Center: The proposed site is surrounded by facilities dedicated to families and children including multiple playgrounds, parks, and a preschool within a 1 mile radius.

Moreover, the Embarcadero is also a pedestrian super highway for families from around the bay area and the world visiting San Francisco to attend Giants games.

Is it in the city's best interest to place a Navigation Center in the path of a family walking to a Giants game?

But most importantly, is it in the city's best interest to place a Navigation Center within 3 blocks of over 10,000 residents, many of them families with children, and an entire network of facilities including parks, playgrounds, schools, childcare, and similar facilities dedicated to families and children.

I repeat, I cannot fathom a less appropriate place to locate such a Navigation Center.

Please find a more suitable location for a smaller and more appropriately sized navigation center that does not put the health and well being of our neighborhood and children at risk.

Feel free to call me with questions or feedback.

Sam Wagner

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LaCroix, Leah (PRT)

From: Sam Wagner
Sent: Thursday, March 28, 2019 10:52 AM
To: Haneystaff (BOS)
Cc: Board of Supervisors, (BOS); RivamonteMesa, Abigail (BOS); Mcdonald, Courtney (BOS); Mahogany, Honey (BOS); Forbes, Elaine (PRT); Quesada, Amy (PRT); Quezada, Randolph (PRT);
Subject: WHO WANTS TO IMPORT HOMELESS AND DRUGS INTO A RESIDENTIAL NEIGHBORHOOD WITH FAMILIES? London and Matt do? Good plan.

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Matt,

Thank you for attending the meeting last night.

I want to make sure a CRITICAL POINT was heard and you share it with the Port, Supervisors and Mayor Breed:

You are supporting a plan TO IMPORT HOMELESS AND DRUGS INTO A RESIDENTIAL NEIGHBORHOOD WITH FAMILIES.

Yes, there is a homeless crisis in San Francisco. It is a San Francisco problem.

That is not rationale to IMPORT A CRISIS INTO A RESIDENTIAL NEIGHBORHOOD, let alone one with the highest concentration of schools and daycare centers in the city.

By locating a Nav Center in a residential neighborhood, you are effectively incentivizing the drug addict supply chain, and everything nefarious that comes with it, to move into a residential neighborhood...

Help me understand how anyone thinks a heavily populated neighborhood is the best location for a Nav Center?

On any given day, a tour of the neighborhood around SWL330 has a homeless population between 12-20 individuals, there is DATA to support those numbers as was explained to you last night.

We are told there are 1000s homeless every night... OK, put a Nav Center where they are.

Using the city numbers, there is no demand in this neighborhood for a Navigation center... and certainly not a 225 bed one.

I hope you are more savvy than to believe the ridiculous stats that the DHS are espousing regarding crime reduction, etc...

I have in front of me statistics that show CRIME INCREASES where navigation centers are located.

Anyone can find stats that support their position.

Instead, I implore you to apply logic.

Crisis or no crisis, does introducing a Navigation Center in a HEAVILY populated neighborhood make any sense? No. Does finding appropriate locations for appropriate sized Navigation Centers make sense? YES.

I would further like to point out that the City has failed consistently to live up to their end of the bargain regarding “good neighbor” clauses.

Just once, I would like to run by or drive by a Nav Center and not find tents, intoxicated individuals loitering, blankets, needles, abandoned bike parts, suitcases, etc.

Until the city can meet their own commitments, I fail to understand how they are being permitted to expand this program.

Who is responsible for oversight and who do they answer to?

Moreover, the City has shown no regard for the safety of residents of District 6 or the concept of transparency.

As our elected representative, we expect you to work tirelessly to address all three failings.

My husband and I would be happy to schedule a call with you.

Sam Wagner
General Manager
kraFAB
K. R. Anderson, Inc.

From: Sam Wagner

Sent: Monday, March 11, 2019 10:34 AM

To: 'haneystaff@sfgov.org' <haneystaff@sfgov.org>

Subject: Public safety has been completely disregarded by anyone in support of developing SWL330

Importance: High

Matt,

I look forward to your attendance at the meeting on Tuesday as your constituents are alarmed.

As a resident of District 6 and a resident of San Francisco for over 15 years, I am shocked at the lack of transparency and concern for public safety displayed by our “representation.”

There is a homeless crisis in SF and I am a strong supporter of addressing the crisis.

Nevertheless, the issue of **public safety has been completely disregarded by anyone in support of developing SWL330.**

There are already two navigation centers within 2 miles of my home that I run past daily.

I regularly witness individuals in the immediate vicinity of these sites injecting themselves on the sidewalk.

Hurdling discarded needles and human feces in the vicinity of navigation centers has become a regular part of my workout.

More frighteningly, I have also been chased by an individual just outside of the Dogpatch Navigation center and it is not uncommon to be yelled at or harassed.

Due to concern for my own safety, I always run on the far side of the street to create as much space between myself and the Navigation Center.

So imagine my complete shock that the city proposed building the largest Navigation Center yet within walking distance of the largest concentration of schools and child care facilities in all of San Francisco.

I cannot fathom a less appropriate place: The proposed navigation center is surrounded on all sides by facilities dedicated to families and children including multiple playgrounds, parks, and a preschool within 1 mile.

Moreover, the Embarcadero is also a pedestrian super highway for families from around the bay area and the world visiting San Francisco to attend Giants games.

Is it in the city's best interest to place a Navigation Center in the path of a family attending a Giants game?

But most importantly, is it in the city's best interest to place a Navigation Center within 3 blocks of over 10,000 residents, many of them families with children, and an entire network of facilities including parks, playgrounds, schools, childcare, and similar facilities dedicated to families and children.

I repeat, I cannot fathom a less appropriate place to locate such a Navigation Center.

Please find a more suitable location for a smaller and more appropriately sized navigation center that does not put the health and well being of our neighborhood and children at risk.

Sam Wagner

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Quesada, Amy (PRT)

To: Quesada, Amy (PRT)
Subject: FW: Lot 330 Suggestions

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111

From: Samy Peyret
Sent: Wednesday, April 17, 2019 7:40 AM
To: Haney, Matt (BOS) <matt.haney@sfgov.org>; Kositsky, Jeff (HOM) <jeff.kositsky@sfgov.org>; Cohen, Emily (DPH) <emily.cohen@sfgov.org>; Quesada, Amy (PRT) <amy.quesada@sfport.com>
Subject: Lot 330 Suggestions

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear City of San Francisco, Department of Homelessness, Port of San Francisco, and Mr. Haney,

Thank you for taking the time to read this email. Ahead of the vote for the proposed Navigation Center on Lot 330, I wanted to offer a few suggestions for the new site. I believe these changes would increase the odds of success for both the new guests and their neighbors

1. Staffing Requirements

a. Staffing for the new SAFE center should be 95% complete before the center opens its doors.

While doing research on similar navigation centers, I discovered that the navigation center on 5th and Bryant, which only houses 84 beds, still has at least 9 open reqs despite being operational for over 3 months. Unless there is another way to interpret this information, it appears that the center is *understaffed*. An understaffed center cannot accomplish its mission properly. Therefore, I recommend putting in place a requirement that the center be fully staffed before it opens its doors.

b. Competitive wage for SAFE center workers.

The median wage in the aforementioned open reqs at 5th & Bryant is \$17.15 per hour. We can't expect workers to be qualified and feel involved when we pay them \$2 above minimum wage to deal with very complex and often stressful situations. That is likely why these reqs are still open at 5th and Bryant. I suggest offering a wage and benefits comparable to those that could be obtained in the private sector for similar work.

2. Safety Requirements

a. Segregated lodging/beds for guests exhibiting aggressive behavior.

For the safety of all guests, tenants exhibiting aggressive behavior should sleep in a separate section of the SAFE center

b. Separate section for safe drug use *inside* the facility.

The current plan prohibits guests from using drugs inside the SAFE center. As a result, guest who use intravenous drugs would need to use their needles in the streets and parks of the neighborhood, putting residents at risk. I recommend creating a dedicated area within the SAFE center where drug users can inject and safely dispose of their needles. If there is a liability concern there, I'm sure you understand the neighbors' fears.

c. Offer and encourage an onsite rehab plan.

Opiates are an important part of the circle of homelessness. Offer drug users the opportunity to opt-in to an onsite rehab plan, and provide opiate blockers and other products/services needed for the program to be effective.

d. Escort in, escort out.

The current plan calls for guests to be escorted in from various locations around the navigation center. In order to retain the integrity of the neighborhood, guests who have unstable exits should be escorted back to the original location where they were picked up. This would avoid a concentration of unsuccessful exits in the immediate area of the SAFE center.

3. Accountability Requirements

a. Mandate chores

Guests of other navigation centers complain about boredom. I would suggest assigning tasks and chores to all capable guests to help them stay busy and feel productive. This would all be under the supervision of the staff. Such a program will help guests transition into their next life while reducing operating costs of the navigation center.

b. Publish Key Performance Metrics

Define and publish measurable goals and levels of attainment that the city would consider to be successes AND failures before the center opens. Publish the relevant KPIs on a quarterly basis and compare them to other centers. Overperformance should be rewarded and underperformance should have consequences.

c. Announce and enforce consequences for failure

The #1 concern of current waterfront residents is their family's safety. The city has repeatedly mentioned that measures would be put in place to ensure that the neighborhood would remain safe. However, when asked about accountability, the city claims no liability whatsoever. To appease concerns and garner public support, I recommend that the City announces and enforces real accountability measures. For example, at the first report of violent crime or rape from a verified guest of the center that was escorted in from more than two blocks away, London Breed, Matt Haney and members of the Port Commission shall resign immediately and never seek public office again. Such a statement would give the neighborhood comfort that the City has skin in the game.

Thank you for reading. I look forward to hearing your thoughts on the proposed changes.

Best,
Samy

LaCroix, Leah (PRT)

From: Sanjay Patel
Sent: Wednesday, March 20, 2019 1:33 PM
To: Forbes, Elaine (PRT)
Subject: Opposition to the Seawall 330 Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

As a resident of District 6, I am voicing my opposition to the Navigation Center proposed on Seawall lot 330. As you know, District 6 already has 2 Navigation Centers and multiple homeless support services. Homelessness is a problem in all of San Francisco. Navigation centers need to be located in every district and I will not support a third location in District 6 until there are navigation centers with a comparable number of beds as we currently have in each and every district. I respectfully ask you to deny use of Seawall Lot 330 for another Navigation center at least until every other district in San Francisco has a comparable number of navigation center beds as are currently in district 6.

Sanjay

LaCroix, Leah (PRT)

To: Sarah Li
Subject: RE: Continued support for SAFE navigation center

From: Sarah Li
Sent: Tuesday, April 16, 2019 10:36 AM
To: Haneystaff (BOS) <haneystaff@sfgov.org>; Mcdonald, Courtney (BOS) <courtney.mcdonald@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Elsbernd, Sean (MYR) <sean.elsbernd@sfgov.org>; Bruss, Andrea (MYR) <andrea.bruss@sfgov.org>; Forbes, Elaine (PRT) <elaine.forbes@sfport.com>; Brandon, Kimberly (PRT) <Kimberly.Brandon@SFGOV1.onmicrosoft.com>; Adams, Willie (PRT) <WilliamEugene.Adam@SFGOV1.onmicrosoft.com>; victor@makrasrealestate.com; Quesada, Amy (PRT) <amy.quesada@sfport.com>; DSHS (HOM) <dhsh@sfgov.org>
Subject: Continued support for SAFE navigation center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi,

I've been a resident of District 6 in the Infinity building for almost 5 years. I also work in the neighborhood, so most of my time is spent within a 10-minute walking distance from the proposed site of the SAFE navigation center.

I want to voice my continued support for the navigation center. From updates I've received from residents in my building, there's vocal and financially strong opposition to the navigation center, and I want to say that that's not the opinion of everyone who lives and works here.

We have so many resources here to support people who are currently experiencing homelessness. I think that diversifying the people who live in our neighborhood can only strengthen our community, especially if we can then be an example for other districts in the city.

Mayor Breed, thank you so much for your support of the navigation center, especially at the April 3rd community meeting. Supervisor Haney, I was out of town for the Infinity town hall meeting this weekend, but thank you for engaging. I would've gladly voiced my support in person if I could have.

Thanks,
Sarah Li
District 6 resident

Quesada, Amy (PRT)

Subject: FW: Seawall Lot 330-Navigation Center
Attachments: Seawall SAFE Center meeting FLYER.pdf; ATT00001.htm

From: Saurabh Rai [
Sent: Monday, March 04, 2019 10:00 PM
To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Power, Andres (MYR) <andres.power@sfgov.org>; Cohen, Emily (DPH) <emily.cohen@sfgov.org>
Cc: Forbes, Elaine (PRT) <elaine.forbes@sfport.com>
Subject: Seawall Lot 330-Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor,

I am a resident at Watermark and learnt about the plans to build a navigation center at the Seawall lot 330. I wanted to express my disappointment with how this plan is being thrust upon the South Beach community without taking the residents and their families into consideration.

South Beach is one the most expensive real estate in the city. Surely, there are less expensive areas which are cheaper and more economical and practical for the city to build these centers. The port finances could also benefit by using the proposed (swl 330) more optimally. The proposed site is in the middle of a residential community surrounded by Bayside Village, Watermark, Portside and The Brannan. These are all condominiums right next to or within 1 block radius of the proposed site. If you expand the radius to 2 blocks the residential buildings more than double. Plus there are commercial and businesses (Restaurants- with outside seating on Embarcadero-facing the proposed site) which will be severely impacted as well.

Regarding the Navigation center in Dogpatch, it is important to note the closest residential building is 3 blocks away from Dogpatch navigation center plus houses only 20 bed vs 175-225+ as proposed for this site.

The primary concern for the residents at Watermark is safety, specially for children who play in the adjoining areas. There is a pool on the 4th floor, leaving no privacy for the residents.

The proposal of this plan and the way it being pushed has created a lot of negative sentiment. Given such negative sentiment the opposition from residents and businesses is going to be extremely strong, and not to mention possible legal opposition as well.

I would appreciate if city can think of other areas, like Transbay terminal or other neighborhoods away from residential units, which will be in the best interest of all parties.

Thank you.
Regards,

Saurabh Rai
San Francisco, South Beach Community Member

LaCroix, Leah (PRT)

From: Shailendra
Sent: Saturday, March 30, 2019 2:27 PM
To: Forbes, Elaine (PRT)
Cc: Quesada, Amy (PRT)
Subject: Opposition to Proposed Navigation Center on Seawall Lot 330

Follow Up Flag: Follow up
Flag Status: Flagged

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Ms. Kimberly Brandon
President, Port Commission
Port of San Francisco
Pier 1, The Embarcadero
San Francisco, CA 94111

Subject: Opposition to Proposed Navigation Center on Seawall Lot 330

Dear President Brandon,

My name is Shailendra Yeda. I am a resident of _____ at _____. I oppose locating the proposed navigation center on SWL 330 directly across the street, a block away from, (state how close to SWL 330) from our residential community. While we share the City and Port's commitment to reduce homelessness, the location of the proposed navigation center poses many unmitigable problems and unacceptable outcomes for our neighborhood, including increased risks to public safety, property crime, and public nuisance; degradation of neighborhood quality of life and livability; and perhaps most importantly, non-compliance of land use with the SF Port's own Waterfront Plan and City plans.

RESIDENT AND NEIGHBORHOOD ISSUES

Magnet for Homeless Outside Center

It is inevitable that the proposed navigation center will attract large congregations of street people outside. It has been documented in published reports that areas that border on homeless shelters have more problems with crime, violence, drug use, loitering, and other criminal activities. These conditions will have a negative impact upon pedestrians and attendees of Giants games walking along the Embarcadero, and our neighborhood in general.

Fails to Integrate with Community

No land use could be more distinctly out of character for the South Beach community of high-end residential and office use than the proposed navigation center's temporary structures and tents. It is clearly an improper, unsuitable, and incompatible use within our residential neighborhood.

Risks to Public Safety

Our building is home to many residents with young families, whose physical safety would be threatened by the inevitable gathering of homeless outside the center, some of who are mentally ill, intoxicated with alcohol, high on chemical substances, or with criminal or violent histories. To place children directly in the path of a large homeless

population is dangerous, irresponsible, and wrong.

Increase in Property Crime

The surrounding streets of Bryant, Main, Harrison and the Embarcadero have some of the highest rates of vehicle break-ins in the City, with many of these crimes proven to be committed by the homeless. Locating the proposed navigation center so close to our residences, businesses, and property will make an untenable situation worse and degrade our quality of life.

Degradation of Quality of Life

Our building's residents—and our neighborhood in general—already endure continuous periods of gridlocked traffic throughout the day which negatively impacts our area. We see no value—nor justice—in compounding the existing problems of our neighborhood with the proposed navigation center and the crime, violence, drug use, loitering, and criminal activities it will bring.

Disproportionate Use of District 6 for Homeless

District 6 already has an 84-bed navigation center at 5th and Bryant Streets, in close proximity to the proposed site on SWL 330. Locating another navigation center so close to 5th and Bryant places a disproportionate and undue burden of homelessness upon our residential neighborhood. Other districts must do their fair share to ease the homelessness problem by accommodating navigation centers.

PLANNING AND LAND USE ISSUES

As an engaged citizen who has faithfully participated in and commented upon the numerous Port Workshops on the development of SWL 330 for over two decades, I am most deeply troubled by the Port and City for proposing a navigation center at this location.

Inappropriate Land Use per Community Input

Engaged citizens of the area contributed their valuable time to participate in many input sessions and workshops with both Port and City officials regarding potential land use for SWL 330. Never has our community supported a navigation center as an appropriate land use for the site. It is out of place, out of character, and inappropriate for our residential neighborhood. If community input is to be disregarded, why have we attended, participated in, and commented upon all these sessions?

Impedes Public Access to Waterfront

SB815, approved by the State Legislature in 2007, allows development of non-trust residential, office, and commercial uses that complement the land use character of the South Beach neighborhood, generate revenue for historic rehabilitation, and public access. The proposed navigation center at SWL 330, in addition to being a land use that is distinctly out of character with the South Beach neighborhood, will do the opposite of promoting public access to the Waterfront—by forcing pedestrians and Giants attendees to cross the street or stay away from the area altogether to avoid being accosted by the inevitable homeless activity surrounding the shelter.

Fails to Comply with SF Port Waterfront Plan—or Any Plans

The use of SWL 330 for a proposed navigation center fails to comply with the SF Port Waterfront Plan or any other adopted plans, including the Rincon Hill, Better Streets, and Eastern Neighborhoods Plans. If the use is non-compliant with any approved Plans that citizens took time out their working day to contribute to and comment upon, why have any Plans at all? Why should the mayor be allowed to to subvert the will of the residents most adversely affected by the location of the proposed navigation center?

Disregards All Waterfront Plan Update Recommendations

Land use of SWL 330 as a proposed navigation center is in direct opposition to all Working Group Recommendations stated in the most recent SF Port Waterfront Plan Update of June 22, 2018 for improving use and development of SWL 330:

- “Complement the character of surrounding neighborhoods;”

The proposed navigation center is distinctly out of character for the South Beach community of high-end residential and office use.

- “Provide a pleasing transition from the City-side to the Bay, and ground floor activation to enhance the pedestrian environment;”

To the contrary, the proposed portable structures and tents will be a visual and architectural blight upon the most scenic and symbolic thoroughfare of the city as an improper, unsuitable, and incompatible use. Pedestrians and Giants attendees will be forced to cross the street to avoid being harassed by the homeless outside the shelter.

- and “Generate revenues for Port capital improvements.”

The loss of the \$700,000 currently generated at SWL 330 will be greatly detrimental to the Port’s efforts to fund much-needed capital improvements.

“FAST TRACK” LEGISLATION ISSUES

Removal of Planning, Permitting, and Other Regulatory Review

Any attempt to “fast track” approval of the navigation center through proposed legislation eliminating planning, permitting and other regulatory review is a blatant attempt to subvert the will of the people. The legislation puts the Mayor’s goal of building 1000 new shelter beds ahead of all other legitimate considerations. It will ignore critical planning and environmental safeguards built into the process to protect citizens, stifle essential community input and discussion, and essentially defy the will of citizens in the residential neighborhood most adversely affected by the proposed navigation center.

Dangerous Precedent for Individual Districts

The legislation will not only affect SWL 330, but sets a dangerous precedent for navigation centers to be located in densely populated residential family neighborhoods, ignoring the adverse impacts upon each district and its constituents, and ceding critical legislative power to the executive branch at the expense of individual district voters.

Lack of Responsibility and Accountability

This proposed legislation will only serve to diminish our neighborhood’s faith in government responsibility and accountability to the citizens it purports to represent and serve. To “fast track” a project this problematic and controversial is irresponsible, short-sighted, and wrong.

CONCLUSION

I remain hopeful that you, as fellow citizens and members of the Port Commission, will fulfill your responsibilities to put the interests of the neighborhood who will be most adversely affected by the navigation center—and the citizens they represent—above politics. For the many important reasons stated above, I respectfully request that you oppose the location of the proposed navigation center on SWL 330 and any “fast-track” legislation designed to railroad its approval. This is not what our residential neighborhood needs, wants, or represents.

Respectfully,
Shailendra Yeda

LaCroix, Leah (PRT)

From: S Anixter
Sent: Tuesday, April 02, 2019 11:43 AM
To: Forbes, Elaine (PRT)
Subject: Proposed Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. Forbes,

I live blocks from the proposed Navigation Center along the Embarcadero. I am very concerned with a number of issues however the speed and clear overreach of authority by the Mayor is especially concerning.

This city is the people's city. There are protocols and laws designed to protect the safety and welfare of all. Given this I do not see how the Mayor is entitled to push through this project. From the perspective of a resident this project does not seem to be in the best interest of the neighborhood, nor is Navigation Center the highest and best use for lot 330.

I appreciate your time and attention to this matter.

Best,
Shelley Anixter

LaCroix, Leah (PRT)

From: slobodan simovich
Sent: Saturday, March 16, 2019 9:15 AM
To: Forbes, Elaine (PRT)
Subject: Re: NO to homeless navigation center at Embarcadero

Dear Elaine,

Thanks for your response. Just to make one point clear - as with other opponents of the proposal, I'm not against building new shelters or against the notion that homelessness is not an urgent matter, but I am against building a shelter in this particular location, for the reasons I stated in my previous email,

Sincerely

Slobodan Simovich

Sent from my iPad

On Mar 15, 2019, at 5:27 PM, Forbes, Elaine (PRT) <elaine.forbes@sfport.com> wrote:

Dear Slobodan,

Thank you for reaching out with your thoughts about the proposed SAFE Navigation Center at Seawall Lot 330. We appreciate hearing from the public and look forward to continuing to hear feedback and gather input. As you know, San Francisco is facing a crisis of unsheltered homelessness in our community. The waterfront neighborhoods are no exception. The Port continuously struggles to respond to homelessness on their property and throughout the surrounding neighborhoods. Next week the City will be joining the Fisherman's Wharf Waterfront Advisory Group meeting on March 19, and a special Joint meeting of the Central Waterfront and Northeast Waterfront Advisory Groups on March 20, to present the proposal, and gather additional feedback and input. Details of the meeting are listed below:

FWWAG Meeting Information

Tuesday, March 19

9am-10:30am

Scoma's Restaurant

1965 Al Scoma Way

Joint CWAG and NEWAG Meeting Information

Wednesday, March 20

5:30-7:30pm

Pier 1, The Embarcadero

The City will also join the South Beach/Rincon Hill/Mission Bay Neighborhood Association Meeting on April 8th.

The City will also host a follow-up community meeting on April 3 to provide an update and gather additional feedback and community input on the proposed SAFE Embarcadero Navigation Center at Sea Wall Lot 330.

Community Meeting Information
Wednesday April 3, 2019
6:00 - 7:30pm
Delancey Street Foundation
600 The Embarcadero
San Francisco, CA 94107

Lastly, the City is open to attending other community and stakeholder meetings.

Comments or questions about the proposal can also be directed to the Department of Homelessness and Supportive Housing at DHSH@sfgov.org

Thank you again,

Elaine Forbes

Executive Director

Port of San Francisco

From: slobodan simovich
Sent: Thursday, March 14, 2019 10:30 AM
To: Forbes, Elaine (PRT)
Subject: NO to homeless navigation center at Embarcadero

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Madam Executive Director,

As a resident of the South Beach I'd like to express outrage over an attempt to build a homeless navigation center in such a densely populated residential area. In this area with disproportionately high number of small children (for San Francisco standards) we are already battling the inevitable side-effects of homelessness as is: discarded syringes, human excrement on the sidewalks, encampments under the bridge, etc. Aren't there more appropriate parts of the city (e.g., semi-industrial areas down south or to the west) to house this center? Having it at the proposed location is a horrible, counter-productive idea that endangers the well being of the neighborhood and jeopardizes livelihood of numerous small

business owners who depend on the tourist foot traffic along Embarcadero (i.e., less tax revenue to the district and the city)

Sincerely,
Bobe Simovich

Sent from my iPad

Quesada, Amy (PRT)

Subject: FW: NO to homeless navigation center at Embarcadero

From: slobodan simovich <
Sent: Thursday, March 14, 2019 10:30 AM
To: Forbes, Elaine (PRT)
Subject: NO to homeless navigation center at Embarcadero

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Madam Executive Director,
As a resident of the South Beach I'd like to express outrage over an attempt to build a homeless navigation center in such a densely populated residential area. In this area with disproportionately high number of small children (for San Francisco standards) we are already battling the inevitable side-effects of homelessness as is: discarded syringes, human excrement on the sidewalks, encampments under the bridge, etc. Aren't there more appropriate parts of the city (e.g., semi-industrial areas down south or to the west) to house this center? Having it at the proposed location is a horrible, counter-productive idea that endangers the well being of the neighborhood and jeopardizes livelihood of numerous small business owners who depend on the tourist foot traffic along Embarcadero (i.e., less tax revenue to the district and the city)
Sincerely,
Bobe Simovich

Sent from my iPad

Quesada, Amy (PRT)

To: Quesada, Amy (PRT)
Subject: FW: I SUPPORT the Navigation Center at Seawall lot 330

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111

From: Sonja Trauss
Sent: Wednesday, April 17, 2019 10:35 AM
To: Quesada, Amy (PRT) <amy.quesada@sfpport.com>
Subject: I SUPPORT the Navigation Center at Seawall lot 330

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Amy,

I will not be able to attend the hearing on April 23rd, but if I could attend I would be speaking IN FAVOR of the proposal to locate a Nav Center at Seawall lot 330. I have a 16 month old, we live in West SOMA, and I am very interested in seeing the many people in need of shelter in SF have some shelter, which this project would provide.

Thank you
Sonja Trauss

Quesada, Amy (PRT)

To: Quesada, Amy (PRT)
Subject: FW: Proposed Embarcadero Navigation Center

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111

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

From: Stacey Reynolds-Peterson Sent: Wednesday, April 17, 2019 12:46 PM
To: Quesada, Amy (PRT) <amy.quesada@sfport.com>
Subject: Proposed Embarcadero Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I'm writing to you and to our Mayor Breed regarding the proposed navigation center on the Embarcadero.

I have lived at Bayside Village since 1990, raised my 3 children here as a single mother, and now retired living on a fixed income. I have worked hard my entire life to provide for my family and keep a safe roof over our heads pay my taxes and vote! Our district already has 2 navigation centers that I know of the dog patch, and Bryant Street. All you have to do is drive by the 6th & Bryant location to see these navigation centers don't work! People standing in front of the navigation center doing drugs and leaving needles, feces, and trash an eye sore for sure! For whatever reason, drugs, mentally ill these people want to live on the streets. I certainly understand we have a huge homeless problem in San Francisco, I see it everyday walking around my neighborhood or driving in my car. I don't have the answers, but I do know this will bring many more homeless to my neighborhood!! We need affordable housing much more than a navigation center for hard working people like me to continue living in San Francisco. Opening a navigation center will not get people off the streets, the truly homeless seek help and receive help! The people you are targeting don't want help!!

There has to be a better alternative!!

Keep the beautiful Embarcadero SAFE!!

Thank you,

Stacey Reynolds-Peterson

LaCroix, Leah (PRT)

From: Ted Kurtz
Sent: Friday, April 05, 2019 5:31 PM
To: Forbes, Elaine (PRT)
Subject: Proposed Embarcadero Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Port Commissioner Forbes,

I am writing to ask that you vote to disapprove the proposal to lease Seawall Lot 330 for a 225-bed Navigation Center on April 23.

This proposal is not in line with the Port of San Francisco's Strategic Plan (2016-2021). In addition, the proposal was rapidly put forth without good faith engagement of the local community and bona fide consideration of input from the neighbors living in the immediate vicinity of the proposed construction site. The informational meetings held by the City have not allowed direct open mic discussion/questions from the audience.

The proposal does not improve the Port of San Francisco or fit with the strategic plan. It does not preserve the working waterfront, history of the Embarcadero, or the economic development of the Port.

Placement of a Quonset-hut like structure that will include housing of homeless drug addicts who are free to come and go in a neighborhood of high density residential housing is not an appropriate use of the space and will only downgrade the commercial value, scenic beauty, and vibrancy of the Embarcadero.

The City is recommending a step up in police patrols of the area because of concerns that the Center will bring more crime to the neighborhood. If crime is not an issue, why does the City feel the need to step up police patrols in the area around the Center? The area immediately surrounding the site has very few homeless and there are far more homeless drug users hanging out around the Ferry Building and the park across the street from the Ferry Building.

The City has not carried out an impartial assessment of additional sites around San Francisco that could serve as alternative locations for this Navigation Center. Drop-ins are not allowed at the Center and homeless from anywhere in the City may be registered and transported to the Center by City staff. This means the Navigation Center need not be placed in this scenic Port location and surely there are alternative, non-residential areas of the City where the Navigation Center could be located.

I urge you to listen to the concerns of the vast majority of the community living in the Waterfront area and disapprove the proposal to lease Seawall Lot 330 for a Navigation Center.

Respectfully yours,

Theodore Kurtz

LaCroix, Leah (PRT)

From: Tina Hua
Sent: Monday, April 08, 2019 4:03 PM
To: Forbes, Elaine (PRT)
Cc: Quesada, Amy (PRT)
Subject: Opposition to Proposed Navigation Center on Seawall Lot 330
Attachments: Forbes Letter Port Commission.pdf

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Executive Director Forbes,

Please find attached my letter in opposition of the proposed navigation center on Seawall Lot 330. Thank you in advance for considering my letter.

Respectfully,

Tina Hua

April 8, 2019

Elaine Forbes, Executive Director, Port of SF
Port of San Francisco
Pier 1, The Embarcadero
San Francisco, CA 94111

Subject: Opposition to Proposed Navigation Center on Seawall Lot 330

Dear Ms. Forbes,

I'd like to thank you for your work on the Port Commission and your service to the community. My name is Tina Hua. I previously served as a federal prosecutor for 11 years, working at the US Attorney's Office in the Civic Center in the San Francisco Tenderloin neighborhood. While I worked there, I faced firsthand what working in a community close to homelessness is like. Due to concerns for my safety, I learned to avoid certain streets and certain times, e.g. when the homeless people would line up in front of the entire block at the post office to pick up their government subsidy checks. I've witnessed aggressive behavior directed at me simply because I walked on the same side of the street, sometimes with a homeless man or woman screaming obscenities, getting into fights, and repeatedly request money. I've witnessed used drug needles, condoms, and defecation on the streets. I also know a federal agent colleague who stepped on a used needle, and had to rush to the emergency room to be treated in case the needle was contaminated with AIDS or other diseases. I made it a point never to walk alone after dark and if I had to work late, I would make sure to drive and move my car into the federal building after hours, which we were allowed to do for our safety.

As a long time public servant, I have been dismayed to see that a necessary conversation about the proposed navigation center at SWL 330 turn into a media circus of the "greedy" vs homeless -- as opposed to a real conversation about the impact to all members of the community, including but not limited to current tenants, owners, businesses, Delancy Street residents, tourists, Giants fans, commuters (to the various highways in the area as well as Caltrain), and the homeless. I am an owner of Portside #702 at 38th Bryant Street. After reviewing the study presented by the Mayor "Navigation Centers: What do Neighbors Have to Fear and learning as much as I can about both sides of the debate, I believe that the proposal is too rushed, and has not adequately considered the impact of the proposed navigation center on SWL 330 directly across the street from ours and several other residential communities. Even the report used by proponents of building the navigation center at SWL 330 raises many concerns and suggested areas for additional study that have not been addressed by proponents of the center. The failure to address obvious safety, crime, visible homelessness, drug

use, and lowered property value concerns, on top of passing legislation to fast-track the building of this center, indicate that the plan to build the center has been too rushed and the serious ramifications of such a center to the neighborhood have not been well thought out.

The proposed center is much larger than prior navigation centers and the proposal is to place it in one of the densest residential areas in San Francisco. The proponents do not adequately address how the large size of the proposed center – more than double some of the prior navigation center sizes – and the characteristic of the existing neighborhood would impact the safety, visibility of the center, and surrounding property value, which is a legitimate concern in light of the fact that many Bay Area home owners see the majority of their net worth in their home value. The report discusses how neighbors of other navigation centers “don’t really feel it” but also discuss how one of the other navigation centers is not in a residential area. In contrast, the intended Navigation Center is not only a lot larger than the prior navigation centers that have been built but are also directly adjacent to four different large complexes with several additional residential buildings very close by. Similarly, the report even states that the property value of neighborhoods within 1-2 blocks of navigation centers may be affected and “it will take further study to determine whether such properties experience decreases in value.” Without additional study into the impact of the proposed center in the existing densely residential neighborhood, and how it is waterfront on a major pathway connecting the city to a pier used for special events, the ballpark, the Caltrain hub, the freeway, the new Warrior’s stadium, and the financial district, the impact to city planning and transportation plans could be detrimental.

Furthermore, the proponents have not studied the impact of the center to Delancy Street or other centers and homeless shelters in the district. Mimi Silbert, President of Delancey Street, has expressed concern about housing active drug users at a navigation center next door to recovering drug addicts. Without studying and addressing the impact of the center to Delancy Street and other homeless shelters is too rash and unnecessarily rushed in light of the potential devastating impact to the neighborhood and overall city planning.

While Portside shares the commitment of the City and Port to reduce homelessness, the location of the proposed navigation center at SWL 330 poses many unmitigable problems and unacceptable outcomes for our neighborhood, including increased risks to public safety, property crime, and public nuisance; degradation of neighborhood quality of life and livability; and perhaps most importantly, non-compliance of land use with the SF Port’s own Waterfront Plan and City plans.

I do not want to see the area around my home see the same problems that I saw

firsthand when working in the Tenderloin. We purchased the apartment because we love the location and would love to retire here. We love the walkability to my husband's work, public transit, the Ferry Building, the Giant's ballpark, and soon to be Warrior's new home. I currently walk with my children after hours in the area without any concerns for our safety. For these reasons and the specific reasons stated below, I oppose the navigation center at SWL 330.

RESIDENT AND NEIGHBORHOOD ISSUES

Magnet for Homeless Outside Center

It is inevitable that the proposed navigation center will attract large congregations of street people outside. It has been documented in published reports that areas that border on homeless shelters have more problems with crime, violence, drug use, loitering, and other criminal activities. These conditions will have a negative impact upon pedestrians and attendees of Giants games walking along the Embarcadero, and our neighborhood in general.

Fails to Integrate with Community

No land use could be more distinctly out of character for the South Beach community of high-end residential and office use than the proposed navigation center's temporary structures and tents. Any development which requires 24/7 police protection around its perimeter has no place in a thriving residential neighborhood. It is clearly an improper, unsuitable, and incompatible use within our residential neighborhood.

Risks to Public Safety

Our building is home to many residents with young families and elderly couples and singles, whose physical safety would be threatened by the inevitable gathering of homeless outside the center, some of who are mentally ill, intoxicated with alcohol, high on chemical substances, or with criminal or violent histories. To place children and the elderly directly in the path of a large homeless population is dangerous, irresponsible, and wrong.

Increase in Property Crime

The surrounding streets of Bryant, Main, Harrison and the Embarcadero have some of the highest rates of vehicle break-ins in the City, with many of these crimes proven to be committed by the homeless. Locating the proposed navigation center so close to our residences, businesses, and property will make an untenable situation worse and degrade our quality of life.

Degradation of Quality of Life

Our building's residents—and our neighborhood in general—already endure continuous periods of gridlocked traffic throughout the day which negatively impacts our area. We see no value—nor justice—in compounding the existing

problems of our neighborhood with the proposed navigation center and the crime, violence, drug use, loitering, and criminal activities it will bring.

Disproportionate Use of District 6 for Homeless

District 6 already has an 84-bed navigation center at 5th and Bryant Streets, in close proximity to the proposed site on SWL 330. Locating another navigation center so close to 5th and Bryant places a disproportionate and undue burden of homelessness upon our residential neighborhood. Other districts must do their fair share to ease the homelessness problem by accommodating navigation centers.

Navigation Centers Belong in Non-Residential Areas

It makes no sense to destroy a safe, upscale, desirable neighborhood for the sake of a political agenda. Intelligent city planning is about context. Navigation centers, due to their temporary nature, should be located in industrial/commercial areas, where they **will not** pose a threat to the safety of established residential communities and families. Why place it at SWL 330, in the middle of a thriving residential community?

Fallacy of Locating Centers Where Homeless Are

Also, it **is not** about placing navigation centers where the homeless are—navigation center admittance is by referral only. Locating a navigation center in a residential neighborhood by definition brings homeless to that area—**ours**—who were not there before. If the Port's goal is to reduce homelessness on Port property, the proposed navigation center will do the exact opposite.

PLANNING AND LAND USE ISSUES

Inappropriate Land Use per Community Input

Engaged citizens of the area contributed their valuable time to participate in many input sessions and workshops with both Port and City officials regarding potential land use for SWL 330. Never has our community supported a navigation center as an appropriate land use for the site. It is out of place, out of character, and inappropriate for our residential neighborhood. If community input is to be disregarded, why have we attended, participated in, and commented upon all these sessions?

Impedes Public Access to Waterfront

SB815, approved by the State Legislature in 2007, allows development of non-trust residential, office, and commercial uses that complement the land use character of the South Beach neighborhood, generate revenue for historic rehabilitation, and public access. The proposed navigation center at SWL 330, in addition to being a land use that is distinctly out of character with the South Beach neighborhood, will do the opposite of promoting public access to the

Waterfront—by forcing pedestrians and Giants attendees to cross the street or stay away from the area altogether to avoid being accosted by the inevitable homeless activity surrounding the shelter.

Fails to Comply with SF Port Waterfront Plan—or Any Plans

The use of SWL 330 for a proposed navigation center fails to comply with the SF Port Waterfront Plan or any other adopted plans, including the Rincon Hill, Better Streets, and Eastern Neighborhoods Plans. If the use is non-compliant with any approved Plans that citizens took time out their working day to contribute to and comment upon, why have any Plans at all? Why should the mayor be allowed to to subvert the will of the residents most adversely affected by the location of the proposed navigation center?

Disregards All Waterfront Plan Update Recommendations

Land use of SWL 330 as a proposed navigation center is in direct opposition to all Working Group Recommendations stated in the most recent SF Port Waterfront Plan Update of June 22, 2018 for improving use and development of SWL 330:

- *“Complement the character of surrounding neighborhoods;”*

The proposed navigation center is distinctly out of character for the South Beach community of high-end residential and office use.

- *“Provide a pleasing transition from the City-side to the Bay, and ground floor activation to enhance the pedestrian environment;”*

To the contrary, the proposed portable structures and tents will be a visual and architectural blight upon the most scenic and symbolic thoroughfare of the city as an improper, unsuitable, and incompatible use. Pedestrians and Giants attendees will be forced to cross the street to avoid being harassed by the homeless outside the shelter.

- *and “Generate revenues for Port capital improvements.”*

The loss of the \$700,000 currently generated at SWL 330 will be greatly detrimental to the Port’s efforts to fund much-needed capital improvements.

“FAST TRACK” LEGISLATION ISSUES

Removal of Planning, Permitting, and Other Regulatory Review

Any attempt to “fast track” approval of the navigation center through proposed legislation eliminating planning, permitting and other regulatory review is a blatant attempt to subvert the will of the people. The legislation puts the Mayor’s goal of building 1000 new shelter beds ahead of all other legitimate considerations. It will ignore critical planning and environmental safeguards built into the process to protect citizens, stifle essential community input and discussion, and essentially defy the will of citizens in the residential neighborhood most adversely affected by the proposed navigation center.

Dangerous Precedent for Individual Districts

The legislation will not only affect SWL 330, but sets a dangerous precedent for navigation centers to be located in densely populated residential family neighborhoods, ignoring the adverse impacts upon each district and its constituents, and ceding critical legislative power to the executive branch at the expense of individual district voters.

Lack of Responsibility and Accountability

This proposed legislation will only serve to diminish our neighborhood's faith in government responsibility and accountability to the citizens it purports to represent and serve. To "fast track" a project this problematic and controversial is irresponsible, short-sighted, and wrong.

CONCLUSION

I remain hopeful that you, as fellow citizens and members of the Port Commission, will fulfill your responsibilities to put the interests of the neighborhood who will be most adversely affected by the navigation center—and the citizens they represent—above politics. For the many important reasons stated above, I respectfully request that you oppose the location of the proposed navigation center on SWL 330 and any "fast-track" legislation designed to railroad its approval. This is not what our residential neighborhood needs, wants, or represents.

Respectfully,

Tina Hua

LaCroix, Leah (PRT)

From: Todd Dye
Sent: Friday, April 05, 2019 3:05 PM
To: Forbes, Elaine (PRT); Brandon, Kimberly (PRT); Adams, Willie (PRT); victor@makrasrealestate.com
Cc: Quesada, Amy (PRT)
Subject: Seawall Lot 330 Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Port Commissioners,

I am writing to ask that you vote to disapprove of Mayor Breed's proposal to lease Seawall Lot 330 for a 225-bed Navigation Center on April 23. This proposal directly goes against the Port of San Francisco's Strategic Plan (2016-2021) which focuses on the Port's renewal, engagement, livability, resiliency, sustainability, economic vitality and stability objectives. Moreover, the manner in which this proposal was made lacks objective alternative site analysis, transparency and fairness. The Mayor and others supporting the proposal are attempting to fast-track it through while ignoring the legitimate concerns of the vast majority of nearby residents about safety and quality-of-life issues who will be directly impacted every day if this proposal is approved by the Port Commission.

I ask that you consider the following when voting on this proposal:

- Will this improve the Port of San Francisco?
- Does this fit with the Port's published strategic plan?
- Does this help the Port "remain true to its heritage – preserving its working waterfront and its history"?
- Is the Embarcadero the right place for an unprecedentedly large 225-bed center adjacent to high-density residential housing?
- Should the City conduct a structured, impartial assessment of additional sites before asking the Port Commission to approve this site for such use?

By any reasonable assessment, the answer is no to all of the above.

Sincerely,

Todd Dye

LaCroix, Leah (PRT)

From: Tom Leugers
Sent: Saturday, March 16, 2019 4:05 PM
To: Forbes, Elaine (PRT)
Subject: Re: Proposed Embarcadero Navigation Center

Elaine,

Thank you for your reply. Just a thought. Couldn't prime Embarcadero bayfront property be put to better use? Wouldn't it be in the city's best interest to rent or sell prime tourist friendly bayfront property that could pay for multiple more navigation centers and addiction/mental health services across the city? There are just so many better solutions.

On Fri, Mar 15, 2019 at 5:28 PM Forbes, Elaine (PRT) <elaine.forbes@sfport.com> wrote:

Dear Tom,

Thank you for reaching out with your thoughts about the proposed SAFE Navigation Center at Seawall Lot 330. We appreciate hearing from the public and look forward to continuing to hear feedback and gather input. As you know, San Francisco is facing a crisis of unsheltered homelessness in our community. The waterfront neighborhoods are no exception. The Port continuously struggles to respond to homelessness on their property and throughout the surrounding neighborhoods. Next week the City will be joining the Fisherman's Wharf Waterfront Advisory Group meeting on March 19, and a special Joint meeting of the Central Waterfront and Northeast Waterfront Advisory Groups on March 20, to present the proposal, and gather additional feedback and input. Details of the meeting are listed below:

FWWAG Meeting Information

Tuesday, March 19
9am-10:30am
Scoma's Restaurant
1965 Al Scoma Way

Joint CWAG and NEWAG Meeting Information

Wednesday, March 20
5:30-7:30pm
Pier 1, The Embarcadero

The City will also join the South Beach/Rincon Hill/Mission Bay Neighborhood Association Meeting on April 8th.

The City will also host a follow-up community meeting on April 3 to provide an update and gather additional feedback and community input on the proposed SAFE Embarcadero Navigation Center at Sea Wall Lot 330.

Community Meeting Information

Wednesday April 3, 2019
6:00 - 7:30pm
Delancey Street Foundation

600 The Embarcadero
San Francisco, CA 94107

Lastly, the City is open to attending other community and stakeholder meetings.

Comments or questions about the proposal can also be directed to the Department of Homelessness and Supportive Housing at DHS@sf.gov

Thank you again,

Elaine Forbes

Executive Director

Port of San Francisco

From: Tom Leugers
Sent: Wednesday, March 13, 2019 2:36:37 PM
To: Forbes, Elaine (PRT)
Subject: Proposed Embarcadero Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Elaine,

I'm a resident with my wife and 4 year old child at _____ which is very close to the proposed navigation center. We walk the streets all around this area every day. If the center was to be opened and successful it would be pulling 200 more homeless people into this area every day. There are not 200 homeless near the proposed site at this time. Why would you build a center in a tourist and residential area to bring more homeless to this neighborhood? A navigation center near the tent encampments makes a lot of sense. That is not this area. Please turn down the proposal and suggest a better solution.

Tom Leugers

Quesada, Amy (PRT)

Subject: FW: Citizen feedback for proposed Embarcadero Navigation Center

Thanks,

Amy Quesada

Port of San Francisco

Pier 1 SF 94111

415-274-0405

amy.quesada@sfport.com

From: Tom Leugers <

Sent: Friday, March 22, 2019 11:06 AM

To:

Cc:

Subject: Citizen feedback for proposed Embarcadero Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mr. Paez,

I would like to submit these comments to CWAG since I didn't get the opportunity to speak directly Wednesday night.

My wife, 4 year old child and I live at Folsom and Beale. We walk these streets every day multiple times a day. If the navigation center is built with the number they're proposing there is no doubt we will be moving immediately.

Please consider the following:

1. There aren't 200+ homeless near the site. There might be 30 max within 4 blocks and rarely a tent set up which is moved quickly. The center is for sleeping and they will be hanging out in the neighborhood all day. Why ship in 200 homeless to a tourist-friendly residential neighborhood?
2. If trying to solve for the homeless near the ferry building, they are in District 3 and a center should be built in that district before a 3rd one is put in District 6.
3. District 6 has built and is building more than 1000 affordable housing units near the site. Multiples more than any other district.
4. It will introduce significant potential drug use into an area Delancey Street rehabilitation center has vulnerable addicts working on recovery. Head of HSH estimated that 30% of homeless struggle with addiction. That's 60+ new drug addicts in the neighborhood.
5. 200+ homeless will be in direct contact with Giants fans on 81+ days each year as they walk the Embarcadero to and from the ballpark. Same with future Warriors games.
6. This is a navigation center and resources for mental health and addiction aren't provided on-site. They're referred to Howard/Mission and 10th St. What are the chances they'll get there?

7. Why on prime waterfront real estate in one of the most expensive cities in the world? Why not rent it out and pay for 5 more navigation centers where the homeless actually are? The homeless are definitely in District 6, just not this part of District 6.

In summary, wrong site and way too large. I'm sure the community would fully support a center that would serve the homeless that exist in the immediate area instead of shipping more homeless into the area. The mayor's campaign promise of 1000 beds is the reason for this and she happens to be up for re-election in the fall. Each of you know that is why it's getting shoved down our throats and you have the ability to adjust it to something that makes sense.

Sincerely,

Tom Leugers
20 year resident

Quesada, Amy (PRT)

Subject: FW: No "Navigation Center" on Embarcadero

From: Vickie Sherman <
Sent: Monday, March 11, 2019 5:06 PM
To: Quesada, Amy (PRT) <amy.quesada@sfport.com>
Subject: No "Navigation Center" on Embarcadero

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. Quesada,

I vehemently oppose the establishment of a "Navigation Center" (aka homeless shelter) on the Embarcadero near the Bay Bridge entrance.

I have many reasons for opposing it, as do my neighbors.

- It sits adjacent to million-dollar homes and will depreciate their values
- The city will not be able to police or clean up the area, as evidenced by the current performance and situation.
- The filth, loitering, feces, urine, garbage, needles, noise, upset garbage cans, and public indecency will continue unabated - and in fact be 20 times worse.
- The city police force has instructions not to bother homeless people unless they are about to commit a serious felony-type crime.
- The city is not cleaning up and maintaining what is in the area now - before a shelter is set up - what evidence and funding is offered that the city can perform its jobs like it should? How much more money, police officers, street cleaners, and DPW repair people will be committed exclusively to this proposed shelter? The city has no credibility.
- I believe the 4-year time limit is BS - sorry. Will this be put into writing and be unchangeable?
- Where will 230 homeless people go during the day? They will go on the street - loitering and making messes.
- This will seriously affect the quality of life for residents who have been living here for years. We didn't sign up for this!
- I will not feel safe going outside if there is a homeless shelter two blocks from my home.
Why is the Port leasing the property to the City?
Vickie Sherman

--

Vickie McGraw Sherman

LaCroix, Leah (PRT)

From: Victor Masaya
Sent: Monday, April 01, 2019 4:14 PM
To: Paez, Mark (PRT)
Cc: Forbes, Elaine (PRT); Quezada, Randolph (PRT); Mcdonald, Courtney (BOS); Quesada, Amy (PRT); Haneystaff (BOS); Breed, Mayor London (MYR); Elsbernd, Sean (MYR); Bruss, Andrea (MYR); DSHS (HOM); Kilstrom, Kari (PRT); Susie Masaya
Subject: Re: Homeless Shelter

Hi Mark, I do appreciate you getting back to me again. I realize there's not much anyone can do so we are now completely resigned to being the punching bag district of SF.

Given the silence from others that we've emailed I assume that no navigation centers are currently slated to be built in Presidio Heights, Pac Heights, Sea Cliff or the Marina? Otherwise presumably someone would have said so or the press would have caught wind. But so be it.

What I find concerning and somewhat comical is how naive some of the residents are in SF that truly believe that supporters of the navigation center are genuine. It doesn't take much of an IQ to realize that the more focus there is on a navigation center being built in District 6 the less chance there is of there one being built in Presidio Heights, Pac Heights, Sea Cliff or the Marina. Executives that donate to these causes are extremely sharp (and to be fair generous people and at the highest level of philanthropy) but they are also keenly aware of what they are doing. They know that real leadership would entail building it in their own backyard because if those affluent neighborhoods lead the way, everyone else will have no choice but to follow. Leaders lead unless they don't want to.,,

Best,
Victor

On Mon, Apr 1, 2019 at 1:42 PM Paez, Mark (PRT) <mark.paez@sfport.com> wrote:

Hi Victor,

I want to let you know that I received your message forwarding Susie Masaya's message and will forward these messages to the Central Waterfront Advisory Group, Port Commission and the Department of Homelessness and Supportive Housing.

Thank You!

From: Victor Masaya
Sent: Sunday, March 31, 2019 5:56 PM

To: Forbes, Elaine (PRT); Quezada, Randolph (PRT); Mcdonald, Courtney (BOS); Quesada, Amy (PRT); Haneystaff (BOS); Breed, Mayor London (MYR); Elsbernd, Sean (MYR); Bruss, Andrea (MYR); DSHS (HOM); Paez, Mark (PRT)
Cc: Susie Masaya
Subject: Re: Homeless Shelter

Apologies for taking up more time, but just wanted to share an email below from my wife who is very excited to learn that a facility in Presidio Heights is in the works. I stand corrected and misinformed. Please confirm.

Hello, I am Victor's wife who has mentioned in the past that I've been assaulted multiple times by the homeless. I had a couple of other requests if possible. It'd be quite helpful to see statistics on the efficacy of navigation centers so that people can stop complaining that the beds don't work. I assume that since this is such a well thought out plan that a lot of studies have been done to support your hypothesis. Also people keep fretting that other homeless will be increasingly attracted to SF if more facilities are built. Thus data showing that providing more beds reduces the influx of other homeless would also be great.

Lastly my husband saw the tweet below which I assume means that Benioff is helping build a navigation center in Presidio Heights immediately! That is fantastic news! I'm with Benioff and him and SF building a facility in Presidio Heights for sure. I think this endorsement needs much more press. Please spread the word!

<https://twitter.com/benioff/status/1112037704936546304?s=12>

Thank you!

Susie

On Mar 31, 2019, at 10:49 AM, Victor Masaya [wrote:](#)

Fellow residents, I just came across the disturbing below post on Nextdoor and urge each and everyone of you to please openly respond via a press release to stop the lies and highlight that the below is a misuse of data and is directionally wrong! From everything I've heard from the government including agencies, **ALL areas within SF are participating** and have signed off including **Sea Cliff and Presidio Heights**. Please let everyone know that plans for navigation centers in **Sea Cliff and Presidio Heights have already been approved**.

It is very defeating to see articles like these that I assume are **factually incorrect**?

Please provide **announcements that Sea Cliff, Presidio Heights and the Marina are all on board and that navigation centers will be built immediately** in those respective less diverse areas. As articulated numerous times now to a number of folks on this email, when folks spread lies that the likes of Sea Cliff and Presidio Heights are not having navigation centers built, that only builds skepticism and distrust. It also leads to assumptions that we are living within a city that has an administration that is authoritarian, builds physical barriers that are inconsistent with the will of the people, only governs to achieve political agendas, and spreads fake news. That can't be true, correct? Only the Trump administration would do such a thing and I know that SF is better than that...or maybe not...

District 6 has 65% of the shelter beds in San Francisco and 73% of Permanent Supportive Housing

Jack Dorsey lives in Sea Cliff with sweeping views of the Golden Gate Bridge, Marin Headlands, and the Pacific Ocean. Sea Cliff, located in District 1, has 2.9% of homeless services in their district and 0.3% of Permanent Supportive Housing. The City has announced no plans to place a Navigation Center in the Sea Cliff Neighborhood and Jack Dorsey has not publicly called for a Navigation Center in his Neighborhood. Jack Dorsey has donated \$25,000 to the Coalition for Homelessness in support of the Mega Navigation Center to be built on the Embarcadero, a 25-minute drive across town from his home. It's fair to say Jack Dorsey is a NIMBY. It's wonderful he is donating to a charity (you should too!), but he isn't inviting a Navigation Center into his neighborhood. Marc Benioff lives in one of the toniest neighborhoods in San Francisco, Presidio Heights with beautiful views of the Presidio Park. Presidio Heights of District 2 has 0% (zero percent) of homeless services, no shelter beds in their district and 1.9% of Permanent Supportive Housing. The City has announced no plans to place a Navigation Center in the Presidio Heights Neighborhood and Marc Benioff has not publicly called for a Navigation Center in his Neighborhood. Marc Benioff has donated \$10,000 to the Coalition for Homelessness in support of the Mega Navigation Center to be built on the Embarcadero, a 20-minute drive across town from his home. It's fair to say Marc Benioff, while a hero to the City in many ways is still (technically) a NIMBY (even though we love him). It's wonderful he is donating to a charity (everyone should!), but he isn't inviting a Navigation Center into his neighborhood. William Fitzgerald who started the rival "troll" GoFundMe page lives in the Richmond District, District 1, near Golden Gate Park according to his interview on KRON4 on March 30th. The Richmond District has 2.9% of homeless services in their district and 0.3% of Permanent Supportive Housing. The City has announced no plans to place a Navigation Center in the Richmond Neighborhood of San Francisco. William Fitzgerald *has* publicly called for a Navigation Center in his Neighborhood and has helped to raise \$138,000 (and counting) for the Coalition for Homelessness in support of the Mega Navigation Center to be built on the Embarcadero, a 20-minute drive across town from his home. Perhaps, all of the money from his fundraiser could go to scouting locations in District 1 near his home? Win! Perhaps, London Breed could work with William to place the next Navigation Center in his neighborhood? He's ready to go to the fences for you London and has the support of several Tech Billionaires to boot! While all of these wonderful gentlemen are supporting an open drug policy Mega Shelter, 20 minutes away from their clean tree-lined streets – the folks over in District 6 are the true supporters

of homelessness. And, it is not fair to say any of these folks in D6 are NIMBYs. District 6 carries by far over and above the average of all of the homeless services in the City of San Francisco. Over 65%, yes, 65% of the shelter beds and 73%, yes you read that right, 73% of all of San Francisco's Permanent Supportive Housing are in District 6. District 6 also, already has a Navigation Center – check out the needle encrusted streets surrounding it – Sam Brock of NBC shot some video of the area surrounding this SAFE Navigation Center on March 29th – which made the 6 o'clock news. So, again – no one here is a NIMBY. Perhaps, NIMFY (Not in My Front Yard) or NAIMBY (Not All in My Back Yard). So, before you demonize working-class families living in apartments (not the houses of the donors in District 1 and District 2 receiving the accolades) – perhaps, you should dig into the story the news media isn't reporting because it doesn't get the clicks, the shares or the tune-ins. We all want the same thing for our children and ourselves. And, we all want the same thing for the homeless as well. We want them to be safe, and sheltered and to get the services they need with Permanent Supportive Housing. We all also, in tandem, want safety for our children and a sense of security when we walk down the street. The residents of District 6 want a sense of security while walking on the promenade that most of us consider our public park – the Embarcadero. We walk it on the way to work and on the weekends for leisure with our family and friends, push our kids in strollers, walk alongside our kids learning to ride their bikes, and smile at the tourists walking by while they enjoy this crown jewel of the City. This area has been years in the making in terms of the revitalization efforts for the Embarcadero, thank you San Francisco, it looks beautiful! We love it! We love the arrow sculpture in the grass, the lights of the Bay Bridge, walking to the Ball Park for Giants Games, the Ferry Building on Saturday for our Farmer's Market, Pier 23, and Fisherman's Wharf. Perhaps, by mistake, but perhaps not, Mayor Breed didn't do any outreach to the community and residents – instead, neighbors read about this in the newspaper with all indications it was a done deal. The area where the City has proposed the Mega Navigation Center is currently a low-crime area and residents feel safe. If you walk over to 5th & Bryant, you'll get a taste of what is to come of this area if this SAFE (translation: drug use friendly) Mega Navigation Center is built in the "front yard" of 10,000 residents living here. And, so we may end with numbers in a visual format: If you walk the stretch from the Giants Ball Park all the way to Crissy Field, you'll count 12 to 15 homeless people. I've done this walk twice since the announcement was made by London Breed. This leads to further confusion for us D6 folks, there aren't the numbers here to support 225 homeless beds in this neighborhood. Perhaps, London should take a page out of the Mayor of LA's playbook? Navigation Centers will be spread out in every district in LA. No questions asked. No arguments. For all the NIMBY narrative spreaders, we have one already – have you seen it? And, we have St. Vincent de Paul, the Sanctuary, MCS, Glide, Delancey Street – the list goes on and on. We also have almost all of the Permanent Supportive Housing – 73% of it. Where do you live? I'll send you your stats. Are the large donations a call from Marc Benioff, Jack Dorsey, Nat Friedman, and the other tech billionaires to put the Navigation Centers in their front yards? There is a large parking lot adjacent the waterfront on Marina Green. "It's just a parking lot," to quote some of the comments surrounding this issue. Perhaps, we'll make YIMBYs of them after all. -A resident of D6 who loves the Embarcadero and would like the non-factual NIMBY narrative to cease. It's not true.

Victor Masaya _____

to mark.paez, Smush



Wed, Mar

Hi Mark, my name is Victor Masaya and I'm a resident on _____ near the potential site of the navigation center. As you can imagine the neighborhood is very upset with what's likely going to transpire but if you don't mind I would like to ask you a few questions as a neighbor suggested folks reach out to you. As an FYI I'm now resigned to the fact that this will be built so just had some follow-up questions.

- Given this center is part of a larger plan of the Mayor's, can you confirm that the Marina, Pac Heights, Presidio Heights or Seacliff have signed off on a center to be built in their neighborhood? Our understanding from the Mayor is that other neighborhoods have all signed off and that all of SF is going to participate. From a messaging standpoint I think if you and Mayor Breed communicated the timing of the construction of a center in one of those specific locations and that they have already signed off, that would be fantastic! Currently residents in District 6 assume that **the wealthy and less diverse are excluded** so confirmation that those affluent neighborhoods are indeed participating as part of the larger plan would undoubtedly assuage folks' concerns. I personally would be super excited if a center was built there first and then **NO NEIGHBORHOOD in SF could use NIMBY** as an excuse.

- Why doesn't SF **build vertically from existing centers**? Wouldn't it make sense from a cost and synergies standpoint to just build additional floors to existing facilities and then invest in medical resources to treat the mentally ill. With scale within a single location comes meaningful synergies one would think?

- Obviously **physical assault and murder is a concern, especially with kids in close proximity**. How many more SFPD personnel will be manning the neighborhood. I hate to sound paranoid but my wife and I are expecting in late April and May. My wife Susie (copied on this email) has already been **assaulted multiple times by the homeless** as have her co-workers so we're hoping that if the center is going to be built, can we also **add a wall** to enclose all of the homeless with a lot of police personnel so that no homeless are lingering outside and no homeless can escape the navigation center.

I've emailed so many officials and no one wants to give straight answers so I would GREATLY APPRECIATE it if you could just say you're unable to answer any of the above questions rather than pasting in a template response that doesn't answer the question. In addition if my questions are moronic, please do say so. I'd much rather have someone be direct with me and call me an idiot rather than send a canned response that is infuriating. I have thick skin so if you think any of what I wrote is unfounded, fake news, or outright stupid, I'm good with that if you let me know. I would sincerely respect that type of direct feedback. If better, happy to jump on a call.

Thanks much for your time.

Best,

Victor

From: Susie Masaya [_____](#)

Sent: Thursday, March 21, 2019 8:41:26 PM

To: Victor Masaya

Cc: Mcdonald, Courtney (BOS); Quesada, Amy (PRT); Quezada, Randolph (PRT); Haneystaff (BOS); Breed, Mayor London (MYR); Elsbernd, Sean (MYR); Bruss, Andrea (MYR); Forbes, Elaine (PRT); DSHS (HOM)

Subject: Re: Homeless Shelter

Dear fellow SF residents,

I am deeply upset about the news of the shelter going up. I have been assaulted by a homeless person on multiple occasions and my co-workers have as well, and while reported to the Police, they have done NOTHING.

If you ask the homeless person why they are not in a shelter they state they don't want to follow the rules of the shelter so choose not to be in one. I don't believe our homeless problem is as much of a bed issue as it is a drug and mental issue. I feel like we need to address this first! Adding more beds is NOT going to fix the problem.

I went to the Townhall and i would say over 95% of the individuals who spoke were against the shelter.

I feel like our voices are not being heard and that that you will just do as you please and this greatly concerns me as a Taxpayer - Shame on you!

Also having more police in the neighborhood is NOT a solution. If you want to make a statement with the shelter then I believe this should first go up in the more affluent neighborhoods such as the SeaCliff, Presidio Heights, and Pacific Heights - if built there and other districts can see that it is running well I am sure other districts will fall in line. As you stated at the Townhall "no district is exempt" but I feel like that is a LIE.

and why is it OKAY for the Mayor to fast-track her agendas without listening to the citizens of this city. I thought this was a democracy and that you were for the People but I guess that was a LIE too.

I don't believe much thought was put into this and I also don't understand why we just don't better the shelters that are already in place; why can't we just give them an upgrade and build more beds within existing shelters and hire better staff to run and provide the support of what they really need instead of wasting our tax dollars, that we know will cost more to run this then that is being estimated.

Thank you,
Susie Masaya
Concerned Citizen

On Thu, Mar 21, 2019 at 8:29 PM Victor Masaya [wrote:_____](#)

Hi Courtney, thanks again for your previous reply. I've been out of town but someone informed me yesterday that Mayor Breed is now suggesting that there is a "shelter crisis" to pass legislation for the homeless shelter. I assume that this is fake news because no true democratic leader would act in authoritarian manner to create a physical barrier in a racially diverse area, would one? It'd be quite disappointing to have a President who only caters to his base and a mayor in our city that acts in a similar manner.

I hate to repeat this but why not open a large medical facility in Pac Heights, Presidio Heights, Seacliff or the Marina? That would accomplish a couple of things: 1) rather than having a useless facility that the homeless probably won't be interested in anyway, the homeless can get real medical help that

they need and 2) if the more affluent and less diverse areas in SF can get comfortable with a homeless medical facility, everyone else in SF will as well.

Ultimately if the mayor acts against the will of the people and uses emergency powers or executive orders to meet one of her promises, there's nothing we can do. Hopefully no lives are lost as a result.

Respectfully,

Victor Masaya

On Tue, Mar 12, 2019 at 5:12 PM Victor Masaya [wrote:](#)

Courtney, thanks for getting back to me. For some reason no one that I reach out to can address why this location of all locations is the optimal place to have a shelter. This is ridiculous to me but I just live here. It doesn't seem like a complicated question. If this is the ideal spot, that's great but what is the reason for it? Is being close to the water helpful for curing mental illnesses? Is being in a residential area with kids nearby and tourists walking through healthy for the homeless because they can have a footprint in an area where people may give them money? Homelessness is clearly the biggest issue for the city of SF but nobody can articulate why this is the best spot.

As someone who is not sophisticated at all, logic to me would dictate that this shelter should be in very close proximity to hospitals, medical professionals, or close to existing shelters such as the one on 5th and Mission to take advantage of synergies. That way folks can get real medical help and not be milling around near the water.

Hopefully one of these days someone can pronounce why this is the best next step for the city? This seems like a complete waste of money. If the optimal location is indeed a scenic area with foot traffic and the like, shouldn't this be in the Marina? Or why not Pac Heights or Presidio Heights where folks are more affluent.

Any reasoning as to why this is the best location and why the aforementioned more affluent and less diverse areas are not would be super helpful to us and the rest of the D6 community.

Lastly isn't the government aware of homeless people acting aggressively towards others? I would think that anecdotally we're all aware of someone who has been punched, kicked, shoved or hit by a homeless person. Not to sound cynical but maybe being close to residential and tourists is a sound political move because if there is another Kate Steinle episode and someone were to get murdered that could kickstart a campaign to obtain more resources from corporations including the Giants,

Warriors, and Salesforce, to try to truly address this issue. Could that be the reason? Again absent any data or other evidence demonstrating why this area is the best place to have this shelter, can't help but think the worst.

Best,

Victor

On Mar 12, 2019, at 4:21 PM, Mcdonald, Courtney (BOS) <courtney.mcdonald@sfgov.org> wrote:

Hi Victor and Susie,

Thanks for reaching out about this. We hear you, and are committed to addressing needles, mental illness, feces, etc. The goal of the Navigation Center in part would be to make sure that type of activity is not happening on our streets. Supervisor Haney asked me to share some of this initial thoughts with you, as we also just learned about the proposal within the past 2 weeks:

Homelessness is an urgent concern in San Francisco with over 4,000 people currently unsheltered on our streets. The crisis is increasingly impacting the waterfront and our Rincon Hill, South Beach and Mission Bay communities. The status quo of people living in tents or on our streets and under the freeway is completely unacceptable, and Navigation Centers can be part of the solution to immediately get people off the streets and into shelter and services.

I also have some questions and concerns about the proposed Navigation Center, as our office just found out about the proposal and has not yet received the full details. Like you, I am listening and eager to learn more as the terms and design are drafted. I would love to set up a phone call with you to discuss further with me or my staff. Please let me know a good time to call, or call my staff directly at (415) 554-7972.

Here's what I am advocating for at a minimum based on conversations with the community, and I hope you will support my asks of Mayor Breed and Department of Homelessness and Supportive Housing:

- The goal of the Navigation Center must be to directly **address homelessness in the neighborhood** and make a major improvement in Rincon Hill, South Beach, and Mission Bay. People will be invited to the Navigation Center *only*

from neighborhood Homeless Outreach Teams and there will be no lines of people waiting outside to access services.

- There should be dedicated foot patrols around the perimeter and 24/7 security to ensure **public safety**.
- There should be outdoor spaces for people staying in the Navigation Center that remain separate from the public space so **there aren't people gathering outside**.
- Intensive services must be offered in order to replicate the success of the 6 current Navigation Centers, which have worked to quickly place people in housing or help people get out of San Francisco to stay with friends or family elsewhere through the Homeward Bound program.
- **The Mayor should immediately propose an additional Navigation Center in another part of the City, before this one is approved.** We can't keep concentrating these services solely in District 6. This week, I proposed an amendment to the Shelter Crisis Ordinance to add a commitment to build Navigation Centers in a majority of the Supervisorial districts.
- **The Navigation Center will be temporary.** I am advocating for a shorter lease, likely 2 years, with a potential lease extension only if this works for the neighborhood and shows demonstrable, positive improvements and outcomes for the neighborhood and for people who receive services at the center.

The Mayor and Department of Homelessness and Supportive Housing are holding an important community meeting on today (Tuesday, March 12th) about their proposal. We hope you can join us and express your opinions:

- March 12th from 6-7:30pm; Delancey Street Foundation (600 Embarcadero)

The proposal will also be presented on during the Port Commission meeting this afternoon—no action will be taken until their April meeting:

- Today at 3:15pm; Ferry Building, 2nd Floor (Port Commission Hearing Room)

I appreciate and need your continued advocacy.

Our collective long-term goal as a City is to end homelessness and get everyone housed. In the meantime Navigation Centers, if done right, and only if done right, can be an integral first step in the City's strategy to get people off the streets and immediately connected to services.

Thank you again for reaching out. I look forward to talking soon.

Supervisor Matt Haney

From: Victor Masaya _____
Sent: Sunday, March 10, 2019 11:15 PM
To: Mcdonald, Courtney (BOS) <courtney.mcdonald@sfgov.org>
Subject: Fwd: Homeless Shelter

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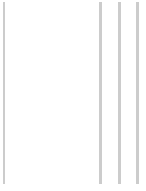
Hi Courtney, as noted in an email to Supervisor Haney and staff, my name is Victor Masaya and I've copied in my wife Susie Masaya. We are homeowners in District 6 and have lived in the area since 2005.

We are writing to you (also left a voicemail) as we are extremely concerned about the proposal to have a homeless shelter built in the district. As a couple that is expecting our first child in late April / early May, this is of extreme concern. We don't need to tell anyone about needles, observed mental illness, human feces, etc. and we all know that the problem is getting worse. Going to Safeway and seeing one homeless carrying knives in line and another inserting pliers up his rectum is one thing but having a shelter nearby to exacerbate the problem is another. While our voices don't matter in this city, it'd be great if we could at least get some form of justification of why it makes sense to have it so close to the Ferry Building, FiDi, the Embarcadero, the Giants and the future home of the Warriors. While good economic times will continue (e.g. Lyft IPO, soon to be followed by Uber and other minotaurs), worsening the problem in the district makes it very difficult to raise a child. I realize I am not yet a parent so I am completely speculating that it's not healthy for kids to interact with homeless and come across needles but maybe the data proves otherwise.

On the economics side, it is clearly in homeowners' interest, including ours, to not have a homeless shelter close to us and I fully acknowledge that. But I would still think that would be outweighed by concern for folks that already live in the district, including children. Assuming the project does go through (and even if it doesn't), we will most certainly move out of SF.

Best,

A concerned resident



Victor Masaya

LaCroix, Leah (PRT)

From: Vika Boyko
Sent: Thursday, March 28, 2019 12:32 PM
To: Forbes, Elaine (PRT)
Subject: Please don't approve navigation shelter without proper due diligence and conditions

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Hi Elaine,

I wanted to share my reasons for opposing the proposed Navigation Center. It is simple - **our immigrant family who came looking for a safe place to a city that proudly calls itself a 'sanctuary' will be forced out.**

We've been living in South Beach since 2004. My two kids have been born and raised here. Our family has always been deeply committed to the neighborhood - I organized a very first mom group, our international community of young families and children spending time every Friday at Crossroads.

Over the years, we watched our neighbors and friends move out, some after having one child, others after a second one was born or kids hit kindergarten age. The local press and even NYT portrayed San Francisco as a **the most child unfriendly city**. Our family stayed.

I am an immigrant and a refugee escaping discrimination; my husband is a war refugee escaping bombs that fell on his city. We came here looking for safety for us, safety for our children, and safety for our elderly parents. We've been gradually losing the safety. And now, with the decision to put a 200+ bed Navigation Center, with no mandatory treatment program for addicts, with a incompetent HSH vouching for running the mega shelter in a manner that "won't impact the community", and with Mayor's complete disregard to any real impact or proper process, we know you are forcing us out. **My immigrant refugee family looking for a safer life for our kids is no longer welcome in San Francisco, we simply do not exist. A threat to safety will impact many many immigrants that made a home here, because safety is what we came here for.**

The Mayor and Supes understand perfectly well that putting 200 "hard to reach street dwellers" under one roof is going to create problems inside the center. HSH has a clear track record of inability to control those problems and they lack any experience handling the location of such scale. Once uncontrolled, the problems such as drug use, violent behavior and theft will quickly spill over into the neighborhood. SFPD seemed to promise to help. I have not seen anything from Southern station. And the homeless outreach team is always citing how overwhelmed they are handling Tenderloin. The promise brings me no comfort. In addition, this parking lot is cut off by heavy traffic on Embarcadero, Beale and Brannan.

So just mere geography make this location a very challenging one to deal with in a timely banner when problems start arising. I am appalled that no one is looking at the impact based on real life scenarios. The center is open 24/7, and with most residents using drugs regularly but unable to use inside, where would they be? on the Waterfront. Where would they buy illegal drugs? On the Waterfront. Where will the dealers come to sell to users? To the Waterfront. There's no mandatory

treatment, there's no consequence for openly using meth or heroin, and there are very little consequences of dealing. So WHAT WILL STOP THIS FROM HAPPENING?

My family continues to be opposed to a homeless shelter on the Embarcadero. While we support the fight against and the causes of homelessness, and we'll continue to donate and volunteer for the cause, this proposed shelter on the Embarcadero is a colossal and epic failure in understanding the surroundings. We ask you to work with the community and City TOGETHER to find an appropriate place for the shelter.

Thank you,
Victoria

LaCroix, Leah (PRT)

From: Vika Boyko
Sent: Monday, April 01, 2019 9:02 AM
To: Forbes, Elaine (PRT); victor makras; Adams, Willie (PRT)
Subject: A block away from new Navigation Center in District 6
Attachments: Quik-2019-04-01-09-42-18.MOV

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I really wanted to share this video with you. One of my neighbors was driving by 5th, and there's a significant "spillover" effect that the city is not able to control.

The same will be happening on the Port property should Lot 330 become a site for the Navigation Center. Just on a bigger scale.

This seems to go against everything SF Port Commission has been doing so far. Including the beautiful Brannan Wharf. Your investment of 26M and 15 years can be wiped out in weeks.

Quesada, Amy (PRT)

Subject: FW:

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111
415-274-0405
amy.quesada@sfport.com

From: Vika Boyko <
Sent: Friday, March 22, 2019 9:40 AM
To: Quesada, Amy (PRT) <amy.quesada@sfport.com>
Subject:

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Amy,

I wanted to share my reasons for opposing the proposed Navigation Center. It is simple - **our immigrant family who came looking for a safe place to a city that proudly calls itself a 'sanctuary' will be forced out.**

I've been living in South Beach since 2004. My two kids have been born and raised here. Our family has always been deeply committed to the neighborhood - I organized a very first mom group, our international community of young families and children spending time every Friday at Crossroads. After our second child was born, we didn't move even though raising two kids in an area with no public schools, surrounded by Bay Bridge and games traffic wasn't a small feat. But we felt that benefits of urban environment and our love for the community of South Beach outweighed the difficulties.

Over the years, we watched our neighbors and friends move out, some after having one child, others after a second one was born or kids hit kindergarten age. The local press and even NYT portrayed San Francisco as a **the most child unfriendly city**. Our family stayed. Delayed construction projects in Downtown, in particular completely broken down pothole-riddled Brannan street on top of never ending MUNI tunnel on 4th, have taken a tremendous toll on us as we have to drive our kids to school outside of SOMA 5 days a week, and return to FIDi for work. Our commute just to the kids' school extended from 20 min to almost an hour; even worse for the commute back. This cut into the time kids could have been using for sports or other activities. Still, we have stayed.

But the area continued to deteriorate. Open illegal drug use is happening within a few blocks of our house. My children see piles of trash, feces, needles... And then they go to school to learn how to care about the environment. They see tents, they see mentally ill people and going off high drug users screaming on the streets or pacing around aimlessly. All of those stopped being educational moments for us long time ago. At this point, my one all consuming worry is the safety of my children. And this is not unwarranted.

My teenage son and I were recently attacked on Embarcadero and Townsend on Sunday late afternoon. In the broad daylight, a large man with signs of mental disturbance started screaming obscenities and ran towards us. 911 was called, eventually SFPD got the attacker. This incident resulted in my son being scared of walking alone in South Beach. He was forced to quit YMCA swim team because he no longer felt safe walking 4 blocks to Embarcadero Y. This is not the only story of altercations my family had with the homeless addicted individuals, But this one shows you the impact lack of safety has on ANY and ALL parts of our day to day life.

You may want to dismiss this as a "first world problems". It is not. I am an immigrant and a refugee escaping discrimination; my husband is a war refugee escaping bombs that fell on his city. We know UNSAFE. We came here looking for safety for us, safety for our children, and safety for our elderly parents. We've been gradually losing the safety. And now, with the decision to put a 200+ bed Navigation Center, with no mandatory treatment program for addicts, with a completely incompetent HSH vouching for running the mega center in a manner that "won't impact the community", and with Mayor's complete disregard to any real impact or proper process, we know you are forcing us out. **My immigrant refugee family looking for a safer life for our kids is no longer welcome in San Francisco, we simply do not exist. A threat to safety will impact many many immigrants that made a home here, because safety is what we came here for.**

It is evident that Mayor Breed making "take no prisoners" approach with the navigation center because somehow she is seeing it as a pillar for her re-election. I campaigned for Mayor Breed, and got my and my husband's family to vote for her. Over 10 FIRST TIME votes went to Breed because of me. And now her policies, specifically as it relates to having safe streets, are the only reason we have to move out of the city. She sees this project as an appeasement to small vocal special interests group, and uses vulnerable segments such as immigrants, children, elderly as a sacrifice. And you are being an accomplice for supporting it.

The Mayor and Supes understand perfectly well that putting 200 "hard to reach street dwellers" under one roof is going to create problems inside the center. HSH has a clear track record of inability to control those problems and they lack any experience handling the location of such scale. Once uncontrolled, the problems such as drug use, violent behavior and theft will quickly spill over into the neighborhood. SFPD seemed to promise to help. I have not seen anything from Southern station. And the homeless outreach team is always citing how overwhelmed they are handling Tenderloin. The promise brings me no comfort. In addition, this parking lot is cut off by heavy traffic on Embarcadero, Beale and Brannan. So just mere geography make this location a very challenging one to deal with in a timely banner when problems start arising. I am appalled that no one is looking at the impact based on real life scenarios. The center is open 24/7, and with most residents using drugs regularly but unable to use inside, where would they be? on the Waterfront. Where would they buy illegal drugs? On the Waterfront. Where will the dealers come to sell to users? To the Waterfront. There's no mandatory treatment, there's no consequence for openly using meth or heroin, and there are very little consequences of dealing. So WHAT WILL STOP THIS FROM HAPPENING?

Please do what you can to prevent this project from happening without doing any adequate due diligence. Have a very hard look into what can make this a safer proposition. As the city does not have **any** specifics on who is being referred to the Navigation center, you can at least make a proposal. Women only, unhoused children, elderly 65+, people struggling with addiction but on a treatment path... Your ethics should stop you from supporting what SFPD officer called "a place to dump them" in the middle of our community.

Give my family a chance to continue living in San Francisco.
Victoria

Quesada, Amy (PRT)

Subject: FW: Navigation Center on Our Waterfront

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111

From: Wahib Costandi
Sent: Monday, April 01, 2019 7:59 PM
To: Quesada, Amy (PRT) <amy.quesada@sfport.com>
Subject: Navigation Center on Our Waterfront

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To: Victor Makras, Port Commissioner

Almost thirty years ago, on October 17, 1989, San Francisco experienced the disastrous Loma Prieta earthquake. The violent shock was responsible for 63 deaths and 3,757 injuries. The Embarcadero Freeway was compromised and was scheduled for reconstruction. The demolition of the Embarcadero Freeway revealed a new Waterfront. The combined effort of the Citizens of San Francisco produced the Embarcadero as we see it now: The Crown Jewel of our beloved City.

Today we sound the alarm. Our Crown Jewel is in danger of being compromised.

A letter from the Department of Homelessness And Supportive Housing, dated March 4, 2019, announcing an information meeting on March 12 to propose a new Navigation Center on Seawall Lot 330. This lot is located on the Embarcadero, few steps from the Bay Bridge. Furthermore, this project will be erected in a couple of months with no permits, no environmental study, no architectural review, and no professional support. This project will certainly be poorly designed, ill conceived and unworthy of our Crown Jewel.

A letter from the San Francisco Planning Department, dated March 12, 2019, describes the construction as made of portable structures, temporary structures containing 23 toilets and 22 showers and 13 shipping containers. The whole project will be attached to the floor with no real

foundations. In other words, the projects will consist of shacks and shipping containers. On our beautiful Waterfront!

A Navigation Center built with these low standards will compromise the effort invested in developing Our Waterfront. This project is simply not compatible with the Embarcadero. We recognize the homelessness problem in the City and we would support a well planned and well vetted project. This Navigation Center does not fulfill these criteria, and will be a black spot on Our Waterfront. We, the Citizens of San Francisco, reject this project and we urge you not to jeopardize Our Waterfront.

LaCroix, Leah (PRT)

From: Wallace Lee
Sent: Tuesday, March 26, 2019 5:16 PM
To: Forbes, Elaine (PRT); Quesada, Amy (PRT)
Subject: Electronic Version of Report
Attachments: Community Report on SWL 330 March 24.pdf

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Elaine and Amy,

I am attaching a PDF version of the report I distributed today in case you need another copy for the record.

Best,
Wallace

COMMUNITY REPORT ON THE PROPOSED NAVIGATION CENTER AT SEAWALL LOT 330



www.sfresidents.com/report
Updated March 24, 2019

Executive Summary

Homelessness is a real problem in our city. Navigation Centers can be a part of the solution. However, the city must consider the surrounding community when deciding where to place Navigation Centers.

This report shows that Navigation Centers can bring significant problems to the areas in which they are built—crime, violence, open drug use, encampments and more. At the same time, the available evidence shows that Navigation Centers often do not bring their promised benefits to the community—they fail to control, and sometimes exacerbate, visible homelessness in the surrounding area.

The problems associated with Navigation Centers should not be brought into a part of the city that would exacerbate those problems. The area surrounding the proposed Navigation Center at Seawall Lot 330 is densely populated with many children and elderly residents. The entrance will be on The Embarcadero—a major thoroughfare for residents, tourists and Giants fans. The effects of the proposed Navigation Center would be felt by many.

Moreover, the city should not focus the problems associated with Navigation Centers onto just a handful of neighborhoods. District 6 just welcomed the city's newest Navigation Center in January. It is less than a mile away from the proposed Navigation Center. The entire city has a role to play in solving homelessness.

For these and other reasons outlined in this report, the overwhelming majority of community residents oppose the proposed Navigation Center.



Figure 1. Attendees at Port Commission Meeting raising hands in opposition to proposed Navigation Center, March 12, 2019.

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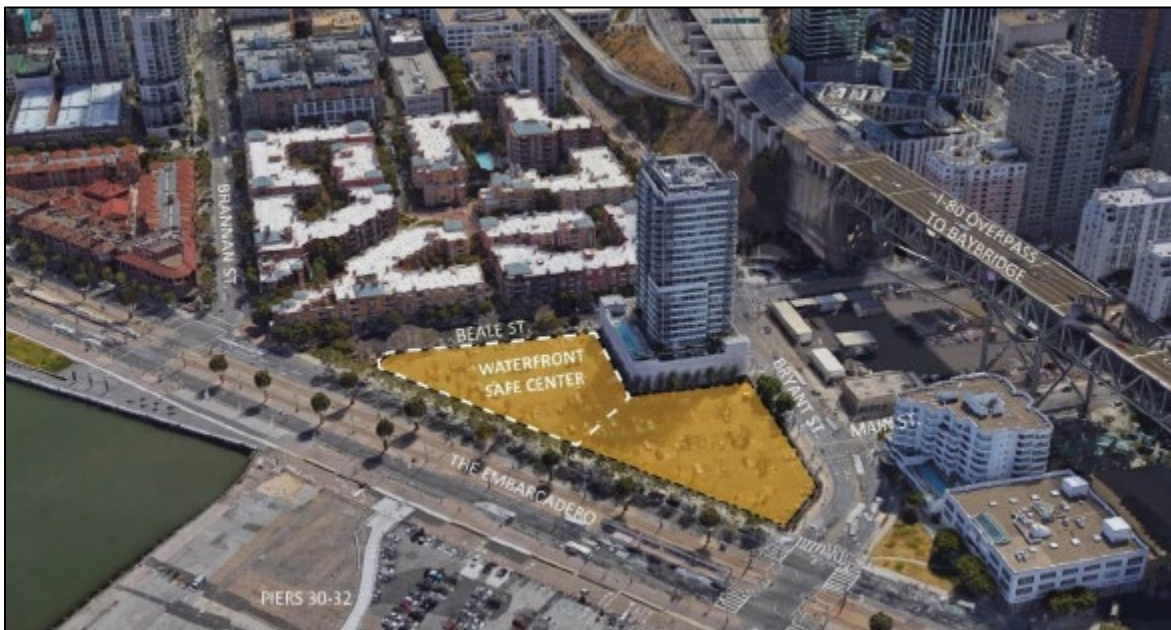


Figure 2. Proposed location of Navigation Center, Seawall Lot 330, highlighted in yellow.

THE IMPACT OF NAVIGATION CENTERS ON COMMUNITIES



Navigation Centers Bring Crime and Violence

The academic literature is replete with studies showing that homeless shelters bring a significant increase in crime to their neighborhoods. Both statistical data and anecdotal reports specific to San Francisco's Navigation Centers show that some Navigation Center guests bring criminal behavior and violence to their neighborhood.

Homeless Shelters Are Associated with a Significant Increase in Crime

One recent study of winter homeless shelters in Vancouver, open only during the winter months, looked at the effect on crime from the initial opening of those shelters as well as seasonal openings. Faraji, et al., *Effect of Emergency Winter Homeless Shelters on Property Crime*, Journal of Experimental Criminology, June 2018, p. 129.

A study found that the presence of a homeless shelter increased residential breaking and entering by 82.5% and thefts from vehicles by 42.9%.

The Faraji study found that “the presence of a shelter is associated with an increase in property and mischief crime.” “When shelters open, we find that, within 100 m of the shelter, total property and mischief crimes increase by 56.3%.” The Faraji study also found that the increase in crime drops off as distance is increased. At 300 meters, the increase in property and mischief crimes is only 10.8%, compared to 56.3% at 100 meters. The authors note that this distance effect supports the conclusion that homeless shelters are responsible for the increase in crime. The authors also found that crimes involving the breaking and entering of residences increased by 82.5% and thefts from vehicles increased by 42.9% within 100 meters of homeless shelters. The Faraji study was limited to property crime because violent crime statistics in Vancouver are not geocoded to protect privacy.

Another study in preprint (not yet published) applying criminological modeling techniques to crime data from Los Angeles shows that proximity to homeless shelters is the second-best predictor of crime caused by homeless offenders committing both property and violent crimes. The study found that only prior drug arrests are a better predictor of such crimes. Yoo, et al., *Using Risk Terrain Modeling to Predict Homeless Related Crime in Los Angeles, California*, SocArXiv preprint, Jan. 2018.

Neighbors of SF's Navigation Centers Report an Increase in Crime

San Francisco's Department of Homelessness and Supportive Housing (HSH) frequently cites to a non-peer-reviewed student paper for the proposition that the city's Navigation Centers have no effect on crime. Miki Barstow, *Navigation Centers: What do Neighbors Have to Fear?*, May 2018.

The Barstow study, authored by a student researcher from the Goldman School of Public Policy at UC Berkeley, actually supports the opposite conclusion: Navigation Centers are associated with an increase in crime. Barstow sought feedback from neighbors of existing Navigation Centers in San Francisco. Barstow found that the number of neighbors who believed crime increased after Navigation Centers opened outnumbered those who believed it decreased by almost 3 to 1. Surprisingly, Barstow thought that this result supported the conclusion that “Navigation Centers do not cause any increases in crime.”

*29% of neighbors believe crime increased after a Navigation Center opened.
Only 11% believe it decreased.*

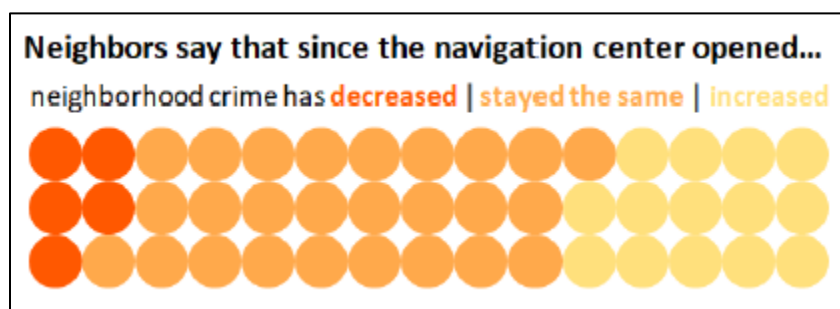


Figure 3. Miki Barstow, *Navigation Centers: What do Neighbors Have to Fear?*, May 2018.

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SFPD Data Shows Crime Associated With Dogpatch Navigation Center

San Francisco Police Department data reported by CrimeMapping shows that the 600 block of 25th Street (where the Dogpatch Navigation Center is located) has experienced three assault/battery calls, one firearms-related call, and one theft call in the last six months.

The Dogpatch Navigation Center was chosen for this analysis because of its relatively remote, industrial location, allowing us to distinguish crime related to the Navigation Center from crime related to other residents. Other than the entrance to a MUNI depot, the Dogpatch Navigation Center is the only building on a cul-de-sac. The block is otherwise surrounded by fencing for the MUNI depot and a construction equipment lot. It is therefore likely that these crime reports relate to guests of the Dogpatch Navigation Center.

Expanding the search by one block reveals many more reports of assaults, auto thefts, burglaries and robberies.

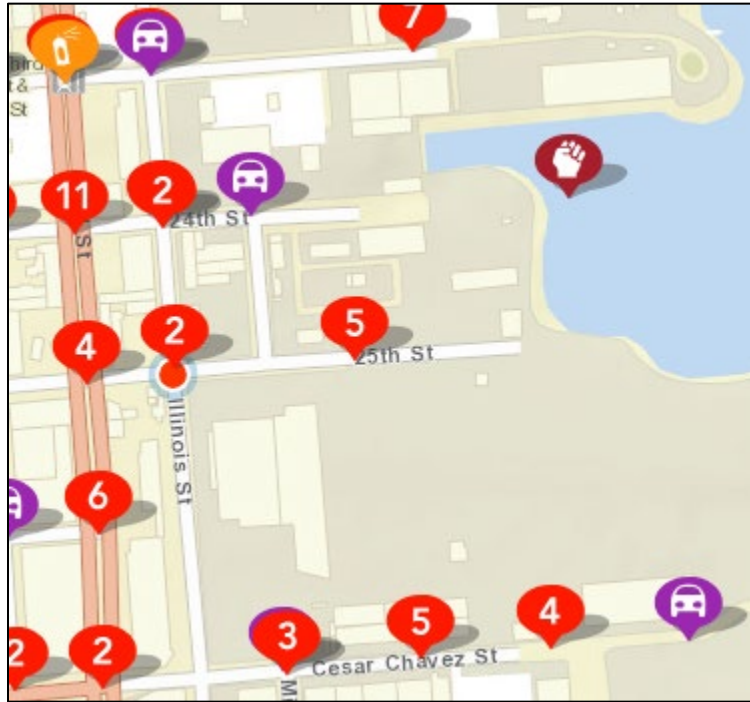


Figure 4. Crime reports for the six-month period from 9-18-2018 to 3-17-2019 in the area surrounding the Dogpatch Navigation Center. The Dogpatch Navigation Center is located at the eastern end of 25th Street. The five crimes reported on that block include three assaults/batteries calls, one firearms call, and one theft call.

Navigation Center Data Shows Some Guests Are Violent

According to HSH data reported in a [San Francisco Examiner story](#) about guests of the Mission Navigation Center, “12% had to leave due to violence or other rule violations.”

Even the Most Successful Navigation Center Guests Are Linked to Crime

The City Services Auditor’s report on the first year of Navigation Center operations, published June 2016, looked at jail stays for the first cohort of Navigation Center guests who successfully exited into permanent housing. Of that cohort, 20%, or 14 guests, “were booked into jail after leaving the Navigation Center” during an eight-month evaluation period. In other words, 20% of the Navigation Center’s most successful clients (those who obtained permanent housing) were booked into jail shortly after leaving. Moreover, 28% of those most successful guests were booked into jail in the eight months before entering the Navigation Center.

*Navigation Centers do not have adequate programming to keep guests busy.
Crimes of opportunity are one outlet.*

Anecdotal Reports of Navigation Center Crime

One author of this report spoke to a guest of the Dogpatch Navigation Center. While he was grateful for the opportunity to stay at the Center, he was critical of the Center’s programming. He reported there was little to do at the Center, so guests spend a lot of time roaming the neighborhood. He said that while the majority of guests are not violent, some are. When asked about the potential for crime associated with a Navigation Center, he said “if you see nice things, of course some are going to be tempted.”

Summary

The available data shows that San Francisco’s Navigation Centers are associated with an increase in neighborhood crime and violence. This data agrees with the results of studies of crime related to homeless shelters in other jurisdictions, including Los Angeles and Vancouver.

Navigation Centers bring crime and violence. They should be located in areas where the effect of those problems can be minimized, not in a densely populated area heavily trafficked by residents, tourists and Giants fans.

The “Magnet Effect”—Navigation Centers Attract Encampments

Anecdotal evidence suggests that Navigation Centers located in urban areas attract encampments. One author of this report visited the Division Circle Navigation Center and the Bryant Navigation Center on March 10, 2019. Both had numerous tents less than 100 feet from the Navigation Center. The Division Circle Navigation Center had two persons sleeping less than 10 feet from the front gate. Eight tents were located directly across the street. According to staff at the Division Circle Navigation Center, many of those camping outside were former Navigation Center guests.



Figure 5. Two persons sleeping just outside the entrance of the Division Circle Navigation Center, March 10, 2019.



Figure 6. Tents outside the Bryant Navigation Center, March 10, 2019.



Figure 7. Tent outside the Dogpatch Navigation Center, March 21, 2019.

Confirming these anecdotal reports, the Barstow (UC Berkeley) study cited above found that the majority (51%) of Navigation Center neighbors felt that visible homelessness either stayed the same or increased after a Navigation Center opened. One Navigation Center located in an urban area (presumably the now defunct Mission Navigation Center) elicited feedback from 50% of neighbors saying that visible homelessness had increased. According to the study, “community members in this area referred to a large group of people who regularly spent time directly in front of the navigation center.”



Figure 8. Miki Barstow, *Navigation Centers: What do Neighbors Have to Fear?*, May 2018.

The most charitable way to interpret this data is that Navigation Centers do not deliver on one of their advertised promises of reducing visible homelessness in the neighborhood. More likely, placing a Navigation Center in an urban area will increase visible homelessness in the vicinity of the Navigation Center.

Drug Use in the Neighborhood

Navigation Centers accept drug users as guests, but do not allow drug use on premises. Drug-addicted guests of the proposed Navigation Center must therefore go into the surrounding area to use drugs. Homelessness Department Director Kositsky has said that around a third of homeless persons are drug addicts. Thus, even using the city's own data, the community can expect about 75 guests of a 225-bed Navigation Center to use drugs in the surrounding residential area.

While each Navigation Center has sharps disposal containers at their entrance, there is no guarantee that Center guests will bring used sharps back to the Navigation Center. Sharps discarded on sidewalks and in parks pose a serious public health hazard to the community.



Moreover, opportunistic dealers can be expected to sell drugs where their clients are located. If 75 drug users live at the proposed Navigation Center, drug dealers will likely frequent the neighborhood around the proposed Navigation Center.

One correspondent who stood outside the Bryant Navigation Center and Division Circle Navigation Center saw drug deals at both locations in less than five minutes of observation.

Size

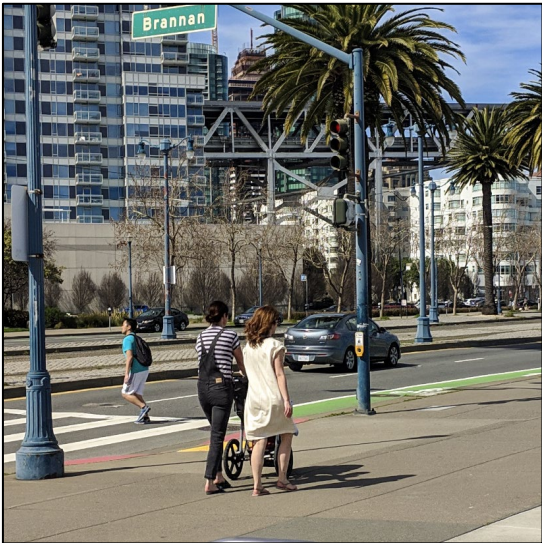
While Navigation Centers have existed in San Francisco since 2015, the proposed 225-bed Embarcadero site is almost twice the size of the largest existing Navigation Center. A key feature of Navigation Centers is their relatively small size compared to traditional shelters. The small size allows guests to thrive in an environment with relatively few rigid rules that would otherwise be required at scale.

According to the City Services Auditor in the Office of the Controller, “greatly increasing the bed capacity of the center [from 75 beds] would also compromise the ability of the program to

operate with the minimal rules and regulations that have made it so popular with clients One of the consistently mentioned, unique features of the program is its comfortable, relaxing, generally peaceful atmosphere, a feature that may be compromised if curfews and stricter rules become an operational necessity." *Perspectives From The Navigation Center, Report #4*, Office of the Controller, December 2, 2015.

Applying the Navigation Center concept at a much larger scale is an experiment. That experiment should not be performed in an area where failure will cause major spillover effects that will harm tens of thousands of residents, workers and visitors daily.

THE EMBARCADERO IS THE WRONG PLACE FOR A NAVIGATION CENTER



The Proposed Site is in a Densely Populated Area with Vulnerable Persons

Neighborhood Demographics

Many around the City may view the neighborhoods surrounding Seawall Lot 330 as a lightly populated or even industrial area. In reality, the community surrounding the proposed Navigation Center is home to a growing population with a significant proportion of vulnerable populations.

*The surrounding area is increasingly a family neighborhood. The **population has grown by 25%** over five years and the **number of children has grown by 49%**.*

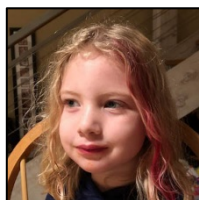
As of 2017, almost 14,000 people lived within approximately half a mile of the proposed Navigation Center. That compares to approximately 11,000 in 2012, an increase of 25% over five years. The number of children increased from 865 to 1,289 over the same period, an increase of 49%. As of 2017, 1,398 residents were aged 60 or older.

Table 1. U.S. Census 5-Year ACS Population Data for Census Tract 615, San Francisco County

	2012		2017		Change (%)
Total Population	11,083	100%	13,864	100%	25.1%
Under 18	865	7.8%	1,289	9.3%	49.0%
60 and over	1,430	12.9%	1,398	10.1%	(2.2%)



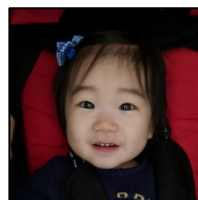
Zack, 7



Alex, 5



Kabir, 1



Emma, 1



Matthew, 2



Sam, 1



Maverick & Riley, 0



Trey, 4



Gaby, 0



Pile, 0

The area surrounding the proposed Navigation Center is home to at least 25 schools and child care facilities – reportedly the largest concentration of schools and child care facilities in all of San Francisco. These schools and child care facilities are within walking distance of the proposed Navigation Center.

The site for the proposed Navigation Center is very different from the sites of previous Navigation Centers. Existing Navigation Centers are not located in densely-populated residential neighborhoods or areas that see significant commuter and tourist traffic. The Dogpatch Navigation Center is in an industrial area, surrounded by a MUNI depot and a construction equipment storage lot. The Division Circle Navigation Center is in the middle of a freeway onramp. They are not adjacent to thousands of residences as the proposed Navigation Center would be.

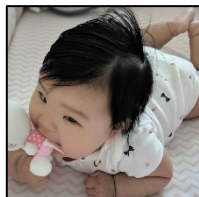
The claimed success of other Navigation Centers therefore says little about how a Navigation Center, particularly one of unprecedented size, will perform at the proposed site.

Delancey Street Foundation

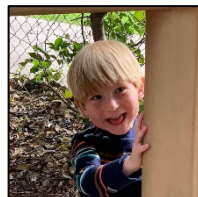
In addition to a significant number of children and elderly persons, the neighborhood is home to the Delancey Street Foundation. Hundreds of former drug addicts and others trying to start a new life are residents of Delancey Street, which has a strict drug- and violence-free policy. Dr. Mimi Silbert, President of Delancey Street, has expressed concern about housing active drug users at a Navigation Center next door to recovering drug addicts. Her comments can be heard at: https://www.rinconhillssf.org/tascam_0010-mp3/.



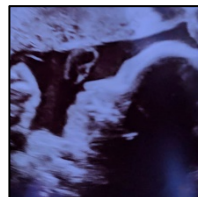
Sitara, 2



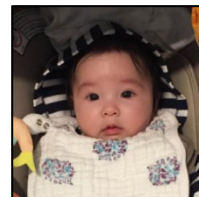
Kenzie, 0



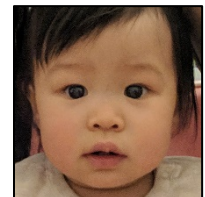
Matthew, 3



Millie, 0



MT, 0



Kira, 1

Stories From Neighbors

Although the neighborhoods surrounding Seawall Lot 330 have a relatively mild homelessness problem compared to certain other San Francisco neighborhoods, residents have already suffered from some of the effects of homelessness. The burden of crime, violence and drug use is expected to increase if the proposed 225-bed Navigation Center becomes a reality.

Below is a selection of stories from neighbors of the proposed Navigation Center expressing apprehensions about the spillover effects of the proposed Navigation Center. These, and other, neighbors fear that placing the largest-ever Navigation Center in a densely-populated area will lead to many more stories like these.

“Back in early 2018 I was pregnant with my daughter. On my way to work I stepped on a needle on the pavement. Luckily the sole of my shoe was thick enough to prevent the needle from puncturing my skin. Needless to say, it was the scariest moment of my life. I wasn’t scared for my [own] life, I was scared for my unborn child. As my husband and I are trying to get pregnant again, I am so worried that the Navigation Center would bring more drug users to our neighborhood. And what if I’m not as lucky next time around? I can’t bear the thought.” - D. Tran

“I stepped on a needle on the pavement . . . it was the scariest moment of my life. I was scared for my unborn child.”

“I was pregnant and waiting at the self-checkout line at the Safeway on King Street when all of a sudden, I heard a lot of commotion & multiple security officers escorting a very agitated customer outside. He was homeless, caught shop lifting and was very agitated. I was completing my purchase when I heard a loud bang and saw a large rock hit the floor. Glass shattered all over me! The man had come back with a very large rock and thrown it in the glass door.” - S. Patel

—

“My husband and I are working parents in SoMa. We are also parents to a 2-year-old girl. My mother took my child to the playground by the Ferry Building. One of the play structures there had handles covered in human excrement—very deliberately so. My daughter got that onto her hands before my mom noticed this and could start cleaning her up. There is never any police presence in this neighborhood, no cleaning effort, obviously no supervision of playgrounds or basic clean up.” - N. Masi

—

“My son was on the muni train coming home from school and there was a homeless person who got off at our stop and was following another woman very closely and yelling at her. When we got home we pulled the woman into the front entrance of our building and closed the door so that she could safely escape the man but the door didn’t lock behind us and the homeless man followed us in yelling and screaming and threatening everyone in the lobby. The homeless man also picked up a sign and threw it at the building. My son was terrified by this incident.” – C. Jones

“I have frequently found . . . needles and syringes on the ladder for the toddler play structure.”

“We used to visit the children’s playground. I have frequently found human waste under the children’s play structure, needles and syringes on the ladder for the toddler play structure. The last straw for us was when one morning we found human waste smeared on the toddler slide and the handles on the see-saw.” – M. Solanki

Thousands Pass the Proposed Site Daily

The main entrance of the proposed Navigation Center will be on The Embarcadero, a major pedestrian and vehicular thoroughfare.

City-commissioned traffic count data from March 15, 2016 shows that thousands of cars and hundreds of pedestrians pass by the site of the proposed Navigation Center each day while travelling southbound on The Embarcadero. An informal traffic count performed by volunteers in the one hour starting 8:30 A.M. on Monday, March 11, 2019 showed 1068 cars travelling southbound on The Embarcadero and 562 pedestrians and bicyclists.

Traffic on event days at Oracle Park (formerly AT&T Park) is many times that of a normal weekday morning. The opening of the Chase Center is also expected to add significant traffic to The Embarcadero.

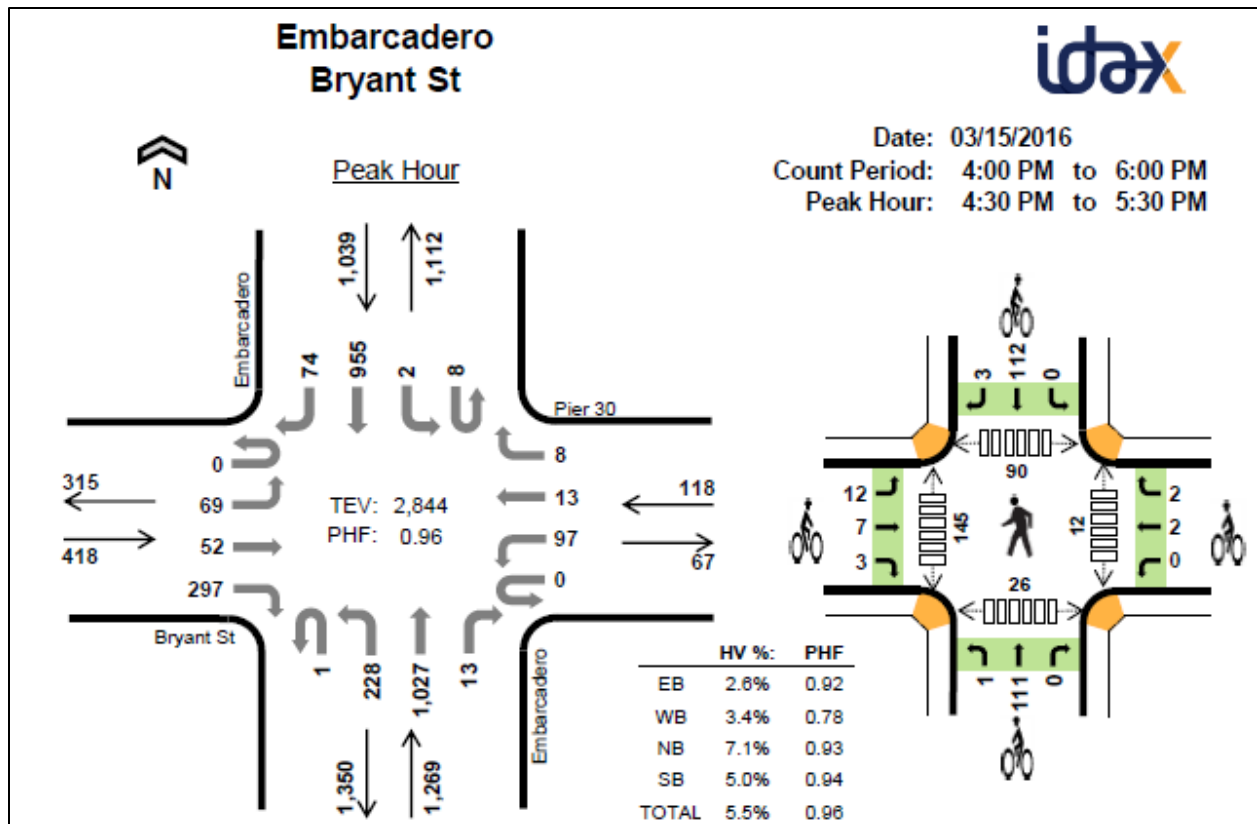


Figure 9. Traffic study, March 15, 2016.

The sheer number of people passing by the proposed Navigation Center each day increases the risk of the public suffering from spillover effects. Discarded needles on a lightly-trafficked industrial area (such as where the Dogpatch Navigation Center is located) do not pose the same threat to public health as they would on The Embarcadero.

Failed “Good Neighbor” Agreements

The city has attempted to gain community support for past Navigation Centers by entering into “Good Neighbor” agreements. Those agreements are intended to limit the spillover effects of Navigation Centers onto the surrounding community. However, there are few enforcement mechanisms and as a result the agreements frequently go unheeded.

In 2016, several city agencies entered into a Good Neighbor Agreement relating to the Dogpatch Navigation Center. Many of the promises made in that agreement have been broken.

For example, the Good Neighbor Agreement states that encampments along Islais Creek and other areas around the Dogpatch Navigation Center would be cleared of encampments and kept clear of encampments. That has not happened. In fact, the Port Commission staff cites the presence of encampments along Islais Creek as a reason for building a Navigation Center at Seawall Lot 330. **Figure 10** below shows an excerpt from the Dogpatch Navigation Center Good Neighbor Agreement promising the removal of encampments along Islais Creek and promising

to keep the area clear of encampments. **Figure 11** below is an excerpt from the recent Port Commission memorandum on Seawall Lot 330 admitting that encampments are visible along Islais Creek.

2) ENCAMPMENT RESOLUTION: Removal of existing encampments along Islais Creek on Port, SFMTA and Caltrans property by September 1. HSH, HOT, SFPD and the Port will collaborate to keep the areas clear of encampments. (HSH, Port, SFPD and HOT)

Figure 10. Dogpatch Navigation Center Good Neighbor Agreement, Aug. 30, 2016.

The Port has its own experience with homeless populations. Homeless individuals and encampments are visible on Port property at Warm Water Cove, along Islais Creek, at Justin Herman Plaza, Brannan Street Wharf, Fisherman's Wharf, near the Ferry

Figure 11. Port Commission Memorandum on Seawall Lot 330 Navigation Center, Mar. 7, 2019.

The author of this section interviewed six small business operators along Islais Creek on March 10, 2019. All six said that the size of encampments in the area had either increased or had not changed over the last three years.

Good Neighbor agreements also promise to keep Navigation Centers from becoming “magnets” for homelessness by clearing encampments in the vicinity of the Navigation Center. As detailed in an earlier section of this report, encampments are a frequent sight outside of Navigation Centers.

The Dogpatch Good Neighbor Agreement also promises real-time performance metrics from HSH and reporting on neighborhood crime statistics from SFPD. The author of this section has not been able to obtain either after two weeks of effort.

Good Neighbor Agreements have not been enforced and thus city agencies have no incentive to abide by them. It appears that Good Neighbor Agreements are merely catalogs of unkept promises. Neighbors will not be able to rely on promises made by city agencies to keep the neighborhood safe and clean.

Effect on Local Businesses

Many restaurants in the area such as Cento, Town's End, Delancey Street Restaurant, South Beach Café and Crossroads, rely on foot traffic and especially the foot traffic generated by Giants fans walking along The Embarcadero. Encampments, syringes, and other detractors will affect the foot traffic that these businesses and their staff rely upon. These problems can also make the area less attractive to workers at restaurants and other businesses in the area, creating recruiting and retention problems.

“People who owned these buildings [near the Mission Navigation Center] were reluctant to open businesses due to activities occurring nearby, and a third business had to close for similar reasons.”

The UC Berkeley Barstow study, cited earlier, supports the view that Navigation Centers have a negative impact on businesses. Barstow reported that 26% of those surveyed believed that Navigation Centers had a negative effect on their business or place of work while 22% said it had a positive effect. Barstow found that responses varied by site, and that respondents near the urban Mission Navigation Center “strongly felt that the Navigation Center had a negative impact on business.” According to Barstow, “two people specifically mentioned vacant storefronts at properties on the same block as the Navigation Center. According to them, the people who owned those buildings were reluctant to open businesses due to activities occurring nearby, and a third business had to close for similar reasons.”

The Barstow study, frequently cited by city officials, supports the view that the proposed Navigation Center will have a negative impact on area businesses.

OTHER DISTRICTS MUST STEP UP



District 6 and Our Community are Disproportionately Burdened

District 6 and our community have a proud tradition of supporting those down on their luck and needing a second chance. We are delighted to have the Delancey Street Foundation as neighbors. Many of us supported the Navigation Center at Fifth & Bryant that just opened in January 2019. However, our community is bearing an unfair share of the burden when the city proposes to open the largest-ever Navigation Center in our neighborhood right after we embraced one that opened just two months ago. Other districts should take their turn before asking District 6 to establish another shelter.

Our District already does most of the work for the city when it comes to creating housing, especially below-market-rate affordable housing. A significant portion of the new housing and specifically of the new BMR housing in the city has been added in just the East Cut neighborhood in the last few years. The area is also home to multiple housing projects dedicated to the formerly homeless.

The Proposed Navigation Center is Disproportionate to Community Needs

One rationale the city advances for placing a 225-bed Navigation Center on The Embarcadero is to help solve the homelessness problem in our community. However, our neighborhood is home to much fewer than 225 homeless persons. Recent homeless counts performed by the East Cut Community Benefit District (CBD) have found between 9 and 15 homeless persons on any given night in the entire CBD.

Data recently released by the City Services Auditor in its *Review of the Health Streets Operation Center* shows that the area around the proposed Navigation Center has a low density of tents. It also shows that looking at 311 calls alone overrepresents the density of encampments, particularly in the Embarcadero area, possibly because the population density leads to more calls.

In **Figures 12** and **13** below, the map on the left shows the density of 311 calls reporting encampments while the map on the right show the density of tents. The red dot on each map represents the site of the proposed Navigation Center. Note that the areas surrounding the proposed site are in the most-lightly shaded density zones on both the 311 map and the tent map.

If Navigation Centers are truly intended to help those in its vicinity, building the largest-ever Navigation Center in an area with a low density of encampments makes no sense. The city should be placing Navigation Centers close to homeless encampments, including in other Districts. If, on the other hand, geography doesn't really matter, then all other Districts must step up to provide space for Navigation Centers and other homeless services.

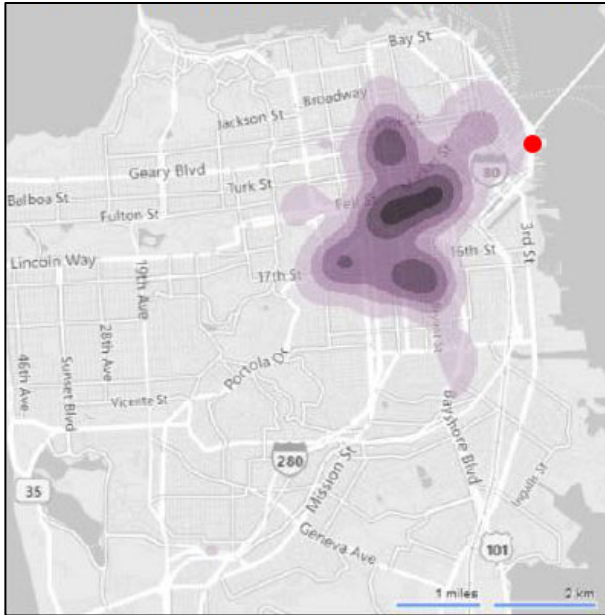


Figure 12. 311 Encampment Calls on January 10, 2019.



Figure 13. Number of tents on January 11, 2019.

End Matter

This report has been assembled by multiple people, some of whom wish to remain anonymous. The authors may be reached by emailing Wallace Lee at wajlee@gmail.com. In your correspondence, please note the section of the report you are inquiring about.

Photo Credits: B. Raggio, W. Lee, Port Commission; anonymous contributors.



COMMUNITY REPORT ON THE PROPOSED NAVIGATION CENTER AT SEAWALL LOT 330



www.sfresidents.com/report
Updated March 24, 2019

Executive Summary

Homelessness is a real problem in our city. Navigation Centers can be a part of the solution. However, the city must consider the surrounding community when deciding where to place Navigation Centers.

This report shows that Navigation Centers can bring significant problems to the areas in which they are built—crime, violence, open drug use, encampments and more. At the same time, the available evidence shows that Navigation Centers often do not bring their promised benefits to the community—they fail to control, and sometimes exacerbate, visible homelessness in the surrounding area.

The problems associated with Navigation Centers should not be brought into a part of the city that would exacerbate those problems. The area surrounding the proposed Navigation Center at Seawall Lot 330 is densely populated with many children and elderly residents. The entrance will be on The Embarcadero—a major thoroughfare for residents, tourists and Giants fans. The effects of the proposed Navigation Center would be felt by many.

Moreover, the city should not focus the problems associated with Navigation Centers onto just a handful of neighborhoods. District 6 just welcomed the city's newest Navigation Center in January. It is less than a mile away from the proposed Navigation Center. The entire city has a role to play in solving homelessness.

For these and other reasons outlined in this report, the overwhelming majority of community residents oppose the proposed Navigation Center.



Figure 1. Attendees at Port Commission Meeting raising hands in opposition to proposed Navigation Center, March 12, 2019.

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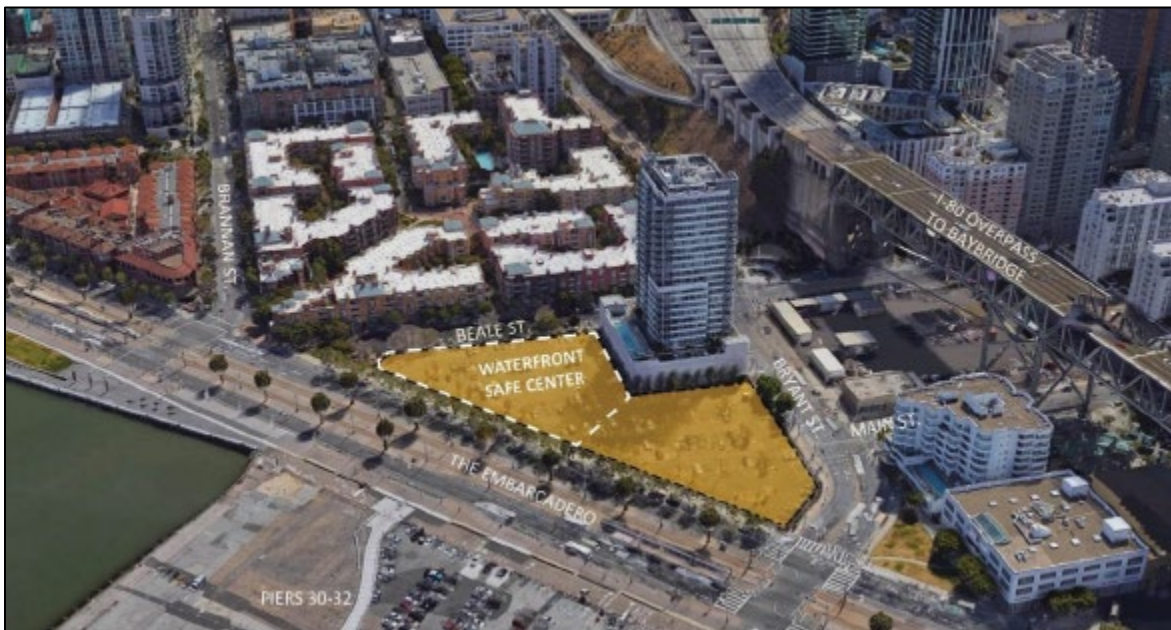


Figure 2. Proposed location of Navigation Center, Seawall Lot 330, highlighted in yellow.

THE IMPACT OF NAVIGATION CENTERS ON COMMUNITIES



Navigation Centers Bring Crime and Violence

The academic literature is replete with studies showing that homeless shelters bring a significant increase in crime to their neighborhoods. Both statistical data and anecdotal reports specific to San Francisco's Navigation Centers show that some Navigation Center guests bring criminal behavior and violence to their neighborhood.

Homeless Shelters Are Associated with a Significant Increase in Crime

One recent study of winter homeless shelters in Vancouver, open only during the winter months, looked at the effect on crime from the initial opening of those shelters as well as seasonal openings. Faraji, et al., *Effect of Emergency Winter Homeless Shelters on Property Crime*, Journal of Experimental Criminology, June 2018, p. 129.

A study found that the presence of a homeless shelter increased residential breaking and entering by 82.5% and thefts from vehicles by 42.9%.

The Faraji study found that “the presence of a shelter is associated with an increase in property and mischief crime.” “When shelters open, we find that, within 100 m of the shelter, total property and mischief crimes increase by 56.3%.” The Faraji study also found that the increase in crime drops off as distance is increased. At 300 meters, the increase in property and mischief crimes is only 10.8%, compared to 56.3% at 100 meters. The authors note that this distance effect supports the conclusion that homeless shelters are responsible for the increase in crime. The authors also found that crimes involving the breaking and entering of residences increased by 82.5% and thefts from vehicles increased by 42.9% within 100 meters of homeless shelters. The Faraji study was limited to property crime because violent crime statistics in Vancouver are not geocoded to protect privacy.

Another study in preprint (not yet published) applying criminological modeling techniques to crime data from Los Angeles shows that proximity to homeless shelters is the second-best predictor of crime caused by homeless offenders committing both property and violent crimes. The study found that only prior drug arrests are a better predictor of such crimes. Yoo, et al., *Using Risk Terrain Modeling to Predict Homeless Related Crime in Los Angeles, California*, SocArXiv preprint, Jan. 2018.

Neighbors of SF's Navigation Centers Report an Increase in Crime

San Francisco's Department of Homelessness and Supportive Housing (HSH) frequently cites to a non-peer-reviewed student paper for the proposition that the city's Navigation Centers have no effect on crime. Miki Barstow, *Navigation Centers: What do Neighbors Have to Fear?*, May 2018.

The Barstow study, authored by a student researcher from the Goldman School of Public Policy at UC Berkeley, actually supports the opposite conclusion: Navigation Centers are associated with an increase in crime. Barstow sought feedback from neighbors of existing Navigation Centers in San Francisco. Barstow found that the number of neighbors who believed crime increased after Navigation Centers opened outnumbered those who believed it decreased by almost 3 to 1. Surprisingly, Barstow thought that this result supported the conclusion that “Navigation Centers do not cause any increases in crime.”

*29% of neighbors believe crime increased after a Navigation Center opened.
Only 11% believe it decreased.*

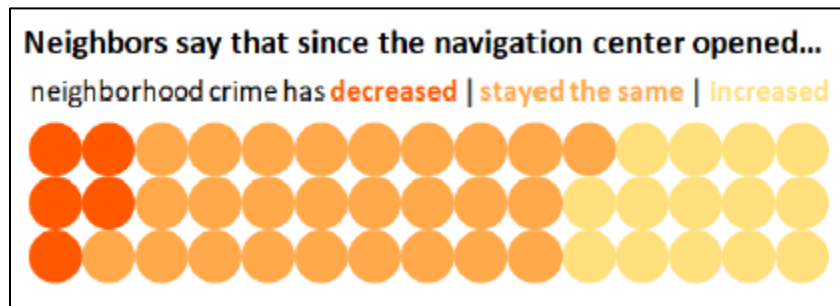


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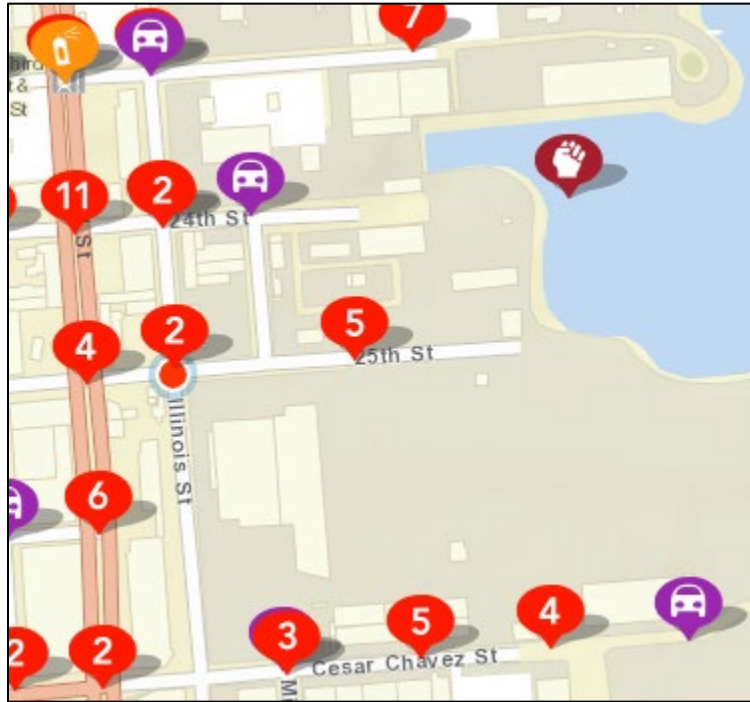


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According to HSH data reported in a [San Francisco Examiner story](#) about guests of the Mission Navigation Center, “12% had to leave due to violence or other rule violations.”

Even the Most Successful Navigation Center Guests Are Linked to Crime

The City Services Auditor’s report on the first year of Navigation Center operations, published June 2016, looked at jail stays for the first cohort of Navigation Center guests who successfully exited into permanent housing. Of that cohort, 20%, or 14 guests, “were booked into jail after leaving the Navigation Center” during an eight-month evaluation period. In other words, 20% of the Navigation Center’s most successful clients (those who obtained permanent housing) were booked into jail shortly after leaving. Moreover, 28% of those most successful guests were booked into jail in the eight months before entering the Navigation Center.

*Navigation Centers do not have adequate programming to keep guests busy.
Crimes of opportunity are one outlet.*

Anecdotal Reports of Navigation Center Crime

One author of this report spoke to a guest of the Dogpatch Navigation Center. While he was grateful for the opportunity to stay at the Center, he was critical of the Center’s programming. He reported there was little to do at the Center, so guests spend a lot of time roaming the neighborhood. He said that while the majority of guests are not violent, some are. When asked about the potential for crime associated with a Navigation Center, he said “if you see nice things, of course some are going to be tempted.”

Summary

The available data shows that San Francisco’s Navigation Centers are associated with an increase in neighborhood crime and violence. This data agrees with the results of studies of crime related to homeless shelters in other jurisdictions, including Los Angeles and Vancouver.

Navigation Centers bring crime and violence. They should be located in areas where the effect of those problems can be minimized, not in a densely populated area heavily trafficked by residents, tourists and Giants fans.

The “Magnet Effect”—Navigation Centers Attract Encampments

Anecdotal evidence suggests that Navigation Centers located in urban areas attract encampments. One author of this report visited the Division Circle Navigation Center and the Bryant Navigation Center on March 10, 2019. Both had numerous tents less than 100 feet from the Navigation Center. The Division Circle Navigation Center had two persons sleeping less than 10 feet from the front gate. Eight tents were located directly across the street. According to staff at the Division Circle Navigation Center, many of those camping outside were former Navigation Center guests.



Figure 5. Two persons sleeping just outside the entrance of the Division Circle Navigation Center, March 10, 2019.



Figure 6. Tents outside the Bryant Navigation Center, March 10, 2019.



Figure 7. Tent outside the Dogpatch Navigation Center, March 21, 2019.

Confirming these anecdotal reports, the Barstow (UC Berkeley) study cited above found that the majority (51%) of Navigation Center neighbors felt that visible homelessness either stayed the same or increased after a Navigation Center opened. One Navigation Center located in an urban area (presumably the now defunct Mission Navigation Center) elicited feedback from 50% of neighbors saying that visible homelessness had increased. According to the study, “community members in this area referred to a large group of people who regularly spent time directly in front of the navigation center.”



Figure 8. Miki Barstow, *Navigation Centers: What do Neighbors Have to Fear?*, May 2018.

The most charitable way to interpret this data is that Navigation Centers do not deliver on one of their advertised promises of reducing visible homelessness in the neighborhood. More likely, placing a Navigation Center in an urban area will increase visible homelessness in the vicinity of the Navigation Center.

Drug Use in the Neighborhood

Navigation Centers accept drug users as guests, but do not allow drug use on premises. Drug-addicted guests of the proposed Navigation Center must therefore go into the surrounding area to use drugs. Homelessness Department Director Kositsky has said that around a third of homeless persons are drug addicts. Thus, even using the city's own data, the community can expect about 75 guests of a 225-bed Navigation Center to use drugs in the surrounding residential area.

While each Navigation Center has sharps disposal containers at their entrance, there is no guarantee that Center guests will bring used sharps back to the Navigation Center. Sharps discarded on sidewalks and in parks pose a serious public health hazard to the community.



Moreover, opportunistic dealers can be expected to sell drugs where their clients are located. If 75 drug users live at the proposed Navigation Center, drug dealers will likely frequent the neighborhood around the proposed Navigation Center.

One correspondent who stood outside the Bryant Navigation Center and Division Circle Navigation Center saw drug deals at both locations in less than five minutes of observation.

Size

While Navigation Centers have existed in San Francisco since 2015, the proposed 225-bed Embarcadero site is almost twice the size of the largest existing Navigation Center. A key feature of Navigation Centers is their relatively small size compared to traditional shelters. The small size allows guests to thrive in an environment with relatively few rigid rules that would otherwise be required at scale.

According to the City Services Auditor in the Office of the Controller, “greatly increasing the bed capacity of the center [from 75 beds] would also compromise the ability of the program to

operate with the minimal rules and regulations that have made it so popular with clients One of the consistently mentioned, unique features of the program is its comfortable, relaxing, generally peaceful atmosphere, a feature that may be compromised if curfews and stricter rules become an operational necessity." *Perspectives From The Navigation Center, Report #4*, Office of the Controller, December 2, 2015.

Applying the Navigation Center concept at a much larger scale is an experiment. That experiment should not be performed in an area where failure will cause major spillover effects that will harm tens of thousands of residents, workers and visitors daily.

THE EMBARCADERO IS THE WRONG PLACE FOR A NAVIGATION CENTER



The Proposed Site is in a Densely Populated Area with Vulnerable Persons

Neighborhood Demographics

Many around the City may view the neighborhoods surrounding Seawall Lot 330 as a lightly populated or even industrial area. In reality, the community surrounding the proposed Navigation Center is home to a growing population with a significant proportion of vulnerable populations.

*The surrounding area is increasingly a family neighborhood. The **population has grown by 25%** over five years and the **number of children has grown by 49%**.*

As of 2017, almost 14,000 people lived within approximately half a mile of the proposed Navigation Center. That compares to approximately 11,000 in 2012, an increase of 25% over five years. The number of children increased from 865 to 1,289 over the same period, an increase of 49%. As of 2017, 1,398 residents were aged 60 or older.

Table 1. U.S. Census 5-Year ACS Population Data for Census Tract 615, San Francisco County

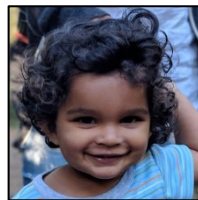
	2012		2017		Change (%)
Total Population	11,083	100%	13,864	100%	25.1%
Under 18	865	7.8%	1,289	9.3%	49.0%
60 and over	1,430	12.9%	1,398	10.1%	(2.2%)



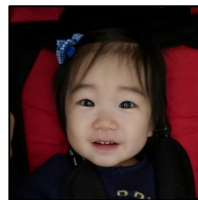
Zack, 7



Alex, 5



Kabir, 1



Emma, 1



Matthew, 2



Sam, 1



Maverick & Riley, 0



Trey, 4



Gaby, 0



Pile, 0

The area surrounding the proposed Navigation Center is home to at least 25 schools and child care facilities – reportedly the largest concentration of schools and child care facilities in all of San Francisco. These schools and child care facilities are within walking distance of the proposed Navigation Center.

The site for the proposed Navigation Center is very different from the sites of previous Navigation Centers. Existing Navigation Centers are not located in densely-populated residential neighborhoods or areas that see significant commuter and tourist traffic. The Dogpatch Navigation Center is in an industrial area, surrounded by a MUNI depot and a construction equipment storage lot. The Division Circle Navigation Center is in the middle of a freeway onramp. They are not adjacent to thousands of residences as the proposed Navigation Center would be.

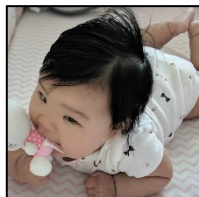
The claimed success of other Navigation Centers therefore says little about how a Navigation Center, particularly one of unprecedented size, will perform at the proposed site.

Delancey Street Foundation

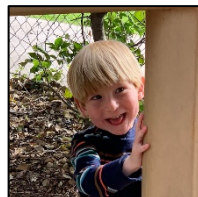
In addition to a significant number of children and elderly persons, the neighborhood is home to the Delancey Street Foundation. Hundreds of former drug addicts and others trying to start a new life are residents of Delancey Street, which has a strict drug- and violence-free policy. Dr. Mimi Silbert, President of Delancey Street, has expressed concern about housing active drug users at a Navigation Center next door to recovering drug addicts. Her comments can be heard at: https://www.rinconhillsf.org/tascam_0010-mp3/.



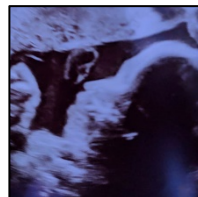
Sitara, 2



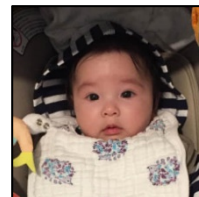
Kenzie, 0



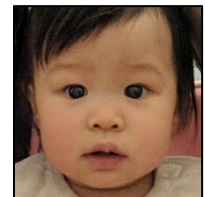
Matthew, 3



Millie, 0



MT, 0



Kira, 1

Stories From Neighbors

Although the neighborhoods surrounding Seawall Lot 330 have a relatively mild homelessness problem compared to certain other San Francisco neighborhoods, residents have already suffered from some of the effects of homelessness. The burden of crime, violence and drug use is expected to increase if the proposed 225-bed Navigation Center becomes a reality.

Below is a selection of stories from neighbors of the proposed Navigation Center expressing apprehensions about the spillover effects of the proposed Navigation Center. These, and other, neighbors fear that placing the largest-ever Navigation Center in a densely-populated area will lead to many more stories like these.

“Back in early 2018 I was pregnant with my daughter. On my way to work I stepped on a needle on the pavement. Luckily the sole of my shoe was thick enough to prevent the needle from puncturing my skin. Needless to say, it was the scariest moment of my life. I wasn’t scared for my [own] life, I was scared for my unborn child. As my husband and I are trying to get pregnant again, I am so worried that the Navigation Center would bring more drug users to our neighborhood. And what if I’m not as lucky next time around? I can’t bear the thought.” - D. Tran

“I stepped on a needle on the pavement . . . it was the scariest moment of my life. I was scared for my unborn child.”

“I was pregnant and waiting at the self-checkout line at the Safeway on King Street when all of a sudden, I heard a lot of commotion & multiple security officers escorting a very agitated customer outside. He was homeless, caught shop lifting and was very agitated. I was completing my purchase when I heard a loud bang and saw a large rock hit the floor. Glass shattered all over me! The man had come back with a very large rock and thrown it in the glass door.” - S. Patel

—

“My husband and I are working parents in SoMa. We are also parents to a 2-year-old girl. My mother took my child to the playground by the Ferry Building. One of the play structures there had handles covered in human excrement—very deliberately so. My daughter got that onto her hands before my mom noticed this and could start cleaning her up. There is never any police presence in this neighborhood, no cleaning effort, obviously no supervision of playgrounds or basic clean up.” - N. Masi

—

“My son was on the muni train coming home from school and there was a homeless person who got off at our stop and was following another woman very closely and yelling at her. When we got home we pulled the woman into the front entrance of our building and closed the door so that she could safely escape the man but the door didn’t lock behind us and the homeless man followed us in yelling and screaming and threatening everyone in the lobby. The homeless man also picked up a sign and threw it at the building. My son was terrified by this incident.” – C. Jones

“I have frequently found . . . needles and syringes on the ladder for the toddler play structure.”

“We used to visit the children’s playground. I have frequently found human waste under the children’s play structure, needles and syringes on the ladder for the toddler play structure. The last straw for us was when one morning we found human waste smeared on the toddler slide and the handles on the see-saw.” – M. Solanki

Thousands Pass the Proposed Site Daily

The main entrance of the proposed Navigation Center will be on The Embarcadero, a major pedestrian and vehicular thoroughfare.

City-commissioned traffic count data from March 15, 2016 shows that thousands of cars and hundreds of pedestrians pass by the site of the proposed Navigation Center each day while travelling southbound on The Embarcadero. An informal traffic count performed by volunteers in the one hour starting 8:30 A.M. on Monday, March 11, 2019 showed 1068 cars travelling southbound on The Embarcadero and 562 pedestrians and bicyclists.

Traffic on event days at Oracle Park (formerly AT&T Park) is many times that of a normal weekday morning. The opening of the Chase Center is also expected to add significant traffic to The Embarcadero.

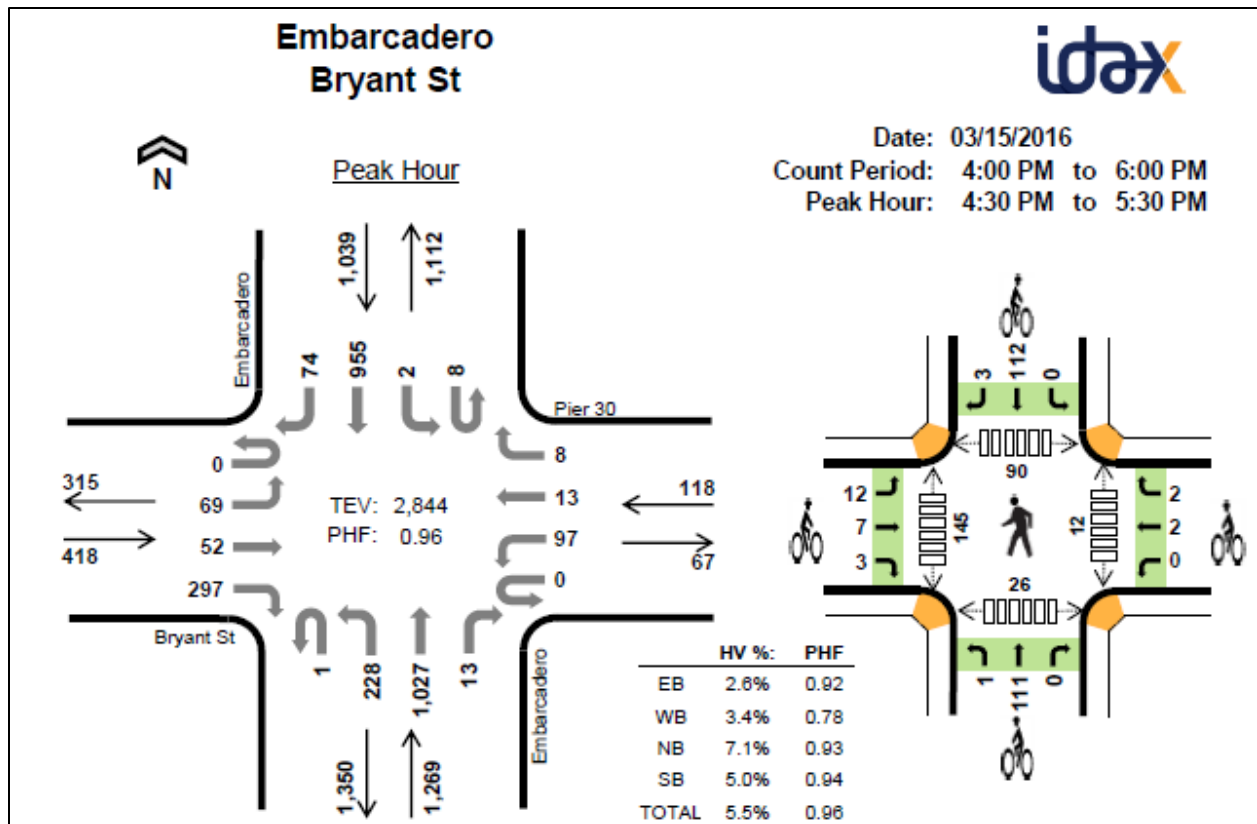


Figure 9. Traffic study, March 15, 2016.

The sheer number of people passing by the proposed Navigation Center each day increases the risk of the public suffering from spillover effects. Discarded needles on a lightly-trafficked industrial area (such as where the Dogpatch Navigation Center is located) do not pose the same threat to public health as they would on The Embarcadero.

Failed “Good Neighbor” Agreements

The city has attempted to gain community support for past Navigation Centers by entering into “Good Neighbor” agreements. Those agreements are intended to limit the spillover effects of Navigation Centers onto the surrounding community. However, there are few enforcement mechanisms and as a result the agreements frequently go unheeded.

In 2016, several city agencies entered into a Good Neighbor Agreement relating to the Dogpatch Navigation Center. Many of the promises made in that agreement have been broken.

For example, the Good Neighbor Agreement states that encampments along Islais Creek and other areas around the Dogpatch Navigation Center would be cleared of encampments and kept clear of encampments. That has not happened. In fact, the Port Commission staff cites the presence of encampments along Islais Creek as a reason for building a Navigation Center at Seawall Lot 330. **Figure 10** below shows an excerpt from the Dogpatch Navigation Center Good Neighbor Agreement promising the removal of encampments along Islais Creek and promising

to keep the area clear of encampments. **Figure 11** below is an excerpt from the recent Port Commission memorandum on Seawall Lot 330 admitting that encampments are visible along Islais Creek.

2) ENCAMPMENT RESOLUTION: Removal of existing encampments along Islais Creek on Port, SFMTA and Caltrans property by September 1. HSH, HOT, SFPD and the Port will collaborate to keep the areas clear of encampments. (HSH, Port, SFPD and HOT)

Figure 10. Dogpatch Navigation Center Good Neighbor Agreement, Aug. 30, 2016.

The Port has its own experience with homeless populations. Homeless individuals and encampments are visible on Port property at Warm Water Cove, along Islais Creek, at Justin Herman Plaza, Brannan Street Wharf, Fisherman's Wharf, near the Ferry

Figure 11. Port Commission Memorandum on Seawall Lot 330 Navigation Center, Mar. 7, 2019.

The author of this section interviewed six small business operators along Islais Creek on March 10, 2019. All six said that the size of encampments in the area had either increased or had not changed over the last three years.

Good Neighbor agreements also promise to keep Navigation Centers from becoming “magnets” for homelessness by clearing encampments in the vicinity of the Navigation Center. As detailed in an earlier section of this report, encampments are a frequent sight outside of Navigation Centers.

The Dogpatch Good Neighbor Agreement also promises real-time performance metrics from HSH and reporting on neighborhood crime statistics from SFPD. The author of this section has not been able to obtain either after two weeks of effort.

Good Neighbor Agreements have not been enforced and thus city agencies have no incentive to abide by them. It appears that Good Neighbor Agreements are merely catalogs of unkept promises. Neighbors will not be able to rely on promises made by city agencies to keep the neighborhood safe and clean.

Effect on Local Businesses

Many restaurants in the area such as Cento, Town's End, Delancey Street Restaurant, South Beach Café and Crossroads, rely on foot traffic and especially the foot traffic generated by Giants fans walking along The Embarcadero. Encampments, syringes, and other detractors will affect the foot traffic that these businesses and their staff rely upon. These problems can also make the area less attractive to workers at restaurants and other businesses in the area, creating recruiting and retention problems.

“People who owned these buildings [near the Mission Navigation Center] were reluctant to open businesses due to activities occurring nearby, and a third business had to close for similar reasons.”

The UC Berkeley Barstow study, cited earlier, supports the view that Navigation Centers have a negative impact on businesses. Barstow reported that 26% of those surveyed believed that Navigation Centers had a negative effect on their business or place of work while 22% said it had a positive effect. Barstow found that responses varied by site, and that respondents near the urban Mission Navigation Center “strongly felt that the Navigation Center had a negative impact on business.” According to Barstow, “two people specifically mentioned vacant storefronts at properties on the same block as the Navigation Center. According to them, the people who owned those buildings were reluctant to open businesses due to activities occurring nearby, and a third business had to close for similar reasons.”

The Barstow study, frequently cited by city officials, supports the view that the proposed Navigation Center will have a negative impact on area businesses.

OTHER DISTRICTS MUST STEP UP



District 6 and Our Community are Disproportionately Burdened

District 6 and our community have a proud tradition of supporting those down on their luck and needing a second chance. We are delighted to have the Delancey Street Foundation as neighbors. Many of us supported the Navigation Center at Fifth & Bryant that just opened in January 2019. However, our community is bearing an unfair share of the burden when the city proposes to open the largest-ever Navigation Center in our neighborhood right after we embraced one that opened just two months ago. Other districts should take their turn before asking District 6 to establish another shelter.

Our District already does most of the work for the city when it comes to creating housing, especially below-market-rate affordable housing. A significant portion of the new housing and specifically of the new BMR housing in the city has been added in just the East Cut neighborhood in the last few years. The area is also home to multiple housing projects dedicated to the formerly homeless.

The Proposed Navigation Center is Disproportionate to Community Needs

One rationale the city advances for placing a 225-bed Navigation Center on The Embarcadero is to help solve the homelessness problem in our community. However, our neighborhood is home to much fewer than 225 homeless persons. Recent homeless counts performed by the East Cut Community Benefit District (CBD) have found between 9 and 15 homeless persons on any given night in the entire CBD.

Data recently released by the City Services Auditor in its *Review of the Health Streets Operation Center* shows that the area around the proposed Navigation Center has a low density of tents. It also shows that looking at 311 calls alone overrepresents the density of encampments, particularly in the Embarcadero area, possibly because the population density leads to more calls.

In **Figures 12** and **13** below, the map on the left shows the density of 311 calls reporting encampments while the map on the right show the density of tents. The red dot on each map represents the site of the proposed Navigation Center. Note that the areas surrounding the proposed site are in the most-lightly shaded density zones on both the 311 map and the tent map.

If Navigation Centers are truly intended to help those in its vicinity, building the largest-ever Navigation Center in an area with a low density of encampments makes no sense. The city should be placing Navigation Centers close to homeless encampments, including in other Districts. If, on the other hand, geography doesn't really matter, then all other Districts must step up to provide space for Navigation Centers and other homeless services.

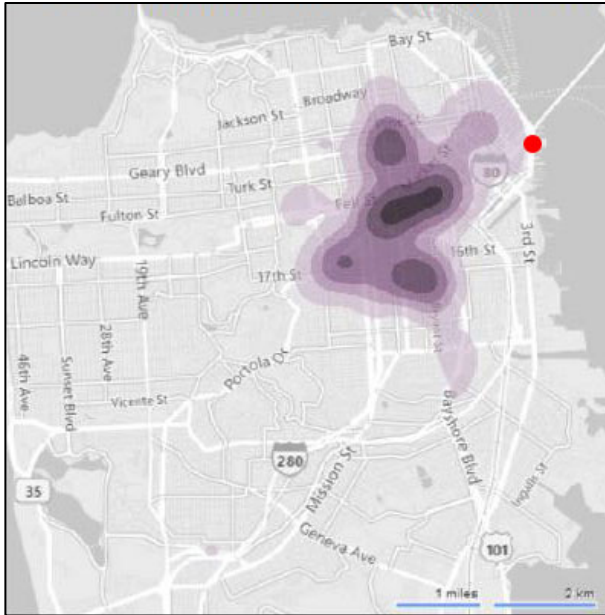


Figure 12. 311 Encampment Calls on January 10, 2019.



Figure 13. Number of tents on January 11, 2019.

End Matter

This report has been assembled by multiple people, some of whom wish to remain anonymous. The authors may be reached by emailing Wallace Lee at wajlee@gmail.com. In your correspondence, please note the section of the report you are inquiring about.

Photo Credits: B. Raggio, W. Lee, Port Commission; anonymous contributors.



LaCroix, Leah (PRT)

From: Will Glasgow
Sent: Wednesday, March 20, 2019 12:04 PM
To: Forbes, Elaine (PRT); kimberly.brandon@sfport.co
Subject: The Proposed Embarcadero Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Supervisor Haney,

I am a resident of the [redacted] and have attended and spoken out about the reasons for my opposition to the proposed Navigation Center ("NC") at the recent Port meeting, Delancey community information meeting and yesterday's Board of Supervisors meeting. Frankly, I came away with the distinct sense that I and my neighbors were "whistling in the wind", and that the decision to proceed with this project has already been made without community input or public scrutiny.

In thinking about the homeless issue further, I have reluctantly come to the conclusion that you, your colleagues and Mayor Breed have been looking at this problem of where to site homeless facilities the wrong way.

If I can use an analogy, you are viewing the homeless problem like the affordable housing issue. That is, because there's a clear public policy need to keep SF diverse and affordable to a wide range of people, we should therefore take steps to insure that more such housing be built in all areas of the City. Because we don't want the City to be socio-economically segregated, the obvious remedy is to require more affordable housing through-out the City.

In fact, the homeless issue would be susceptible to a similar remedy if the homeless were simply people who had insufficient economic resources to be able to afford housing in the City--in other words, they were poor people that the City was trying to help get back on their feet through facilities like Navigation Centers. Today, South Beach has just such a facility managed by the Delancey Foundation that houses some 200 residents who previously had addiction or criminal justice issues, but who are trying to get become productive and self-sufficient members of society. The Brannan, which is around the corner from the Delancey facility, engages with these residents, supports their activities and finds them to be good neighbors.

Unfortunately, however, the City has chosen not to bifurcate the problem between the economically homeless and those with drug, alcohol, criminal justice and mental health issues, and lumps all these people together making them all eligible for a Navigation Center. As a result, the siting issue is not susceptible to the same policy solution that addresses the affordable housing problem.

Rather, the right way to think about siting the homeless, to the extent they largely consist of people with addiction, mental health and criminal justice problems, is to view homelessness like a communicable disease and look to how the CDC might address it. From what I can tell, when faced with this type of problem, the CDC approaches it in two primary ways: it seeks to keep it from spreading, and it tries to cure the sick people who have the disease. While Navigation Centers in

concept might address the "cure" issue in some ways, locating a 225 bed facility on the Embarcadero in a prime, densely populated family residential, employment and tourist area, would only exacerbate the problem of how to contain the very disease the City wants to eliminate. In fact, perversely, it would actually spread the very affliction it wants to contain to a 3-5 block area that currently has a limited homelessness problem that is manageable.

This leads me to the inevitable conclusion that either the proposed Embarcadero Navigation Center should be strictly limited to the economically homeless who have none of the fore-mentioned social and personal problems, like the Delancey Foundation does, or the N.C. should be re-located to an area where its presence would not lead to a proliferation of the social problems commonly associated with large parts of the homeless population. There is no other way to look at this from a public policy perspective: if a policy is likely to cause more adverse results than its projected remedial benefits, it should not be undertaken. I, and other affected community members, are (virtually) unanimous in our view that the proposed Embarcadero Navigation Center represents exactly this type of flawed policy and should not be implemented.

As you well know, as a result of a variety of City policies and considerable public and private investment (amounting to many billions of dollars) over the last 25 years, South Beach, SOMA, Rincon Hill and Mission Bay have arguably become the most vibrant part of the City for families (there are many schools and child-care facilities located nearby), seniors, employers and visitors. Why the City would want to put this at risk is frankly unfathomable to me and my neighbors. As our Supervisor, we first look to you to protect the area where we live, work and recreate and would expect that you would appreciate the danger that the Embarcadero N.C. presents to the affected communities and do everything in your power to ameliorate it (by limiting its size and composition of its residents) or by stopping it all together. As residents of the City, we also look to Mayor Breed and all the Supervisors to make the right policy decisions--notwithstanding any political considerations--and to do the right thing for all of the City's residents.

I would be happy to meet with you to discuss this further. Please feel free to share this with this your colleagues.

Regards, Will Glasgow

LaCroix, Leah (PRT)

From: Willard Everett
Sent: Friday, April 05, 2019 3:54 PM
To: Forbes, Elaine (PRT)
Subject: Proposed Embarcadero Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Elaine Forbes, Executive Director, Port of SF

I am writing as a concerned citizen and regular voter to express my opposition to the propose homeless Navigation Center on the Embarcadero. There are several reasons that a new center should be located elsewhere.

A new center recently opened nearby at 5th and Bryant.

The primary solution to homelessness is a lack of housing. The prospective site would be better used for permanent affordable housing.

The proposed location will greatly distract from the waterfront of San Francisco. The entire waterfront from the Golden Gate Bridge to the baseball stadium draws millions of residents and tourists alike. While we are suffering from a lack of shelter for our homeless we should not rush to place shelters in their most desirable tourist destinations or densely populated residential areas. We are already seeing a decline in tourism and the financial benefits that brings to all city resident; especially residents, business owners and employees around the convention center because of bad behavior by many of our homeless. Drawing hundreds of homeless to the waterfront will have a similar negative impact. The Port Commission should take time to determine suitable uses for the proposed site rather than enter into a lease with the city on a hastily prepared proposal.

The proposed location is in a diverse residential area with many children and senior citizens. There are several schools and day care centers in the area.

Other locations such as Pier 70, Division St., and the warehouse district (not the residential area) near Ceasar Chavez, Evans and Toland are closer to existing homeless populations and would not impact nearly as many residents of the City.

Sincerely,

Willard Everett

Quesada, Amy (PRT)

Subject: FW: I SUPPORT the Embarcadero Navigation Center

Thanks,

Amy Quesada
Port of San Francisco
Pier 1 SF 94111
415-274-0405
amy.quesada@sfport.com

From: Zachary Sikora

Sent: Wednesday, April 03, 2019 7:50 AM

To: Haneystaff (BOS) <haneystaff@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Quesada, Amy (PRT) <amy.quesada@sfport.com>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Subject: I SUPPORT the Embarcadero Navigation Center

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mayor Breed, Supervisor Haney, and members of the Port Commission.

My name is Zach Sikora, I live in 94108 and work in the Financial District / South Beach / SoMa area. I'm reaching out to you today because I support the Navigation Center and wrap around services that will be provided on Lot 330. Given the number of homeless people I see in the general area of the proposed center on my daily walks to work, I think there's a lot of benefit these folks could get from having more resources in the neighborhood. Please support the proposal.

All the best,
Zach Sikora

LaCroix, Leah (PRT)

From: Zeynep Arhon
Sent: Saturday, March 16, 2019 10:22 PM
To: Forbes, Elaine (PRT)
Subject: opposition to the Navigation Center in South Beach

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. Forbes:

I am writing to express my concerns regarding the proposed Navigation Center at South Beach, San Francisco. I am a mother of a toddler and therefore I often cannot participate in community meetings, but I would like to share my concerns with you.

As a resident and mother living in South Beach, I do not want to encounter more syringes, broken glass, and human feces in my neighborhood. Having a roof on top of one's head is a basic human right, yet so is feeling safe while walking and visiting playgrounds. I am extremely concerned about needles and broken glass in playgrounds. I hear the same concern from all mothers and nannies living and working in this neighborhood. Another concern is encountering homeless persons experiencing an outrage. Passing by someone who is screaming, hitting on something, breaking a glass bottle, or just tearing up his own stuff is a fearful experience.

My family moved to South Beach because it is a residential area with a high concentration of kids. We cannot understand why this neighborhood is considered to be a suitable place for a homeless navigation center.

Regards,
Zeynep Arhon

UESF Support Resolution for Seawall Lot 330 Navigation Center

As unanimously approved by the UESF Executive Committee, April 3, 2019

WHEREAS homelessness, housing insecurity, and the lack of affordability continue to challenge San Francisco; and

WHEREAS over 2,100 students in SFUSD are currently, and tragically, experiencing homelessness;

WHEREAS the proposed waterfront site would be the Mayor's first SAFE Navigation Center, which takes the best practices and lessons learned from prior Navigation Centers, allowing guests to bring their partners, pets, and belongings with them and providing support to connect residents with services and permanent housing in a setting with 24/7 access; and

WHEREAS SAFE Navigation Centers are designed to be rapidly implementable and more cost-effective than traditional navigation centers; and

WHEREAS District 6 Supervisor Matt Haney strongly supports this project; and

WHEREAS offering two hundred individuals experiencing homelessness shelter, dignity, and support represents humanitarian and moral progress for San Francisco; and

WHEREAS there is no excuse for homelessness in a city as wealthy as ours; and

WHEREAS every human being has the right to shelter;

THEREFORE BE IT RESOLVED THAT the United Educators of San Francisco support the SAFE Navigation Center at Seawall Lot 330 and encourage the Port of San Francisco to approve the site without delay.

Further reading: <http://www.sfusd.edu/en/news/media-coverage/2017-media-coveragearchive/09/sf-public-schools-to-shift-focus,-resources-on-homeless-students-as-numbersrise.html>

<https://www.sfchronicle.com/bayarea/article/SF-Mayor-Breed-wants-Embarcadero-to-have-SF-s-13659716.php>

<https://www.sfexaminer.com/news/mission-district-school-plans-to-open-gym-to-homeless-students-families-overnight/>

A copy of any such resolution relating to Port matters should be forwarded to amy.quesada@sfpport.com. Amy Quesada is Port Commission Affairs Manager.

Submitted to the April 17 Meeting of the UESF Assembly by John Lisovsky