



September 17, 2007

Dear San Francisco Voter:

We at the Department of Elections are proud to provide this Voter Information Pamphlet (VIP) to assist you in making decisions for the upcoming November 6, 2007 Municipal Election. Among the materials in the VIP are statements submitted by the candidates who appear on the ballot describing their qualifications, short descriptions of each measure drafted by the Ballot Simplification Committee with assistance from the City Attorney's office, financial analyses of the measures provided by the Controller, and arguments submitted by proponents and opponents for and against the measures.

VOTING AND YOUR BALLOT

As in every election, you can vote at City Hall beginning 29 days before Election Day. This year, early voting begins on October 9th. On Election Day, Tuesday, November 6th, the polls will open at 7:00 a.m. and close at 8:00 p.m. We encourage you to check the back cover of this pamphlet for the correct address of your polling place. You can also find your polling place's address on the Department's Web site at www.sfgov.org/election by clicking on the "How do I find my polling place?" link. On the back cover of this pamphlet you can also find an application to receive a vote-by-mail ballot.

Your ballot will consist of two ballot cards. The contests and measures are printed on the front *and* back sides of the cards. All voters Citywide will use the ranked-choice voting method to elect the offices of Mayor, District Attorney and Sheriff. Additionally, voters will decide on eleven local measures.

LEGAL TEXT OF PROPOSED BALLOT MEASURES

We are now placing the legal text of each ballot measure in the back of the VIP rather than immediately following each measure. We make this change to improve the usability of the VIP, to reduce costs and to increase our efficiency in readying materials for production.

INFORMATION ON ACCESSIBILITY

Also, on the back cover of this pamphlet, we have increased the space available to more prominently provide information about the polling places. Along with the address of your polling place, you will see information regarding the physical location of the entryway to the polling site and its level of accessibility.

We also have expanded and redesigned our Web site, which is now more user-friendly and accessible. It is an excellent source of information and we encourage you to visit it at: www.sfgov.org/election

We very much look forward to counting your vote this November, since your vote will shape San Francisco's future.

Respectfully,
John Arntz, Director



Purpose of the Voter Information Pamphlet

The purpose of this pamphlet is to provide voters with information about candidates and ballot measures before each election. In addition to the sample ballot, this pamphlet contains: information about the qualifications of candidates for local offices; an impartial summary of each local ballot measure prepared by the City's Ballot Simplification Committee; a financial analysis of each local ballot measure prepared by the City's Controller; an explanation of how each local ballot measure qualified for the ballot; arguments supporting and opposing local ballot measures and the legal text of each local ballot measure.

You may bring this pamphlet with you to your polling place. In addition, every precinct is supplied with a copy of the Voter Information Pamphlet. Please ask a pollworker if you would like to see it.

The Department of Elections delivers the Voter Information Pamphlets to the Post Office for delivery to individual voters. If you do not receive your pamphlet by October 22, 2007, please contact your local Post Office and the Department of Elections.

This pamphlet is also available in Chinese and Spanish.

這本手冊有中文版。要索取中文版，請致電 (415) 554-4367。

Este folleto también está disponible en **español**. Para solicitar una copia, por favor llame al 415-554-4366.

The Ballot Simplification Committee

The Ballot Simplification Committee prepares an impartial summary of each local ballot measure. In addition, the Committee writes or reviews other information in this pamphlet, including the glossary of "Words You Need to Know" and the Frequently Asked Questions (FAQ's). The Committee members have backgrounds in journalism and written communication, and they volunteer their time to prepare these informational materials for voters. The Committee members are:

Betty Packard, *Chair*
Nominated by the Northern California Broadcasters Association

Suzanne Stassevitch
Nominated by the League of Women Voters

Dana Chisnell
Nominated by the Northern California Media Workers Guild

June Fraps
Nominated by the National Academy of Television Arts and Sciences

Ann Jorgensen
Nominated by the San Francisco Unified School District

Ann O'Leary, *Ex officio*
Deputy City Attorney

Jon Givner, *Ex officio*
Deputy City Attorney

Access for Voters with Disabilities

AutoMARK — Each polling place will have an accessible AutoMARK ballot-marking machine. AutoMARK machines will also be available during Early Voting at City Hall. (For more information, see page 16.)

Voting at your polling place on Election Day — For information about your polling place, including accessibility information, refer to the back cover of this pamphlet. If your polling place is not functionally accessible, you may call 415-554-4551 for information about the nearest accessible polling place. Curb-side voting is also available (see right column).

Voting at City Hall, on or before Election Day — All voters may vote in person at the Department of Elections, City Hall, at 1 Dr. Carlton B. Goodlett Place, Room 48, from October 9 to November 6. The accessible AutoMARK ballot-marking machine will be available for Early Voting. Office hours are:

- 8 a.m. to 5 p.m., Monday through Friday (except holidays);
- 10 a.m. to 4 p.m., on Saturday and Sunday, October 27-28 and November 3-4;
- 7 a.m. to 8 p.m. on Election Day, November 6.

Early voting by mail (absentee voting) — All voters may request that a ballot be mailed to them. In addition, all voters may apply to become Permanent Vote-by-Mail Voters. Ballots for all future elections will be mailed automatically to Permanent Vote-by-Mail Voters. (For more information, see page 7.)

Additional assistance available on or before Election Day:

Tape recordings of the Voter Information Pamphlet — The San Francisco Library for the Blind and Print Disabled, at 100 Larkin Street, produces and distributes tape-recorded copies of the Voter Information Pamphlet. Voters may request a tape-recorded copy by calling Martin Magid at the San Francisco Public Library for the Blind and Print Disabled, at 415-557-4253, or may obtain a copy at any branch of the San Francisco Public Library.

TTY — Voters with hearing or speech impairments who have a TTY may communicate with the San Francisco Department of Elections by calling 415-554-4386.

Curb-side voting — If architectural barriers prevent a voter from entering the polling place, pollworkers will bring the necessary voting materials to the voter in front of the polling place.

Reading tools — Every polling place has large-print instructions on how to vote and magnifying sheets to enlarge the type on the ballot.

Seated voting — Every polling place has at least one voting booth which allows voters to vote while sitting in a chair or a wheelchair.

Voting tools — Every precinct has an easy-grip pen for signing the roster and an easy-grip special pen for marking the ballot.

Assistance — Persons unable to complete their ballot may bring one or two persons with them into the voting booth to assist them, or they may ask a pollworker to provide assistance.



Multilingual Voter Services: Voter Assistance in Chinese and Spanish

多種語言選民服務： 選民中文和西班牙文語言協助

Servicios Multilingües para los Electores: Asistencia para los Electores en Chino y Español

In compliance with federal law and local ordinance, the Department of Elections provides services to voters and official election materials in Chinese and Spanish, in addition to English. Multilingual voter services include:

- Translated election materials including: ballots, voter registration forms, voter notices, vote-by-mail (absentee) ballot applications and instructions, and Voter Information Pamphlets.
- Telephone assistance in Chinese and Spanish, available Monday through Friday, 8 a.m. to 5 p.m. and from 7 a.m. to 8 p.m. on Election Day.
 - Telephone Assistance in Chinese: 415-554-4367
 - Telephone Assistance in Spanish: 415-554-4366
- Instructional signs in English, Chinese and Spanish at all polling places on Election Day.
- Chinese and Spanish bilingual pollworker assistance at designated polling places on Election Day.
- Voter information in Chinese and Spanish on our Web site at www.sfgov.org/election

中文選民服務

依照聯邦法律和地方法令，選務處提供選民中文服務和官方選舉資料。中文服務包括：

- 已翻譯的選舉資料，其中包括：選票、選民登記表格、選舉預告、郵寄(缺席)選票申請表格和指南以及選民資料手冊。
- 由星期一至星期五上午 8 時至下午 5 時及選舉日上午 7 時至晚上 8 時提供的中文電話協助：415-554-4367。
- 於選舉日在每個投票站提供中文的說明標牌。
- 於選舉日在指定的投票站提供中文語言協助。
- 在選務處網站 (www.sfgov.org/election) 提供中文選舉資料。

中文版的選民資料手冊

除了英文版選民資料手冊之外，選務處還提供中文版的選民資料手冊。如果你想要選務處郵寄給你一本中文版的選民資料手冊，請致電：415-554-4367。

Asistencia para los Electores en Español

Conforme a la ley federal y el reglamento municipal, el Departamento de Elecciones proporciona materiales electorales y asistencia a los electores en español. Servicios para los electores en español incluyen:

- Materiales electorales traducidos incluyendo: la boleta electoral, el formulario de inscripción para votar, avisos a los electores, solicitudes e instrucciones para votar por correo (como elector ausente) y el Folleto de Información para los Electores.
- Asistencia telefónica en español disponible de lunes a viernes de 8 a.m. a 5 p.m. y en el Día de las Elecciones de 7 a.m. a 8 p.m. llamando al 415-554-4366.
- Rótulos con las instrucciones en español en los lugares de votación el Día de las Elecciones.
- Trabajadores electorales bilingües en los lugares de votación designados.
- Información electoral en nuestro sitio Web en español: www.sfgov.org/election

El Folleto de Información para los Electores en español

Además del Folleto de Información para los Electores en inglés, el Departamento de Elecciones provee un Folleto de Información para los Electores en español a los electores que lo soliciten. Si desea recibir un Folleto de Información para los Electores en español, por favor llame al 415-554-4366.



Important Registration and Voting Information

Registration Forms

To obtain a voter registration form:

- Visit www.sfgov.org/election to fill out or download a form;
- Call the Department of Elections at 415-554-4375 and request that one be mailed to you; or
- Pick one up at the Department of Elections in City Hall, the County Clerk's office, the Department of Motor Vehicles, or at public libraries and post offices throughout San Francisco.

Effective January 1, 2006 each registrant *must* provide a current and valid California driver's license or California identification number on his or her voter registration form. Registrants who do not have either must provide the last four digits of their Social Security number to meet the identification requirements. If a voter does not have any of these three forms of identification, a unique identifying number will be assigned for voter registration purposes only. Any registrant who does not provide this information prior to Election Day, November 6, may have to vote a provisional ballot; if the identification cannot be confirmed, the provisional ballot may not be counted.

Once the Department of Elections receives a completed voter registration form, the new voter will receive a card in the mail as proof of his or her right to vote.

Overseas and Military Voters

Special Overseas and Military Voters are:

- Members of the armed forces;
- Spouses or dependents of members of the armed forces;
- United States citizens temporarily living outside of the country; or
- U.S. citizens serving on a merchant vessel documented under the laws of the United States.

Special Overseas and Military Voters can register to vote and receive a vote-by-mail (absentee) ballot by completing the Federal Post Card Application (FPCA). The application can be downloaded from <http://www.fvap.gov/pubs/onlinefpcapdf> or obtained from embassies, consulates, or from military voting assistance officers.

New Citizen Registration and Voting

California election law extends the registration and voting deadline to the 7th day before the election for those who become new citizens after the close of registration on October 22. Anyone who becomes a new citizen between October 23 and October 30 must, no later than October 30:

- Provide proof of citizenship and residency in California to the Department of Elections;
- Complete a voter registration form and an Absentee Ballot Application; and
- Vote at the Department of Elections after registering.

To become eligible to vote, you only need to complete a voter registration form. No other documentation is needed.

Ex-Offenders' Right to Vote

In California, you can register and vote if you are:

- A citizen of the United States.
- A resident of California.
- At least 18 years old on or before Election Day.
- Not in prison or on parole for a felony conviction.

California law allows a person who has been convicted of a felony to register and vote if he or she:

- Has completed his or her prison term for a felony, including any period of parole or supervised release.
- Is on federal or state probation.
- Is incarcerated in county jail as a condition of felony probation or as a result of a misdemeanor sentence.

Additionally, people who have been convicted of a misdemeanor can register and vote even while on probation, supervised release, or incarcerated in county jail.

In order to restore the right to vote, a person only needs to complete and return a voter registration form. No other documentation is required.

Have You Moved?

When voters move, they must inform the Department of Elections of the address change to update their voter registration records. Voters must inform the Department of address changes 15 days before an election to vote in that election. Voters may change their address by:

- Completing and submitting a voter registration form; or
- Submitting a written notice of their change of address along with their signature, printed name, date of birth, and previous and new addresses.

NOTE: Voters who moved within the county and were unable to change their address before the deadline 15 days before the election are encouraged to:

- Go to their new polling place on Election Day, complete a new voter registration form to update their registration information, and cast a provisional ballot; or
- Come to City Hall, Room 48, on or before Election Day, complete a new voter registration form to update their registration information, and cast an absentee ballot.

Not Yet 18?

Any person who will turn 18 years of age before the next election is eligible to register and vote at that election. To register:

- Complete a voter registration form; and
- Submit the registration form either in person or by mail no later than 15 days before that election.



Frequently Asked Questions (FAQ's)

by the Ballot Simplification Committee

Q — *Who can vote?*

A — U.S. citizens, 18 years or older, who are registered to vote in San Francisco on or before October 22, 2007.

Q — *When do I vote?*

A — Election Day is Tuesday, November 6, 2007. Your polling place will be open from 7 a.m. to 8 p.m.

Q — *Where do I go to vote?*

A — Go to your polling place. The address is on the back cover of this book.

Q — *My 18th birthday is after October 22, 2007 but on or before November 6. May I vote in the November 6 election?*

A — Yes, if your 18th birthday is on or before November 6, but after October 22, you can register to vote on or before October 22 and vote November 6 — even though you were not 18 at the time you registered to vote.

Q — *If I was arrested or convicted of a crime, can I still vote?*

A — You can register and vote as long as you are not in prison or on parole for a felony conviction. You must complete a new registration form on or before October 22 to vote.

Q — *I have just become a U.S. citizen. Can I vote in the November 6 election?*

A — If you became a U.S. citizen on or before October 22, you may vote in the election, but you must register to vote by October 22;

OR

If you became a U.S. citizen after October 22, but on or before October 30, you may register and vote at the Department of Elections office by October 30 with proof of citizenship.

Q — *I have moved within the county but have not re-registered. Can I vote in this election?*

A — Yes, but you must go to your new polling place or City Hall, Room 48, and complete a voter registration form to update your registration information. You can look up the address of your new polling place by entering your new home address on the Department of Elections Web site (www.sfgov.org/election). You may be asked to vote a provisional ballot at your new polling place.

Q — *What do I do if my polling place is not open?*

A — Check the back cover of this book to make sure you have gone to the right place. Polling places often change. If you **are** at the right place, call the Department of Elections immediately at 415-554-4375.

Q — *If I don't know what to do when I get to my polling place, is there someone there to help me?*

A — Yes, the pollworkers at the polling place will help you.

Q — *Can I take my sample ballot or my own written list into the voting booth?*

A — Yes. Deciding your votes before you get to the polls is helpful. Your sample ballot is located inside this voter pamphlet, or you may use the Ballot Worksheet (Voter Reference Chart) included in this pamphlet for this purpose.

Q — *Is there any way to vote instead of going to the polling place on Election Day?*

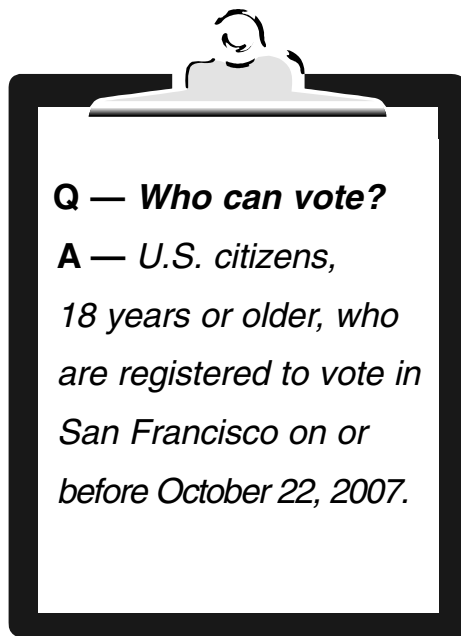
A — Yes, you can vote before November 6 if you: Fill out and mail the Vote-by-Mail Application printed on the back cover of this book. Once we process your request, a vote-by-mail ballot will be sent to you. Your request must be **received** by the Department of Elections no later than 5 p.m. on October 30, 2007;

OR

Go to the Department of Elections at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 48, from October 9 to November 6. The office hours are: 8 a.m. to 5 p.m., Monday through Friday; 10 a.m. to 4 p.m. Saturday and Sunday on October 27-28 and November 3-4; and 7 a.m. to 8 p.m. on Election Day, November 6.

Q — *If I don't use an application, can I get a Vote-by-Mail (Absentee) Ballot some other way?*

A — You can send a note, preferably on a postcard, to the Department of Elections asking for a ballot. This note must include: your printed home address, the address where you want the ballot mailed, your birthdate, your printed name and your **signature**. Mail your request to the address on the front cover of this pamphlet, or fax it to 415-554-4372. Your request must be received by the Department of Elections no later than 5 p.m. on October 30, 2007.





Early Voting in Person or by Mail

(Absentee Voting)



Any voter may request a vote-by-mail ballot (absentee ballot). You can request that a ballot be mailed to you, or you can come to the Department of Elections and vote in person starting on October 9, 2007.

VOTING IN PERSON

You can vote on or before Election Day at *City Hall, 1 Dr. Carlton B. Goodlett Place, Room 48.*

Office hours for early voting are as follows:

- **8 a.m. to 5 p.m., Monday through Friday, beginning October 9, 2007;**
- **10 a.m. to 4 p.m., Saturday and Sunday, October 27-28 and November 3-4;**
- **7 a.m. to 8 p.m. on Election Day, November 6, 2007.**

VOTING BY MAIL FOR THIS ELECTION ONLY

To request a ballot by mail, **complete the application on the back cover of this pamphlet**, and mail it to the Department of Elections. You may also request a ballot by sending a written request or postcard to the Department of Elections. Remember to include your home address, the address to which you want the ballot mailed, your birthdate, name and **signature**.

Your signature must be included! Mail your request to the address on the front cover of this pamphlet, or fax it to 415-554-4372.

Your request must be received by the Department of Elections before 5 p.m. on October 30, 2007. (By law, the Department of Elections cannot accept requests for mailed ballots received after 5 p.m. on October 30, 2007, *regardless of when these requests were postmarked!*) Once we process your request, a ballot will be sent to you.

When you receive your ballot, please read the instructions carefully. You can mark your ballot using a **#2 pencil (recommended) or a black pen**. If you use another type of marking device, the vote-counting machines may not record your votes properly. (Do not use a felt-tip pen because these can bleed through to the reverse side of the ballot card.) You can mail your ballot back to the Department of Elections—**free-of-charge**—by inserting your ballot into the envelope provided, signing and sealing the envelope, and dropping it in any mailbox—no stamp is required. You can also drop off your voted ballot at any polling place on Election Day, Tuesday, November 6, 2007. The Department of Elections **MUST** receive your ballot by 8 p.m. on Tuesday, November 6, 2007.

If your ballot is damaged or you make a mistake, check the “Spoiled Ballot” box on the back of the return envelope and return it to the Department of Elections, no later than 5 p.m. on October 30, 2007, to be mailed a new one. You may also surrender the spoiled ballot at your polling place or at the Department of Elections in City Hall, Room 48, to obtain a new ballot.

VOTING BY MAIL FOR ALL ELECTIONS (Permanent Absentee Voter)

Any voter may request to be permanent vote-by-mail voter (permanent absentee voter).

Once you are on our permanent vote-by-mail voter mailing list, we will mail you a ballot automatically for every election until you move, re-register, or do not vote in two consecutive statewide general elections. If you do not vote in two consecutive statewide general elections, you will no longer be a permanent vote-by-mail voter; however, you will remain on the voter roll unless the Department of Elections has been informed that you no longer live at the address at which you are registered.

To become a permanent vote-by-mail voter, complete the Vote-By-Mail Application on the back cover and return it to the Department of Elections, or call for an application at 415-554-4375. **Be sure to check the box that says, “Permanent Vote-By-Mail Voter” and sign your name where it says, “Sign Here.”**

If you do not vote in two consecutive statewide general elections, you will need to re-apply to be a permanent vote-by-mail voter. In all other cases, you do not need to re-apply.



IMPORTANT NOTICE TO PERMANENT ABSENTEE (VOTE-BY-MAIL) VOTERS

If you have already registered as a permanent vote-by-mail voter, your ballot will be mailed on or about October 9. To find out if you are registered as a permanent vote-by-mail voter, please call the Department of Elections at 415-554-4411. If you have not received your ballot by October 22, please call 415-554-4375.

欲知詳情，請致電 415-554-4367。

Para más información, llame al 415-554-4366.

NEW: Track and Confirm Receipt of Your Vote-by-Mail Ballot

Vote-by-mail voters can track and confirm when their voted ballot was received by the Department of Elections for the November 6, 2007 election. To determine the receipt status of your ballot, visit our Web site at www.sfgov.org/election or call the Department of Elections at 415-554-4411.



How to Locate Your Polling Place

Note: Your Polling Place May Have Changed!

Check the back cover of this pamphlet (upper left-hand side):

Back cover

DEPARTMENT OF ELECTIONS
City and County of San Francisco
1 Dr. Carlton B. Goodlett Park, Room 408
San Francisco, CA 94102-0024
www.sfgov.org/election

NEW FRONTIER
U.S. POSTAGE
PAID
San Francisco,
California
Permit No. 2708

CHANGE SERVICE REQUESTED

Check Your Polling Place Address Below
請在此處訂正您的投票站地址
Verifique la dirección de su lugar de votación indicada abajo

Supplemental District # Ballot Type 04

¿Su lugar de votación es accesible?
Are the entryway and the voting area accessible?
¿Son accesibles la entrada y el área de votación?

The polls will be open from 7 a.m. to 8 p.m.
Los lugares de votación estarán abiertos de 7 a.m. a 8 p.m.

For additional accessibility information, please call 415-554-4375.
Para más información sobre accesibilidad, llame al 415-554-4375.

First Name Address (Residential Street) Mailing Address (if different from Mailing Address) (Mailing Address) (Mailing Address)

San Francisco, CA 941... Mailing Address

City State Zip Code District

Sign Here / (Signature) (Please Sign)

Mailing Address

NOTE:
Your polling place address is located on the upper left-hand side of the back cover of this pamphlet. Please make a note of it. Even if you request a vote-by-mail ballot, you may still wish to turn in your ballot at your polling place on Election Day.

Check here for whether your polling place is accessible for people with disabilities.

Your Polling Place Address Is:

Eureka Valley Playground
100 Collingwood Street
Between Stevens and Broadway
PRECINCT 3623

Access:

Are the entryway and the voting area accessible?

YES

5.1% Slope

Your precinct number

A physical description of your polling place entryway, such as slope, ramped access or height clearance.

Your polling place address is also available at the Department of Elections Web site:
www.sfgov.org/election

If your polling place is not accessible, you may call 415-554-4375 to find the nearest accessible polling place.

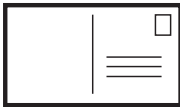


Polling Places Change Every Election

Each election an average of thirteen percent (13%) of San Francisco's polling places change due to cancellations. To confirm the location of your polling place, **always check the back cover of your Voter Information Pamphlet.** There you will find the accessibility status and location of your polling place, including cross-streets.



Check the back cover of your Voter Information Pamphlet before each election.



Change of Polling Place Card

If a polling place becomes unavailable after the Voter Information Pamphlet has been mailed, the Department of Elections sends change notification postcards to all registered voters within the precinct to inform them of the new location.

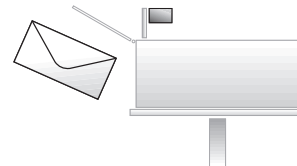


Change of Polling Place Signs

For those voters who are unaware that their polling place has changed, the Department of Elections posts "Change of Polling Place" signs at the address of the old location on Election Day. Voters can tear off a sheet of paper with the location name, address and cross-streets of their new polling place from a pad attached to the "Change of Polling Place" sign.

Some Voters Must Vote by Mail

Voting precincts with fewer than 250 registered voters may be designated "Mail Ballot Precincts". An official ballot and postage-paid return envelope will be mailed automatically to all voters in those precincts approximately four weeks before every election.



For those voters who would prefer to drop off their official mail ballot at a polling place, the location names and addresses of the two polling places nearest their precinct are provided with the ballot.



Visit our Web site www.sfgov.org/election for information on:



VOTING

- Absentee voting (voting by mail)
- Ranked-choice voting
- Voting at the polls on Election Day
- Polling place and sample ballot look-up
- Access for voters with disabilities

MULTILINGUAL VOTER SERVICES

- List of services available in English, Chinese and Spanish
- Contact numbers for Chinese and Spanish telephone assistance
- Bilingual voter registration forms and vote-by-mail ballot applications
- Voter Information Pamphlets in Chinese and Spanish

UPCOMING ELECTIONS

- Election calendar
- Official list of local ballot measures
- Qualified candidates list
- Voter Information Pamphlet online

HOW TO GET INVOLVED

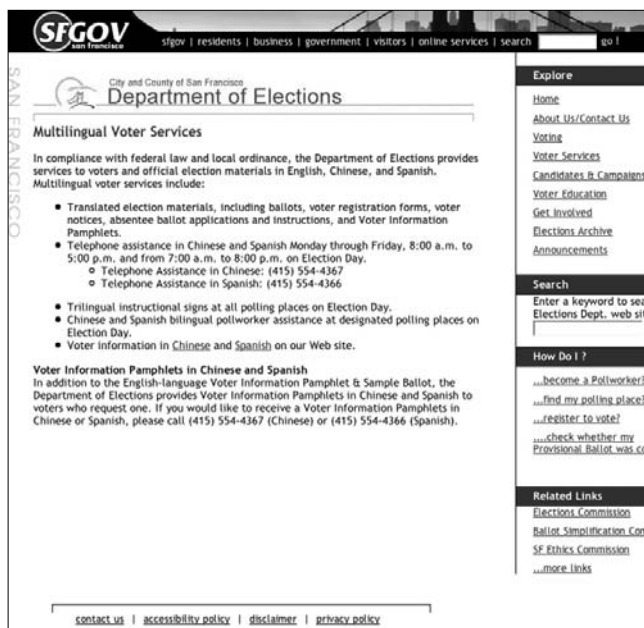
- Become a pollworker on Election Day
- High school student pollworker program
- Provide your property as a polling place
- Voter education programs

ANNOUNCEMENTS

- Press releases and memoranda
- Employment opportunities
- Local election results

ELECTIONS ARCHIVE

- Historical Voter Information Pamphlets going back to 1907!
- Election results dating back to 1995
- Historical voter turnout records



Your first source for election information is www.sfgov.org/election





Telephoning the Department of Elections

The Department of Elections has telephone lines for specific purposes:

- For general information, call 415-554-4375;
- To register to vote, call 415-554-4375;
- To request a **Vote-By-Mail (Absentee Ballot) Application**, call 415-554-4375;
- For assistance in Chinese, call 415-554-4367; 中文協助電話：415-554-4367;
- For assistance in Spanish, call 415-554-4366; **Para asistencia en español**, llame al 415-554-4366;
- For TTY assistance, call 415-554-4386;
- For information about becoming a pollworker, call 415-554-4395;
- For election results on Election Night, call 415-554-4375;
- To offer your facility as a polling place, call 415-554-4551;
- To request a voter education presentation or voter education materials for distribution, call 415-554-4340.

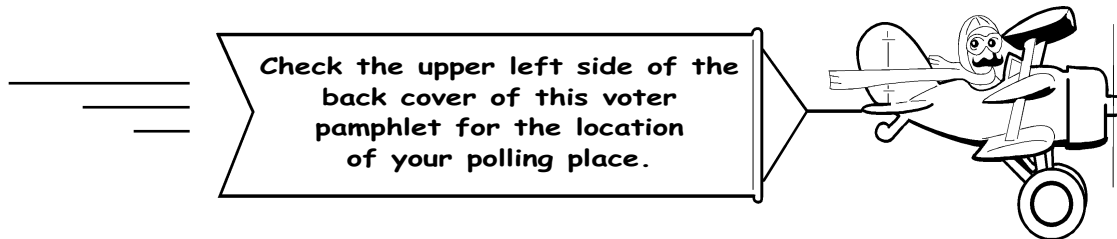
Our office hours are Mondays through Fridays (except holidays) from 8 a.m. until 5 p.m. For your convenience and because of the high call volume during the weeks leading up to the election, the Department of Elections uses automated information lines in addition to regular operators. If all operators are busy, callers may hear recorded messages that will direct them to leave their name, address and telephone number. Callers with touch-tone phones may be asked to press numbers to direct their calls to the right staff member. Callers with rotary phones may wait on the line for an operator or leave a message.



To Vote by Mail

1. Complete and detach the application on the back cover of this pamphlet.
2. Affix sufficient postage where indicated.
3. Drop your completed application into a mailbox.

Applications must be received by the Department of Elections no later than 5 p.m. on Tuesday, October 30, 2007.



Your Polling Place May Have Changed

We urge you to double-check the location of your polling place printed on the back cover of this pamphlet.



Voting at Your Polling Place on Election Day



Approach the table where pollworkers are issuing ballots and state your name and address. When one of the pollworkers finds your name in the roster of voters, the pollworker will repeat your name and address. Sign your name on the signature line next to your name in the roster of voters.

The pollworker will give you your ballot and your ballot's stub receipt in a blue secrecy folder. Your ballot may consist of multiple cards. Take your ballot to one of the voting booths, where you may mark your ballot in privacy. There will be a special ballot-marking pen in each voting booth.

Marking the Ballot

You will vote on paper ballots that may be printed on both sides of the page. Using the ballot-marking pen provided at your polling place, mark your ballot by connecting the head and tail of the arrow pointing to your choice for each contest, as shown in the picture. Be sure to review both sides of each ballot card!

Please note: the number of candidates you may select for each contest or choice will be printed above the list of candidate names for each contest. If you overvote by marking more than the allowed number of candidates for any contest or choice, or by marking both "YES" and "NO" in a measure contest, your votes for that contest cannot be counted!

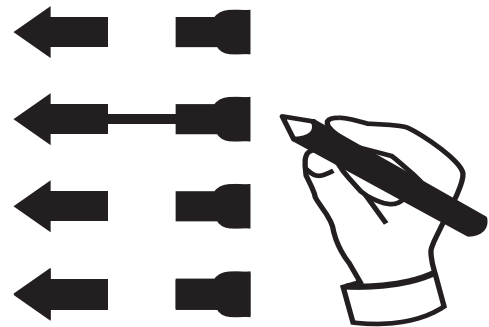
In addition to the candidates listed on the ballot, there may be other people running as qualified write-in candidates. For a list of qualified write-in candidates, please ask a pollworker. Voters with mailed ballots may access the list of qualified write-in candidates by visiting our Web site at www.sfgov.org/election or by calling the Department of Elections at 415-554-4375.

To vote for a qualified write-in candidate, write the name of the candidate in the space marked "Write-In." **You must connect the head and tail of the arrow pointing to the "Write-In" space for your write-in vote to be counted.** Only write-in votes for qualified write-in candidates can be counted. Do not write in a vote for a candidate whose name is printed on the ballot.

If you make a mistake while voting, ask a pollworker for another ballot. Voters may request up to two replacement sets of ballots.

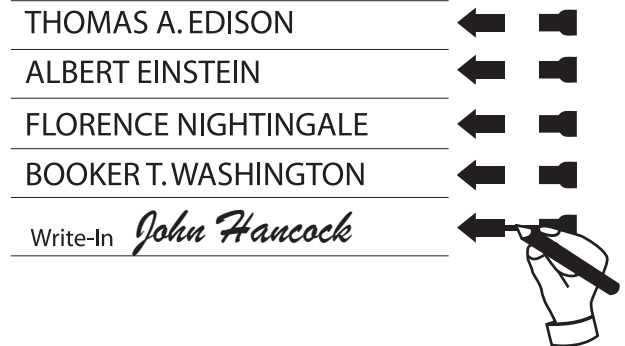
For information about marking contests that use ranked-choice voting, please refer to page 14.

For information about accessible voting using the AutoMARK machine, please refer to page 16.



PRESIDENT

Vote For One



Once You Have Marked Your Ballot



Make sure that your ballot stub receipt has been detached from each ballot card. Insert your ballot, one card at a time, into the slot in the front of the "Eagle" voting machine. The ballot can be inserted into the Eagle in any direction: upside down, right side up, backwards or forwards. The Eagle counts the votes electronically when the ballots are inserted by the voter. The ballots are stored in a locked compartment inside the Eagle.



Guidelines for Provisional Voting

If you are a registered San Francisco voter, you have the right to cast a provisional ballot at your polling place if:

- You were issued an absentee ballot that you are unable to surrender and you want to vote at the polls;
- Your name does not appear in the roster of voters for the precinct;
- You have moved within San Francisco but did not re-register to vote; or
- You are a first-time voter listed in the pink Provisional Roster and were unable to provide a valid California driver's license or state identification number or the last four digits of your Social Security number on your voter registration form.

How to cast a provisional vote:

You will receive a ballot and the pink provisional ballot envelope from a pollworker. The pollworker will fill out the pollworker section of the envelope. You must complete the voter's section of the provisional envelope, including providing your name, date of birth, current address and previous address. You must also sign the declaration confirming that you are a resident of San Francisco and are registered and eligible to vote in this election. **It is very important that you sign your name at the bottom of the envelope.**

Once you have filled out the voter's section of the provisional envelope and marked your ballot, insert your ballot into the provisional envelope, **seal the envelope**, and return it to a pollworker.

A double-sided receipt on the back of the provisional envelope includes a Web site and a toll-free number which you may use to find out whether your provisional ballot was counted. To determine the status of your provisional ballot, call 1-866-325-9163 or visit the Department of Elections Web site (www.sfelections.org/pv/) no sooner than December 16 (40 days after the election) and provide the number printed on your provisional voter receipt.

Your Sample Ballot

Your sample ballot begins on page 18. It is a 20% reduction in size of the Official Ballot you will use to cast your vote on Election Day. Feel free to mark your sample ballot and bring it to the polling place to use as a guide on Election Day. (You can also use the Ballot Worksheet [Voter Reference Chart], located on page 150 of this pamphlet, for the same purpose.)

MEASURES SUBMITTED TO THE VOTERS 提交選民投票表決的提案 MEDIDAS PRESENTADAS A LOS ELECTORES	
STATE PROPOSITIONS / 州提案 / PROPOSICIONES ESTATALES	
87	<p>ALTERNATIVE ENERGY, RESEARCH, PRODUCTION, INCENTIVES, TAX ON CALIFORNIA OIL PRODUCERS, INITIATIVE CONSTITUTIONAL AMENDMENT AND STATUTE. Establece un programa de \$4 mil millones para reducir el consumo de petróleo mediante incentivos para la energía alternativa, la educación y la capacitación. Impacto fiscal: Reduce los ingresos fiscales de \$225 millones a \$485 millones anualmente para los programas de energía alternativa con un total de \$4 millones. State and local revenue reductions up to low tens of millions of dollars annually.</p> <p>替代能源、研究、生產、獎勵、California 州石油生產商稅、動議憲法修正案與法規。 本提案擬設立一項 4,000,000,000 美元的計畫，旨在透過獎勵開發替代能源、教育和培訓，減少石油消費。該計畫的預算由 California 州石油生產商稅的稅金提供。財政影響：州府每年將獲得 225,000,000 美元的稅收，而地方政府的收入每年將減少幾千萬美元。</p> <p style="text-align: right;">YES/贊成/SI NO/反對</p>
88	<p>ENERGÍA ALTERNATIVA, INVESTIGACIÓN, PRODUCCIÓN, INCENTIVOS, IMPUESTO SOBRE PRODUCTORES DE COMBUSTIBLE DE CALIFORNIA, INICIATIVA PARA ENMIENDA CONSTITUCIONAL Y ESTATUTO. Establece un programa de \$4 mil millones para reducir el consumo de petróleo mediante incentivos para la energía alternativa, la educación y la capacitación. Impacto fiscal: Reduce los ingresos fiscales de \$225 millones a \$485 millones anualmente para los programas de energía alternativa con un total de \$4 millones. Reducción de la renta estatal y local de hasta decenas de millones de dólares anuales.</p> <p>教育經費、房地產增稅稅、動議憲法修正案與法規。 本提案擬按每宗地 50 美元的稅率對每宗房地產增稅。稅收用於為 5 至 12 年級提供額外的公立學校經費。這些收入將有助於支持公立學校的課程。此項收入將用於指定教育用途。財政影響：州府每年將獲得約 450,000,000 美元的房地產稅收入，稅收將撥給各學區，用於指定的教育計畫。</p> <p style="text-align: right;">YES/贊成/SI NO/反對</p>
89	<p>EDUCATION FUNDING, REAL PROPERTY PARCEL TAX, INITIATIVE CONSTITUTIONAL AMENDMENT AND STATUTE. Imposes \$50 tax on each real property parcel to provide additional public school funding for kindergarten through grade 12. Exempts certain elderly, disabled homeowners from tax. Use of funds restricted to specific educational purposes. Fiscal impact: State parcel tax revenue of roughly \$450 million annually, allocated to school districts for specified education programs.</p> <p>FINANCIAMIENTO DE LA EDUCACIÓN, IMPUESTO SOBRE PARCELAS DE PROPIEDAD INMOBILIARIA, INICIATIVA PARA ENMIENDA CONSTITUCIONAL Y ESTATUTO. Crea un impuesto de \$50 por cada parcela de propiedad inmobiliaria para proveer financiamiento adicional para escuelas públicas desde jardín de niños hasta el grado 12. Exime del impuesto a determinados propietarios de casa ancianos y discapacitados. El uso de los fondos queda restringido a propósitos educativos específicos. Impacto fiscal: Rentas de impuesto estatal sobre parcelas de aproximadamente \$450 millones anualmente, asignadas a los distritos escolares para programas educativos específicos.</p> <p style="text-align: right;">YES/贊成/SI NO/反對</p>
89	<p>POLITICAL CAMPAIGNS, PUBLIC FINANCING, CORPORATE TAX INCREASE, CAMPAIGN CONTRIBUTION AND EXPENDITURE LIMITS, INITIATIVE STATUTE. Provides that eligible candidates for state elective office may receive public campaign funding. Increases tax on corporations and financial institutions by 0.2 percent to fund program. Imposes new campaign contribution/expenditure limits. Fiscal impact: Increased revenues primarily from increased taxes on corporations and financial institutions totaling more than \$200 million annually to pay for the public financing of political campaigns.</p> <p>政治競選、政府撥款、提高企業稅、徵收捐款與支出限制、動議法律法規。 本提案規定，於州級選舉中符合資格、且可獲得公共競選經費之候選人，將可獲得該計畫的資金。企業和金融機構的稅率將提高 0.2%。本提案還設立了新的競選捐款/開支限制。財政影響：州府收入將增加超過 2 億美元，此項收入將用於撥款增加選舉經費。每年總計約 200,000,000 美元，該資金將用作政治競選經費。</p> <p style="text-align: right;">YES/贊成/SI NO/反對</p>
90	<p>CAMPAÑAS POLÍTICAS, FINANCIAMIENTO PÚBLICO, AUMENTO DEL IMPUESTO A CORPORACIONES, CONTRIBUCIONES DE CAMPAÑA Y LÍMITES DE GASTOS, INICIATIVA PARA PROMULGAR UN ESTATUTO. Dispone que los candidatos elegibles para los cargos electivos estatales puedan recibir financiamiento público para la campaña. Aumenta el impuesto a corporaciones e instituciones financieras a un 0.2 por ciento para financiar el programa. Impone nuevas contribuciones de campaña/límites de gastos. Impacto fiscal: Mayores rentas (principalmente del aumento de los impuestos a corporaciones e instituciones financieras) alcanzando una más de \$200 millones anualmente para pagar el financiamiento público de las campañas políticas.</p> <p>GOVERNMENT ACQUISITION, REGULATION OF PRIVATE PROPERTY, INITIATIVE CONSTITUTIONAL AMENDMENT. Bars state/local governments from condemning or designating private property to promote other private projects, uses. Limits government's authority to adopt certain land use, housing, consumer, environmental, workplace laws/regulations. Fiscal impact: Increased annual government costs to pay property owners' full taxes to limit property associated with new laws and rules, and for property acquisitions. These costs are unknown, but potentially significant on a statewide basis.</p> <p>政府收購、規管私人財產、動議憲法修正案。 本提案禁止州府及地方當局徵收或指定私人財產，用於其他私人用途。它限制政府在有關土地用途、住房、消費者、環境和 workplace 的法律和法規方面，政府權力應受到限制。財政影響：政府每年將增加開支，用於向房地產所有者補償因新法律法規增加行所徵收的稅項。以及支付其地產收購費用。此項開支的數額尚不明，但在全州範圍來看，其金額可能很高。</p> <p style="text-align: right;">YES/贊成/SI NO/反對</p>
A	<p>ADQUISICIÓN, REGULACIÓN GUBERNAMENTAL DE LA PROPIEDAD PRIVADA, INICIATIVA PARA ENMIENDA CONSTITUCIONAL. Prohíbe que los gobiernos estatales/locales expropien o dañen la propiedad privada para promover otros proyectos o usos privados. Limita la autoridad del gobierno para adoptar determinadas leyes/regulaciones sobre el uso de la tierra, la vivienda, el consumidor, el medio ambiente, el lugar de trabajo. Impacto fiscal: Mayores costos anuales del gobierno para pagar a los propietarios las pérdidas de su propiedad asociadas con leyes y ordenes nuevas y las adquisiciones de propiedad. Se desconocen estos costos, pero son potencialmente significativos a nivel estatal.</p> <p>SCHOOL PROPOSITIONS / 學校提案 / PROPOSICIONES ESCOLARES</p> <p>Shall the San Francisco Unified School District modernize and repair up to 64 additional school facilities to health, safety, instructional and accessibility standards, and where applicable, replace portable trailers with permanent classrooms, upgrade restrooms, science labs, plumbing, electrical and other building systems; replace heating and ventilation systems, and renovate classrooms, with proceeds from the issuance of up to \$450,000,000 in bonds, at legal interest rates, with quarterly annual audits, and citizen oversight to monitor expenditures?</p> <p>三藩市聯合校區是否應該以法定利率發行最多 \$450,000,000 的公債，保證年度審計和接受公民對支出的監督，並將所得資金用於更新和修理最多 64 處校區設施使其達到健康、安全、乾淨和無障礙標準，以及永久性教室的舍衛、或改善廁所、實驗室、水管、電氣和其他建築物系統，更換暖氣和通風系統，以及翻新教室？</p> <p style="text-align: right;">YES/贊成/SI NO/反對</p> <p>¿Debería el Distrito Escolar Unificado de San Francisco modernizar y reparar un máximo de 64 recintos escolares adicionales de acuerdo a los niveles apropiados de salud, seguridad, accesibilidad, y si es necesario, sustituir los salones prefabricados por salones permanentes, modernizar los baños, los laboratorios de ciencias, la plomería, el sistema eléctrico y otros componentes de los edificios; cambiar los sistemas de calefacción y ventilación y renovar los salones, con los ingresos resultantes de la emisión de un máximo de \$450,000,000 en bonos, a tasas de interés legales, con la garantía de autoridades anuales y la supervisión de la ciudadanía con el fin de controlar los gastos?</p>



Ranked-Choice Voting

Ranked-choice voting was passed by San Francisco voters as an amendment to the City Charter (Proposition A) in March 2002.

Ranked-choice voting allows San Francisco voters to rank up to three candidates for the same office.

Who is elected using ranked-choice voting?

San Francisco voters use ranked-choice voting to elect the Mayor, Sheriff, District Attorney, City Attorney, Treasurer, Assessor-Recorder, Public Defender and Members of the Board of Supervisors.

For the **November 6, 2007 election**, San Francisco voters will use ranked-choice voting to elect the **Mayor, District Attorney** and **Sheriff**.

How Ranked-Choice Voting Works:

- To start, every first-choice selection is counted. Any candidate who receives a majority (more than 50%) of the first-choice selections is declared the winner.
- If no candidate receives more than 50% of the first-choice selections, the candidate who received the fewest number of first-choice selections is eliminated.
- Voters who selected the eliminated candidate as their first choice will have their vote transferred to their second choice.
- The votes are then recounted. If any remaining candidate receives more than 50% of the votes, he or she is declared the winner.
- If no remaining candidate receives more than 50% of the votes, the process of eliminating candidates and transferring votes to the next ranked candidate is repeated until one candidate has a winning majority.

For more information and an interactive demonstration on ranked-choice voting, visit www.sfgov.org/election/rcv



Marking the Ranked-Choice Ballot

With ranked-choice voting, the names of all the candidates are listed in three repeating columns on the ballot. This allows you to rank up to three candidates for the same office.

First Column

Select your **first-choice** candidate by completing the arrow pointing to your choice.

Second Column

To indicate a **second choice**, select a different candidate in the second column by completing the arrow pointing to your choice.

Third Column

To indicate a **third choice**, select a different candidate in the third column by completing the arrow pointing to your choice.

1 FIRST CHOICE PRIMERA SELECCIÓN 第一選擇 Vote for One / Vote por Uno / 請選一人	2 SECOND CHOICE SEGUNDA SELECCIÓN 第二選擇 Vote for One/Vote por Uno/請選一人	3 THIRD CHOICE TERCERA SELECCIÓN 第三選擇 Vote for One/Vote por Uno/請選一人
MEMBER, BOARD OF SUPERVISORS MIEMBRO, CONSEJO DE SUPERVISORES 市參議員 DISTRICT 00-DISTRITO 00-第00選區	MEMBER, BOARD OF SUPERVISORS MIEMBRO, CONSEJO DE SUPERVISORES 市參議員 DISTRICT 00-DISTRITO 00-第00選區	MEMBER, BOARD OF SUPERVISORS MIEMBRO, CONSEJO DE SUPERVISORES 市參議員 DISTRICT 00-DISTRITO 00-第00選區
ELEANOR ROOSEVELT 愛麗諾·羅斯福 Incumbent Titular 現任者	ELEANOR ROOSEVELT 愛麗諾·羅斯福 Incumbent Titular 現任者	ELEANOR ROOSEVELT 愛麗諾·羅斯福 Incumbent Titular 現任者
CESAR CHAVEZ 西薩·查瓦茲 Labor Organizer Organizador Laboral 勞工組織者	CESAR CHAVEZ 西薩·查瓦茲 Labor Organizer Organizador Laboral 勞工組織者	CESAR CHAVEZ 西薩·查瓦茲 Labor Organizer Organizador Laboral 勞工組織者
WALTER LUM 沃爾特·林 Publisher Editor 出版商	WALTER LUM 沃爾特·林 Publisher Editor 出版商	WALTER LUM 沃爾特·林 Publisher Editor 出版商
JOHN HANCOCK 約翰·漢考克 Physician Médico 醫生	JOHN HANCOCK 約翰·漢考克 Physician Médico 醫生	JOHN HANCOCK 約翰·漢考克 Physician Médico 醫生
MARTIN LUTHER KING, JR. 小馬丁·路德·金 Minister Pastor 牧師	MARTIN LUTHER KING, JR. 小馬丁·路德·金 Minister Pastor 牧師	MARTIN LUTHER KING, JR. 小馬丁·路德·金 Minister Pastor 牧師
ANNA MAE PICTOU AQUASH 安娜·梅·皮克投·阿奇施 Indigenous Rights Organizer Organizadora para Derechos Indígenas 土著權益組織者	ANNA MAE PICTOU AQUASH 安娜·梅·皮克投·阿奇施 Indigenous Rights Organizer Organizadora para Derechos Indígenas 土著權益組織者	ANNA MAE PICTOU AQUASH 安娜·梅·皮克投·阿奇施 Indigenous Rights Organizer Organizadora para Derechos Indígenas 土著權益組織者
WRITE-IN / NO LISTADO / 寫入	WRITE-IN / NO LISTADO / 寫入	WRITE-IN / NO LISTADO / 寫入



Complete the arrow as shown here.

Write-In Candidates

If you wish to vote for a qualified write-in candidate for any of your three choices, write the person's name on the line provided and complete the arrow pointing to your choice.

When Marking the Ranked-Choice Ballot, Keep In Mind:

You may—but are not required—to rank three candidates. If there are fewer than three candidates for the same office, or to rank fewer than three candidates, leave any of the remaining columns blank.

If you select the same candidate in more than one column, your vote for that candidate will count only once.

Your second choice will be counted only if your first-choice candidate has been eliminated. Your third choice will be counted only if BOTH your first-choice and second-choice candidates have been eliminated.



Voting with the AutoMARK Ballot Marking Machine

For the November 6th, 2007 election, each polling place will have one accessible voting machine called the AutoMARK. The AutoMARK is a ballot marking machine that assists voters with disabilities to vote independently and privately.

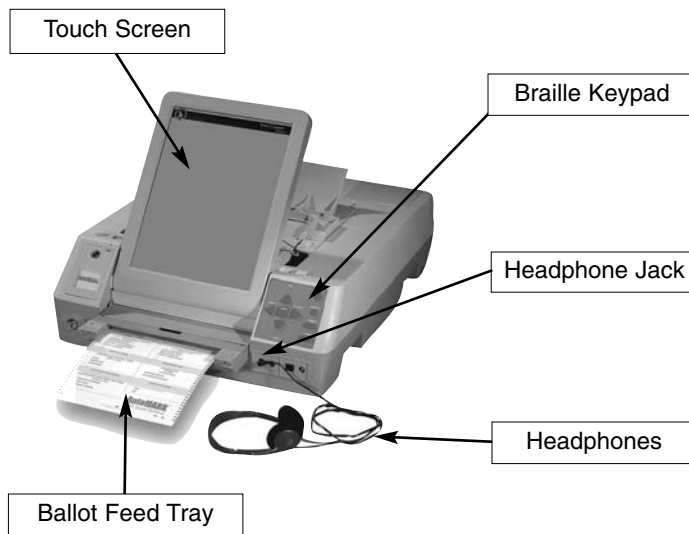
The AutoMARK provides multiple ways for voters to mark their paper ballot, including:

- A touch screen;
- A Braille keypad; and
- An option to use other personal assistive devices such as a sip/puff switch.

The AutoMARK further assists voters by providing:

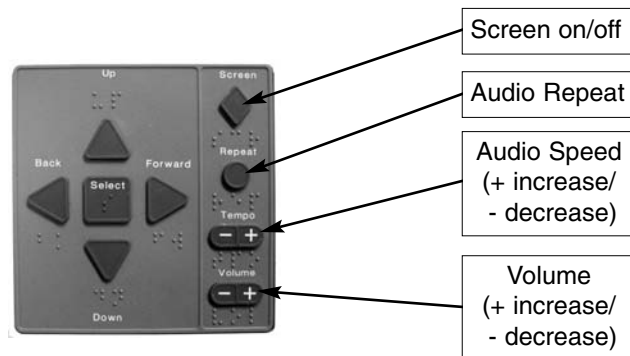
- An audio function that allows voters to listen to instructions and ballot selections while marking their ballot;
- A zoom feature to increase screen text size; and
- Ballots and instructions in English, Chinese and Spanish.

The AutoMARK will be available for use at each of the 561 polling places in San Francisco as well as during Early Voting at City Hall.



Audio Ballot and Keypad

The AutoMARK has a Braille embossed keypad and an audio ballot feature. When the audio ballot feature is used, the AutoMARK will provide you with audio instructions and guide you through each contest. The keypad is used to interact with the machine and make selections.



Instructions for using the AutoMARK

If you would like to vote using the AutoMARK on Election Day, please tell a pollworker. A pollworker will give you an AutoMARK ballot along with a yellow privacy envelope.

After receiving your AutoMARK ballot from a pollworker, approach the AutoMARK and insert your ballot card into the ballot feed tray (orientation does not matter). Do not insert more than one card at a time. The AutoMARK will present you with instructions and guide you through each ballot contest.

Once you have made your selections, you can review them—either on the screen or by using the audio function—and then have your ballot card marked. After you have completed marking all your ballot cards, place the voted cards into the yellow privacy envelope and seal it. Return to the pollworker station and insert the privacy envelope into the red ballot box.

If you need assistance at any time ask a pollworker.

Ranked-Choice Voting Contests

Ranked-choice voting allows you to rank up to three candidates for the same office. For ranked-choice voting contests, the AutoMARK will present you with a list of all the candidates three times.

Select a first, second and third choice by touching the name of a different candidate on each screen or by pressing the square “**Select**” key when you hear the name of the candidate you wish to select.

You may—but are not required to—rank three candidates. If there are fewer than three candidates for the same office, or to rank fewer than three candidates, leave any of the remaining choices blank.

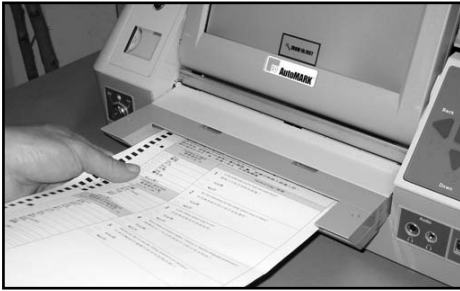
If you select the same candidate as more than one choice, your vote for that candidate will count only once.

IMPORTANT! The AutoMARK is not able to notify you if you select the same candidate in more than one choice.



Marking your AutoMARK Ballot Using the Touchscreen

STEP 1:



Prepare to Vote

Insert your ballot card(s) into the AutoMARK ballot feed tray.

Do not insert more than one card at a time into the AutoMARK.

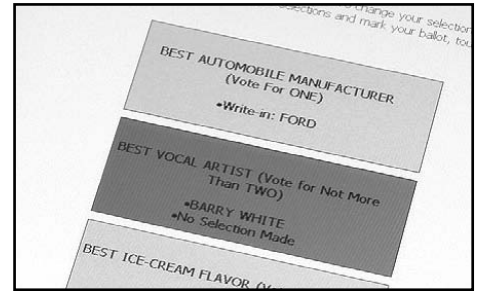
STEP 2:



Select Language

Select your preferred language by touching the corresponding box.

STEP 3:



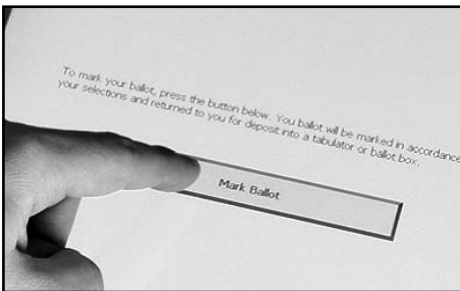
Select Candidates and Ballot Measure Choices

Touch each candidate's name or choice for which you intend to cast a vote.

Your selection will be highlighted in yellow and the oval will be filled.

You may change your selection at any time.

STEP 4:



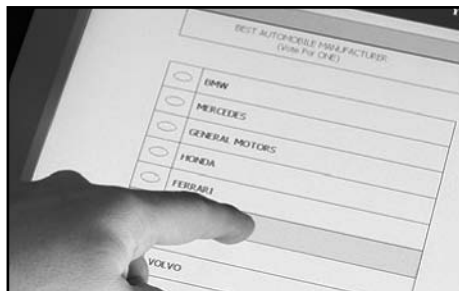
Review Selections

After you have completed voting, the **"Summary of Selections"** screen is displayed for you to review your selections.

To change a selection, touch the box next to a candidate or a measure and select your new choice.

Then touch the **"NEXT"** button to return to the summary screen.

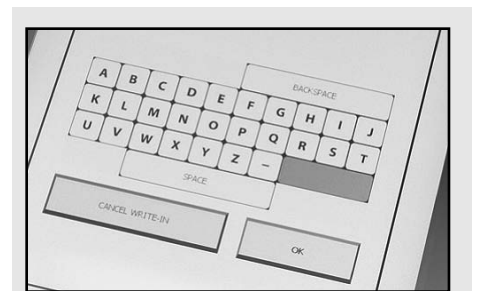
STEP 5:



Mark Your Ballot

After reviewing your selections, touch **"Mark Ballot"** to complete the voting procedure and to print the ballot.

After you have completed voting your ballot card(s), place voted ballot card(s) into the yellow privacy envelope. Then seal the envelope and deposit it into red ballot box.



To Vote For a Qualified Write-in Candidate

To vote for a qualified write-in candidate, touch the **"Write-In"** button, and a keyboard will appear on-screen. Type in the name of a candidate and press **"OK."**

Moving Through the Ballot

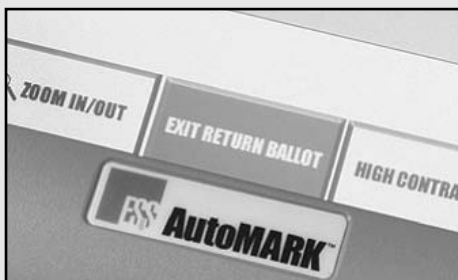
Touch the **"NEXT"** button in the lower right-hand corner of the screen to proceed to the next contest.

Use the **"BACK"** button in the lower-left hand corner of the screen to return to the previous contest.

Additional Features

Use the **"ZOOM IN/OUT"** button to change the size of the screen text.

Use the **"HIGH CONTRAST"** button to change the screen between the full color view to a high contrast black & white view.



What's new?

You may have noticed some changes to the Voter Information Pamphlet for this election:

- **Legal text** – The full legal text of all ballot measures has been moved to the back of the book. The text is in alphabetical order by measure, and it begins on page 115.
- **Polling place address location** – The polling place address space on the back cover of this pamphlet has been expanded to allow more accessibility information. The address of your polling place is now printed on the upper left side of the back cover, with accessibility information on the upper right side.
- **Ballot Worksheet** – The Voter Reference Chart has a new name. Use the Ballot Worksheet to fill out your choices in advance, cut it out of the Voter Information Pamphlet, and take it with you to your polling place. You can find it on page 150.
- **Vote-by-mail** – Absentee ballots are now referred to as “vote-by-mail” ballots. For information on voting by mail, please see page 7.

Also new for this election:

- **Track and confirm receipt of your vote-by-mail ballot** – Vote-by-mail voters can track and confirm when their voted ballot was received by the Department of Elections. To determine the receipt status of your vote-by-mail ballot, visit our Web site at www.sfgov.org/election or call the Department of Elections at 415-554-4411.



Voter Bill of Rights

- 1. You have the right to cast a ballot if you are a valid registered voter.**
A valid registered voter means a United States citizen who is a resident in this state, who is at least 18 years of age and not in prison or on parole for conviction of a felony, and who is registered to vote at his or her current residence address.
- 2. You have the right to cast a provisional ballot if your name is not listed on the voting rolls.**
- 3. You have the right to cast a ballot if you are present and in line at the polling place prior to the close of the polls.**
- 4. You have the right to cast a secret ballot free from intimidation.**
- 5. You have the right to receive a new ballot if, prior to casting your ballot, you believe you made a mistake.**
If, at any time before you finally cast your ballot, you feel you have made a mistake, you have the right to exchange the spoiled ballot for a new ballot. Absentee voters may also request and receive a new ballot if they return their spoiled ballot to an elections official prior to the closing of the polls on Election Day.
- 6. You have the right to receive assistance in casting your ballot, if you are unable to vote without assistance.**
- 7. You have the right to return a completed absentee ballot to any precinct in the county.**
- 8. You have the right to election materials in another language, if there are sufficient residents in your precinct to warrant production.**
- 9. You have the right to ask questions about election procedures and observe the elections process.**
You have the right to ask questions of the precinct board and election officials regarding election procedures and to receive an answer or be directed to the appropriate official for an answer. However, if persistent questioning disrupts the execution of their duties, the board or election officials may discontinue responding to questions.
- 10. You have the right to report any illegal or fraudulent activity to a local elections official or to the Secretary of State's Office.**

If you believe you have been denied any of these rights, or you are aware of any election fraud or misconduct, please call the Secretary of State's confidential toll-free **Voter Protection Hotline at 1-800-345-VOTE (8683)**.

CALIFORNIA SECRETARY OF STATE **DEBRA BOWEN**

Any voter has the right under California Elections Code Sections 9295 and 13314 to seek a writ of mandate or an injunction, prior to the publication of the Voter Information Pamphlet, requiring any or all of the materials submitted for publication in the Pamphlet to be amended or deleted.



Information on Local Ballot Measures

DIGEST AND ARGUMENT PAGES

On the following pages, you will find information about local ballot measures. For each measure, a digest has been prepared by the Ballot Simplification Committee. This digest includes a brief explanation of “The Way it is Now,” what each proposal would do, what a “Yes” vote means, and what a “No” vote means. Also included is a statement by the City Controller about the fiscal impact or cost of each measure. There is also a statement of how the measure qualified to be on the ballot. Following the ballot digest page, you will find arguments for and against each measure.

NOTE: All arguments are strictly the opinions of their authors. They have not been checked for accuracy by the Department of Elections or any other City official or agency. Arguments and rebuttals are reproduced as they are submitted, including any typographical, spelling or grammatical errors.

“PROPONENT’S” AND “OPPONENT’S” ARGUMENTS

For each measure, one argument in favor of the measure (“Proponent’s Argument”) and one argument against the measure (“Opponent’s Argument”) is printed in the Voter Information Pamphlet free of charge.

The designation “Proponent’s Argument” and “Opponent’s Argument” indicates only that the arguments were selected in accordance with criteria in Section 540 of the San Francisco Municipal Elections Code and were printed free of charge. The Director of Elections does not edit the arguments and makes no claims as to the accuracy of statements in the arguments.

SELECTION OF “PROPONENT’S” AND “OPPONENT’S” ARGUMENTS

The “Proponent’s Argument” and the “Opponent’s Argument” are selected according to the following priorities:

“PROPONENT’S ARGUMENT”	“OPPONENT’S ARGUMENT”
<ol style="list-style-type: none">1. The official proponent of an initiative petition; or the Mayor, the Board of Supervisors, or four or more members of the Board, if the measure was submitted by same.2. The Board of Supervisors, or any member or members designated by the Board.3. The Mayor.4. Any bona fide association of citizens, or combination of voters and association of citizens, any individual voter.	<ol style="list-style-type: none">1. For a referendum, the person who files the referendum petition with the Board of Supervisors.2. The Board of Supervisors, or any member or members designated by the Board.3. The Mayor.4. Any bona fide association of citizens, or combination of voters and association of citizens, any individual voter.



REBUTTAL ARGUMENTS

The author of a “Proponent’s Argument” or an “Opponent’s Argument” may also prepare and submit a rebuttal argument. Rebuttals are also the opinions of the author and are not checked for accuracy by the Director of Elections or any other City official or agency. Rebuttal arguments are printed below the corresponding “Proponent’s Argument” and “Opponent’s Argument.”

PAID ARGUMENTS

In addition to the “Proponent’s Arguments,” “Opponent’s Arguments,” and rebuttals, which are printed without charge, any eligible voter, group of voters, or association may submit paid arguments.

Paid arguments are printed in the pages following the proponent’s and opponent’s arguments and rebuttals. All of the arguments in favor of a measure are printed together, followed by the arguments opposed to that measure. Paid arguments for each measure are printed in order of submission.

Arguments and rebuttals are solely the opinions of their authors. Arguments and rebuttals are not checked for accuracy by the Director of Elections, or by any other City official or agency. Information about those submitting arguments is available from the Department of Elections.





WORDS YOU NEED TO KNOW

by the Ballot Simplification Committee

LISTED BELOW ARE DEFINITIONS OF TERMS:

ABSENTEE BALLOTS (FREQUENTLY ASKED QUESTIONS) — Ballots mailed to voters or given to voters in person at the Department of Elections. Absentee ballots can be mailed back to the Department of Elections, turned in at the Department of Elections office in City Hall, or turned in at any San Francisco polling place on election day.

ANNUAL BUDGET (PROPOSITION A) — The estimated cost of operating the City each year.

BASELINE (PROPOSITION D) — A starting amount for developing a budget.

CAR-SHARE VEHICLE (PROPOSITION H) — A motor vehicle that is made available to members of a car-share organization by reservation. Car-share organizations are public or private entities that manage, maintain and insure motor vehicles for shared use by members. These organizations must be certified by the City.

CHARTER AMENDMENT (PROPOSITIONS A, B, C, D, E AND F) — A change to the City's Charter. The Charter is the City's Constitution. The Charter can only be changed by a majority of the votes cast.

CHARTER-CREATED CITY BOARDS AND COMMISSIONS (PROPOSITION B) — The following boards and commissions are created by the Charter: Airport Commission, Board of Appeals, Building Inspection Commission, Civil Service Commission, Commission on Aging, Commission on the Environment, Commission on the Status of Women, Elections Commission, Entertainment Commission, Ethics Commission, Fire Commission, Health Commission, Human Rights Commission, Human Services Commission, Juvenile Probation Commission, Library Commission, Municipal Transportation Agency Board of Directors, Planning Commission, Police Commission, Port Commission, Public Utilities Commission, Recreation and Parks Commission, Rent Board, Small Business Commission and Taxi Commission.

CHARTER-CREATED CITIZEN ADVISORY COMMITTEES (PROPOSITION B) — The following citizen advisory committees are created by the Charter: Municipal Transportation Agency Citizens' Advisory Council; Public Utilities Commission Citizens' Advisory Committee; Park, Recreation and Open Space Fund Citizens Advisory Committee; and Citizens Audit Review Board.

DECLARATION OF POLICY (PROPOSITIONS J AND K) — A statement or expression of the will of the voters.

DOWNTOWN (PROPOSITION H) — The area generally bounded by Washington or California streets on the north, Harrison or Folsom streets on the south, the Embarcadero on the east, and Fifth or Taylor on the west. The downtown also extends west for one block along Market Street to Van Ness Avenue. (see the City's Zoning Map, which is available on the City's Web site at www.sfgov.org/site/planning_index.asp?id=35228)

EXEMPT (PROPOSITIONS A AND H) — Free from some requirement to which others are subject.

FISCAL YEAR — The City's 12-month budget period, starting July 1st and ending June 30th of the following calendar year.

GENERAL FUND (PROPOSITION A) — That part of the City's annual budget that can be used for any City purpose. Each year, the Mayor and the Board of Supervisors decide how the General Fund will be used. Money for the General Fund comes from property, business, sales, and other taxes and fees. Currently, the General Fund is 48% of the City's budget.

GENERAL OBLIGATION BOND — A promise issued by a government body to pay back money borrowed, plus interest, by a certain date. When the government body wants to raise money to pay for a large public project, it can borrow money by issuing General Obligation Bonds. The government body then repays the money plus interest over a period of years with property taxes. General obligation bonds must be approved by the voters.

HOLD-OVER (PROPOSITION B) — A member of a City board or commission who continues to serve after his or her term has expired.

INITIATIVE (PROPOSITION H) — A proposition placed on the ballot by voters. Any voter may place an initiative on the ballot by gathering the required number of signatures on a petition.

LOW-EMISSION VEHICLE (PROPOSITION H) — A motor vehicle that meets one of the following standards:

- (a) Federal Inherently Low Emission Vehicle Standards,

(continued on the next page)



WORDS YOU NEED TO KNOW *(continued)*

- (b) California Air Resources Board standards for a Super Ultra-Low Emission Vehicle, an Ultra Low-Emission Vehicle, or an Advanced Technology Partial Zero-Emission Vehicle (see www.arb.ca.gov/msprog/ccvl/ccvl.htm),
- (c) eligibility for single-occupant use in High Occupancy Vehicle lanes as determined by the California Air Resources Board.

MUNICIPAL TRANSPORTATION AGENCY (MTA) (PROPOSITION A) — This public City agency is made up of seven directors appointed by the Mayor and approved by the Board of Supervisors. Their main task is to oversee MUNI and the Department of Parking and Traffic (DPT).

ORDINANCE (PROPOSITIONS G, H AND I) — A local law passed by the Board of Supervisors or by the voters.

PLANNING COMMISSION — The City commission responsible for adopting and maintaining a comprehensive, long term general plan for future improvement and development of the City.

PROPOSITION — (PROPOSITIONS A THROUGH K) Any measure that is submitted to the voters for approval or disapproval.

QUALIFIED WRITE-IN CANDIDATE — A person who has turned in the required papers and signatures to the Department of Elections. Although the name of this person will not appear on the ballot, voters can vote for this person by writing the name of the person in the space on the ballot provided for write-in votes. The Department of Elections counts write-in votes only for qualified write-in candidates.

REVENUE BONDS (PROPOSITIONS A AND D) — If the City needs money to pay for something, such as the construction or repair of a facility, the City may borrow the money by selling bonds. The City pays back the money with interest. Revenue bonds are bonds that are paid back using money such as fees collected by the department which issued the bonds. These bonds are not repaid with property tax money.

SERVICE HOURS (PROPOSITION D) — Hours open to the public.

SET-ASIDE (PROPOSITION D) — Designates a specific amount of funding from property taxes or other general City revenues for a particular purpose. This removes the discretion of the Mayor and Board of Supervisors regarding how the City will use the funds.

STREET FURNITURE (PROPOSITION K) — Structures or other facilities (for example, transit shelters, kiosks, benches, lamp posts, and newspaper racks) placed on public streets, sidewalks or other similar public spaces.

SUPER-MAJORITY (PROPOSITION A) — A requirement for a proposal to gain a specified level of support which exceeds a simple majority (50% plus 1) in order to have effect.

SUPERVISORIAL DISTRICT (PROPOSITION D) — The City is split into eleven districts set forth in the Charter for the purpose of electing the members of the Board of Supervisors. Each district elects one member to the Board of Supervisors.

ZONING DISTRICTS (PROPOSITION H) — A portion of property within which particular land use regulations and requirements apply. Each lot in the City is currently zoned according to one of 53 zoning districts. Zoning districts are shown in the City's Zoning Map, which is available on the City's Web site at www.sfgov.org/site/planning_index.asp?id=35228

NEW FORMAT FOR PROPOSITIONS: THE FULL LEGAL TEXT FOR ALL LOCAL PROPOSITIONS IS NOW PRINTED TOGETHER RATHER THAN SEPARATELY. THE LEGAL TEXT FOR ALL LOCAL MEASURES STARTS ON PAGE 115.






Before Casting a Write-In Vote, Read This:



Every write-in vote must be manually reviewed by the Department of Elections.

Unfortunately, a **great majority of write-in votes cast each election *cannot* be counted.**

Here's why:

-  **The write-in vote was not for a qualified write-in candidate.** Only votes for qualified write-in candidates can be counted. Write-in votes for anyone else CANNOT be counted. Qualified write-in candidates can be found on the Certified Write-In List, available at your polling place, on the Department of Elections Web site (www.sfgov.org/election) or by calling the Department of Elections.
-  **The write-in vote was not correctly marked.** Write-in votes must be indicated by either completing the arrow or filling in the oval next to the "Write-In" space **and** writing the candidate's name in the space provided.
-  **Overvoting by selecting a candidate listed on the ballot and also marking a write-in vote for the same candidate** will invalidate your vote for that contest.

Make sure your write-in vote counts!



Did you know...?

For the November 2006 election:

- There were **418,285** registered voters.
- Voter turnout was nearly **61%**.
- With five ballot cards per voter, **1.25 million** ballot cards were counted.
- There were **561** polling places. **94%**, or **529** polling places, had entryways and voting areas that were accessible for people with disabilities. The Department of Elections' goal is 100% accessibility.
- The Department of Elections hired and trained **2,641** pollworkers, including:
 - **1,175** high school students.
 - **744** Chinese-speaking pollworkers for 447 precincts (80% of polling places).
 - **207** Spanish-speaking pollworkers for 176 precincts (31% of polling places).
- The Department of Elections conducted over **300** Voter Education and Outreach events, presented to over **15,000** people and distributed over **35,000** brochures and flyers.
- The Department of Elections mailed **4,200** ballots to overseas voters.
- For every absentee ballot, the Department of Elections verified the voter's signature on the envelope against the signature on his or her registration card, before opening and counting the ballot.
- The Department of Elections received **twelve** local or state petitions, with a total of **268,231** submitted signatures.
- The Department of Elections Web site, *www.sfgov.org/election*, had over **1 million** hits in November alone.
- Department of Elections staff grew from **19** employees to **238** to support the election.
- The Department of Elections kept busy after the election, taking 28 days, as allowed by law, to complete the steps required to certify the final results, including:
 - tabulation of all valid vote-by-mail and provisional ballots.
 - review and tally of write-in votes.
 - reconciliation of all voted and unused ballot cards.
 - manual recount of a portion of the ballots to verify the voting machine results.



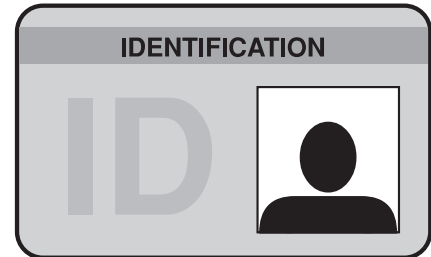
Changes Affecting Voter Registration

Confidential Voter Records

Changes to Permissible Uses of Voter Registration Information

Beginning in 2006, state law changed the way personal information supplied by voters for the purpose of completing a voter registration affidavit can be used. To protect your privacy and the integrity of voting, new laws that took effect in 2006 create safeguards for voter records as follows:

Information on your voter registration affidavit will be used by elections officials to send you official information on the voting process, such as the location of your polling place and the issues and candidates that will appear on the ballot. Commercial use of voter registration information is prohibited by law and is a misdemeanor. Voter information may be provided to a candidate for office, a ballot measure committee, or other person for election, scholarly, journalistic, political, or governmental purposes, as determined by the Secretary of State. Driver's license and social security numbers, or your signature as shown on your voter registration form, cannot be released for these purposes. If you have any questions about the use of voter information or wish to report suspected misuse of such information, please call the Secretary of State's Voter Protection and Assistance Hotline: 1-800-345-VOTE [8683]



Additionally, any person obtaining information on your voter registration affidavit shall not send that information outside of the United States or make it available in any way electronically to persons outside the United States, including, but not limited to, access over the Internet.

Secretary of State's "Safe At Home" Program

Certain voters facing life-threatening situations may qualify for confidential voter status. For more information, please contact the Secretary of State's "Safe At Home" program at 877-322-5227, or visit the Secretary of State's Web site at www.ss.ca.gov.



Ballot Worksheet (Voter Reference Chart)

Fill in your choices — Cut out and take with you to the polls

OFFICES

Mayor	Rank up to three choices	1 st choice
		2 nd choice
		3 rd choice
District Attorney	Rank up to three choices	1 st choice
		2 nd choice
		3 rd choice
Sheriff	Rank up to three choices	1 st choice
		2 nd choice
		3 rd choice

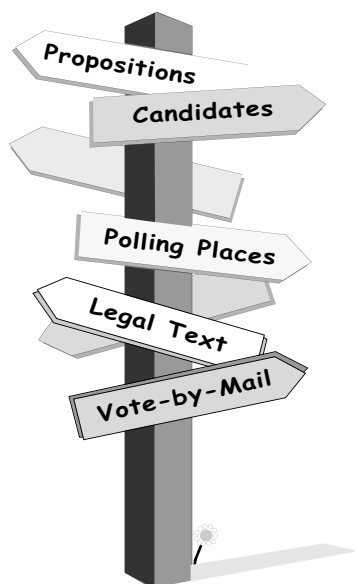
PROPOSITIONS

TITLE	YES	NO
A : Transit Reform, Parking Regulation and Emissions Reductions		
B : Limiting Hold-Over Service on Charter-Created Boards and Commissions		
C : Requiring Public Hearings on Proposed Measures		
D : Renewing Library Preservation Fund		
E : Requiring Mayor to Appear Monthly at a Board of Supervisors Meeting		
F : Authorizing Board of Supervisors to Amend Contract for Retirement Benefits for Police Department Employees Who Were Airport Police Officers		
G : Establishing Golden Gate Park Stables Matching Fund		
H : Regulating Parking Spaces		
I : Establishing Office of Small Business as City Department and Creating Small Business Assistance Center		
J : Adopting a Policy to Offer Free City-Wide Wireless High-Speed Internet Network		
K : Adopting a Policy to Restrict Advertising on Street Furniture and City Buildings		

Notes:



The Department of Elections makes every effort to print Candidate Statements and Proposition Arguments exactly as submitted – mistakes and all.



However, with all the items that are included in the Voter Information Pamphlet, it is possible that we have made a mistake of some kind in the layout and printing process. If we learn of any substantial errors on our part after the pamphlet has been printed and mailed out, we will publish a correction notice in local newspapers in the days preceding the election.

If necessary, a correction notice will appear in the Public Notices section of the *San Francisco Examiner* and in *Sing Tao Daily* on October 23, 24 and 25, in *El Reportero* on October 24 and in *El Mensajero* on October 28.



Candidate Information

Important Notice

For a complete list of candidates on the ballot, consult your sample ballot, which begins on page 18 of this pamphlet. Please refer to the table of contents for the location of specific candidate statements in this pamphlet.

Statements of qualifications submitted by candidates for Mayor, District Attorney and Sheriff appear following the sample ballot in this pamphlet. Each candidate's statement of qualifications, if any, is volunteered by the candidate and is printed at the expense of the candidate, unless otherwise determined by the jurisdiction. The statements have been printed as submitted by the candidates and have not been checked for accuracy by any City official or agency. Spelling and grammatical errors have not been corrected.

As required by Campaign Finance Reform Ordinance (CFRO) section 1.128, below each local candidate's statement of qualifications appears a notice informing voters whether the candidate has adopted the voluntary expenditure ceiling, as defined in Campaign Finance Reform Ordinance (CFRO) section 1.130.

City and County of San Francisco Offices to be Voted on this Election

Mayor

The Mayor is the chief executive officer of the City and County of San Francisco. The term of office for Mayor is four years. The Mayor is paid \$245,749 a year.

District Attorney

The District Attorney prosecutes criminal court cases for the City and County of San Francisco. The term of office for District Attorney is four years. The District Attorney is paid \$211,878 a year.

Sheriff

The Sheriff runs the county jails and provides bailiffs (security) for the courts. The term of office for Sheriff is four years. The Sheriff is paid \$194,473 a year.



Candidates for Mayor

H. BROWN

My occupation is Publisher, SF Bulldog.

My qualifications are:

My expertise is in political analysis, public safety and program development for the behaviorally disturbed. I hold a Master's degree in Special Education from Clemson University. I have other degrees and certifications in Fire Technology, Cryptology and Emergency Medical Care.

I am a Viet Nam era veteran of the U.S. Navy. I spent the vast majority of my 47 years of work in public service. I've been a firefighter, teacher, coach and I built and operated a large jazz club in my youth.

For the past decade I've covered the political beat at San Francisco City Hall for a variety of publications. My medium is political satire and I've written over a thousand columns ranging from profane to mundane.

My promise is to fire your boss. That would be 61 department heads and hundreds of commissioners, agency and authority directors and their PR staffs. I will replace them with veteran City employees from within those departments, agencies and authorities.

I am a 63 year old straight white man. My grandchildren are African-American. My own ethnic roots are German-Jew and Scots-Irish Protestant. I believe in God, judgment and the SF 49'ers.

Thank you,

h. brown

GEORGE DAVIS

My occupation is Writer/Nudist Activist.

My qualifications are:

This is a One Issue campaign which is to Make Golden Gate Park Clothing Optional like the major urban parks in Europe. For other policy issues, a well known City Manager will be appointed.

Thoughts for today:

1. You are free to be nude!!! You are free to wear clothing. By California case law (In Re Smith 1972 and other court decisions), you have a freedom of choice.
2. Nude is not lewd.
3. With San Francisco's ranked three choices, voting for freedom of choice is as easy as one, two, three. Give George Davis a ranked vote, preferably #1.

If anyone should think this is not a serious issue, explain why George Davis has been illegally harassed by the San Francisco Police Department with 4 full arrests (handcuffs, booking, jail) in 5 weeks of campaigning followed almost immediately with a discharge of the citations by the San Francisco District Attorney.

Voters, you have a clear choice. Do you want police harassment of a legitimate non-violent cultural movement and censorship? Or, do you want freedom of choice and civil liberties?

For more details on George Davis and this campaign, visit the blogs at: www.gonakedyoga.com
Or contact George at: vote4mayorsf@yahoo.com

George Davis

The above candidate has accepted the City's voluntary spending limit.

The above candidate has accepted the City's voluntary spending limit.

Statements are volunteered by the candidates and have not been checked for accuracy by any official agency. Statements are printed as submitted. Spelling and grammatical errors have not been corrected.



Candidates for Mayor

LONNIE S. HOLMES

My occupation is Juvenile Probation Manager.

My qualifications are:

Lonnie S. Holmes is a native of San Francisco, who graduated from Woodrow Wilson High School in 1978. I received my BA from the University of Washington and later completed my Masters Degree in Public Administration. I have spent almost 20 years working with Law Enforcement, presently I am a Manager for Community Programs at the SF Juvenile Probation Department and a guest lecturer for UC Berkeley. I know San Francisco should use a intelligent approach to public service to make every neighborhood safe.

With several partners, I have an export business dealing with China and the Philippines, I want to promote economic development, I believe we need to open avenues for more business and trade opportunities for small businesses.

As a football and basketball coach, I have worked with many young people. In 2002, I raised \$50,000 to take 250 under privileged youth to San Jose State University for an entire weekend that included classroom training on Crime, Violence, Education, and Personal Hygiene. For the past 6 years, I have raised funds to distribute over 8,000 turkeys to low income residents.

San Franciscans, with me you will get More Demonstration and Less Conversation from the Holmes Administration!

Lonnie S. Holmes

HAROLD M. HOOGASIAN

My occupation is Florist/Coffee Farmer.

My qualifications are:

San Francisco's Budget and Payroll is Out of Control!
I will stop the ridiculous, unending increases.
In 1987, our city budget was less than \$1 billion.
Today, it is over \$6 billion. That's an increase of over 500%!
That period the Bay Area Cost of Living increased only 85%.
Our budget has increased at a rate of over 5 TIMES inflation!
What are we getting for it? More debt! Less Service! Higher Fees!

San Francisco's Budget and Payroll is Out of Control!
I will stop the ridiculous, unending increases.

San Francisco Deserves Better:

Infrastructure and Transportation will come before new programs.

I will reduce the number of city employees wherever possible.
I will Use Zero Based Budgeting (justify every dollar, every year).

I will Use Common Sense Governance and Enforce All Existing Laws.

The Four Way Test:

First, Is It The TRUTH?

Second, Is It FAIR to ALL SAN FRANCISCANS?

Third, Will It Build GOODWILL and BETTER FRIENDSHIPS?

Fourth, Will It Be BENEFICIAL to SAN FRANCISCO?

www.unplugthemachine.org

Harold M. Hoogasian

The above candidate has accepted the City's voluntary spending limit.

The above candidate has accepted the City's voluntary spending limit.

Statements are volunteered by the candidates and have not been checked for accuracy by any official agency.
Statements are printed as submitted. Spelling and grammatical errors have not been corrected.



Candidates for Mayor

GRASSHOPPER ALEC KAPLAN

My occupation is Vegan Taxicab Driver.

My qualifications are:

Born – Moscow, Russia; English – third but only language. Grasshopper: Vegan, Bay swimmer, owner Grasshopper Taxicab. Lifelong musician; guitarist, singer/songwriter. Compassionate, tolerant, supportive, loving. 13 years here residentially challenged.

To Impeach Is Patriotic. Promote swift removal: Bush, Cheney, Gonzales; Repeal illegal war criminal “unilateral executive” policies.

Locally, most important challenge – providing affordable housing. If you work here, you gotta be able to live here, so you can come back to work the next day fresh. Strengthen eviction protection. Legalize alternative housing situations, like commercially-zoned buildings, where many already live.

Legalize everything. Legalize prostitution and sex work; make it SAFE. Make everyone happy. No problems, only solutions. Legalize cannabis; greens for peaceful purposes. Fund schools, hospitals, parks, roads.

Separate paths for bicycles. Convert Muni into world-class public transit system. Downtown assessment district funding free Muni for residents.

Total amnesty for all non-citizens; people ain't illegal. Let's celebrate our hardworking labor force while treasuring, protecting cultural diversity, encouraging hope, mercy.

Restore festival, carnival atmosphere; musicians, Artists, fun, love. Remember to smile, laugh, celebrate our wonderful existence, our fabulous planet; create / make Grassland model – beacon of mutual understanding, hope. Gratefully,

Grasshopper Alec Kaplan

QUINTIN MECKE

My occupation is Program Director.

My qualifications are:

San Francisco can do better. The promises that were made four years ago have been left unfulfilled and it is time now to move forward in shaping a city that is reflective of the values that it is known and respected for.

I have a broad range of experience working in city government on a variety of policy issues including homelessness, public safety, and mental health. As the director of a citywide public safety program, I travel regularly to many of the city's neighborhoods in an effort to create safer communities.

Over the past several years, San Francisco has experienced a dramatic increase in the number of homicides and violent crime, unreliable MUNI service, and decreased services for those most in need. We can and we must do better if our city is to develop and grow into a place where children and families of all backgrounds, cultures and incomes can live together.

I ask you to join me in creating a vision for a better San Francisco.

Experience:

MPA, San Francisco State University
Secretary, Shelter Monitoring Committee
Graduate – Leadership San Francisco
Community Fellow – Coro Foundation
Past President, Mental Health Association of San Francisco
U.S. Peace Corps volunteer

Quintin Mecke

The above candidate has accepted the City's voluntary spending limit.

The voluntary spending limit was lifted before this candidate decided to accept or not accept the limit.

Statements are volunteered by the candidates and have not been checked for accuracy by any official agency. Statements are printed as submitted. Spelling and grammatical errors have not been corrected.



Candidates for Mayor

GAVIN NEWSOM

My occupation is Mayor of San Francisco.

My qualifications are:

San Francisco is a beacon.

We are the first American city to launch universal health care. We are taking bold action on climate change. We helped lead the fight for civil rights such as marriage equality. We won the stem cell center because the nation knows we are a capital of innovation.

San Francisco is making progress.

After years of neglect, we are finally filling the potholes and cleaning the streets. Our new 311 Center is a giant step toward accountability. Unemployment has dropped 37%, Homeward Bound has reconnected 2,280 homeless San Franciscans with their families, our rainy day fund is the highest ever and we have hired 416 more police officers to protect our neighborhoods.

San Francisco needs continuing reform.

We need free wifi to close the digital divide. We need a community justice court to continue the progress on homelessness sparked by Care not Cash. We need to rebuild every public housing project and reconnect every San Francisco neighborhood with access to good jobs and great schools.

To continue this progress, I need your help.

Please join Speaker Nancy Pelosi, Dianne Feinstein, Kamala Harris, Phil Ting, Jose Cisneros, the San Francisco Labor Council and thousands more. Learn how at www.actlocallysf.org.

Gavin Newsom

WILMA PANG

My occupation is College Professor.

My qualifications are:

As a single parent and grandmother of four: I have raised three college degreed (one PhD) daughters through the SF public school system.

As a lifetime renter: I know first hand what it is like to be a tenant in this city.

As a long time San Franciscan: I am the founder of (A Better Chinatown Tomorrow), a community based organization formed to preserve the rich cultural heritage of Chinatown. One of the projects in progress is to build an entry gateway on Broadway and Grant.

As a person in charge: I have proven my ability to work in harmony with people of color and diverse ethnic background from years of teaching and working abroad in Australia as an Ethnic Arts Officer in 1983. Previously, I was the North Beach/Chinatown Neighborhood Arts organizer for the SF Arts Commission.

As a business owner: I work closely with performing artists showcasing cultural events to visitors.

As a college professor: I have taught music, Citizenship and ESL at City College for over 30 years.

My platform: Quality neighborhood schools. Incentives for families to remain in SF. Better childcare for working parents. Protective assistance to small business owners.

Wilma Pang

The above candidate has NOT accepted the City's voluntary spending limit.

The above candidate has accepted the City's voluntary spending limit.

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Candidates for Mayor

MICHAEL POWERS

My occupation is Nightclub Owner.

My qualifications are:

As a progressive I have owned and operated one of San Francisco's most unique and innovative nightclubs for 11 years. My creation of the Power Exchange adult sexual liberation experience shows my capacity to embrace every kind of alternative lifestyle and manage multiple environments housed in one totally law-abiding and successful business. My record of embracing tolerance guarantees that I will listen to all San Franciscans and bring an abundance of new concepts to City Hall. I have proven skills in original thinking and social foresight. Problem solving management experience will allow me to serve the people of San Francisco with a can do attitude. I will work to acquire for people what they want and need from their neighborhood. It is my sincere desire to be an honest public servant of the highest caliber. I hold myself to a strict standard in all my personal and business interactions. I cannot be bought, nor influenced at any price, and will lead by example. My hard work ethic and level of integrity will manifest a new birth of hard work and commitment to make our City more healthy, safe, clean and green.

Michael Powers

JOHN RINALDI

My occupation is Showman.

My qualifications are:

Hi, my name is Chicken John and I'm running for Mayor because I have a vision for the future of this city. I want a city that attracts artists, not one that chases them away; where innovation wins out over gentrification. In other words, a city that actually has a future, and not just a celebrated past.

What are my qualifications? Small business owner, community leader, champion of the arts. I converted my truck to run on coffee grounds with zero emissions. I've spent the last decade bringing people together in artistic endeavor, helping to make this city a better place.

Am I dumb enough to think I can win? Not really. But I do believe I can win the losing vote, and that's why I'm asking you to vote for me for second place. Think of it as an intellectual exercise, designed to raise the level of conversation.

We stand to lose a lot more if we don't even try: more bad public art, more greenwashing, more of the same magician's misdirection. We must resist a city apparatus that resists innovation, and hold its feet to the fire.

C'mon, it'll be fun. Vote for me.

Tashi Delek,

Chicken John

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Candidates for Mayor

DR. AHIMSA PORTER SUMCHAI

My occupation is Physician.

My qualifications are:

Ahimsa means "no killing." I grew up in public housing, attended public schools and represented San Francisco at the 1970 White House Conference on Youth. Mentored by Carlton Goodlett, Ph.D, M.D., I graduated from San Francisco State University in 1976 and was inducted into the Alumni Hall of Fame in 1995.

I served on the Commission on the Status of Women, Mayor's HIV Task Force, Citizens Committee Mayor's Office of Community Development, MAC of the Fire Department, CAC of the 911 Dispatch Center, California League of Conservation Voters Board and Shipyard RAB. I helped lead the Sudan Divestiture Movement and was a proponent of the 1994 statewide Single Payer Health Care Initiative. I was John Burton's Legislative Woman of the Year in 1990 and championed Matt Gonzalez for Mayor in 2004.

A 1981 UCSF School of Medicine graduate, I trained in neurosurgery, completed emergency medicine fellowship training at Stanford University as a flight physician and researcher aboard the Life Flight Helicopter, served as an emergency physician for the San Francisco Giants and physician specialist for the Department of Health. I established children's clinics in community centers and housing projects and organized a mass CPR training at Candlestick Park stadium.

Ahimsa Porter Sumchai

JOSH WOLF

My occupation is Journalist.

My qualifications are:

I am an independent journalist, and have been active in politics throughout my life. I'm an activist and a born organizer, and I am offering the people of San Francisco a bold alternative to the status quo.

San Francisco is a city of progressive politics, a city of art, and a city that reflects the growing divide between the rich and the poor. It is one of the few cities in the U.S. where family and entrepreneurial small businesses still thrive amidst the mega-corporations. We need a mayoral candidate who represents San Francisco values and not just the big money of big business.

I am running to build a new model for participatory democracy and to empower communities and individuals to define, discuss, and deliver their concerns and solutions in a way that is heard and heeded. It's time to move beyond lip service and elaborate PR campaigns and approach politics with honesty and openness. San Francisco is faced with many pressing issues that need real solutions. In a true democracy such solutions properly arise from the people themselves. I'm running to help create such a democracy.

Thank You,

Josh
www.joshwolf.net

Josh Wolf

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Candidates for District Attorney

KAMALA D. HARRIS

My occupation is San Francisco District Attorney.

My qualifications are:

OUR "SMART ON CRIME" STRATEGY HAS IMPROVED PROSECUTION OF VIOLENT CRIME AND STRENGTHENED THE DISTRICT ATTORNEY'S OFFICE:

- Raised felony conviction rate from 52% to 67%, the highest in a decade;
- Sent 40% more serious and violent offenders to prison;
- 85% homicide conviction rate;
- Toughened prosecution of gun and gang crimes, elder abuse, identity theft, drug dealing, quality of life offenses;
- Increased prison time for sex offenses against children;
- Dramatically raised domestic violence conviction rate

I'VE LED LOCAL, STATEWIDE AND NATIONAL INITIATIVES TO REFORM CRIMINAL JUSTICE:

- Cosponsored California law making human trafficking a felony;
- Established Public Integrity Unit, aggressively prosecuting corruption;
- Recovered millions for tenants and consumers;
- Created Environmental Justice Unit;
- Organized national conference against hate crimes;

ENDORSED BY:

Senator Dianne Feinstein; Speaker Nancy Pelosi; Mayor Gavin Newsom; Congressman Tom Lantos; State Senator Leland Yee; State Assemblyman Mark Leno; Sheriff Mike Hennessey; Public Defender Jeff Adachi; Assessor Phil Ting; City Treasurer Jose Cisneros.

Board of Supervisors: President Aaron Peskin; Alioto-Pier, Ammiano, Daly, Dufty, Elsbernd, Maxwell, McGoldrick, Sandoval.

SF Firefighters, Police Officers for Justice, SF Deputy Sheriffs' Association, SF Labor Council, SF Building and Trades Council, Alice B. Toklas LGBT Club, National Women's Political Caucus SF.

www.kamalaharris.org

Kamala D. Harris

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Candidates for Sheriff

MICHAEL HENNESSEY

My occupation is Sheriff of San Francisco.

My qualifications are:

IT IS MY GREAT HONOR TO SERVE AS SAN FRANCISCO'S SHERIFF. I ask for your support to continue serving our community as your Sheriff.

AS SHERIFF, I HAVE;

- KEPT MY PROMISE to bring professionalism, innovation and diversity to the Sheriff's Department.
- DEVELOPED EFFECTIVE JAIL PROGRAMS designed so inmates begin recovery from drug and alcohol addictions, improve educational skills, become more responsible toward their children, and less likely to commit new crimes.
- ADDRESSED JAIL OVERCROWDING by adding jail capacity and developing money-saving alternatives to incarceration.
- CREATED THE NATION'S FIRST CHARTER HIGH SCHOOL for county jail prisoners.
- HIRED AND PROMOTED a higher percentage of women, minority, gay and lesbian officers than any other law enforcement executive anywhere.
- ESTABLISHED AN EVICTION ASSISTANCE PROGRAM that provides information and emergency services to tenants facing eviction.
- Worked with the Department of Public Health to provide IMPROVED SECURITY SERVICES at General Hospital and Laguna Honda Hospital.

MY PLEDGE TO YOU, SAN FRANCISCO, is a stable, professional Sheriff's Department dedicated to public safety, compassion, and equal treatment for all San Franciscans.

To learn more about the San Francisco Sheriff's Department, go to

www.sfsheriff.com

Michael Hennessey
Sheriff

Michael Hennessey

The above candidate has accepted the City's voluntary spending limit.

DAVID WONG

My occupation is Deputy Sheriff.

My qualifications are:

I have been a Deputy Sheriff for 16 years, the past 6 years as the President of the Deputy Sheriffs' Association. I also served 8 years with U.S. Army Military Intelligence.

I have been active with the labor movement for 26 years with UNITE HERE Local 2, Teamsters Local 278, and Operating Engineers Local 3.

I am a board member of Community Youth Center, serving at-risk youth.

I understand the Department's potential to educate and lead in our communities. As Sheriff, I will:

- Plan for a Sheriff's office for the future and restore leadership to the Department
- Prepare our deputies with the skills and training needed to protect our residents
- Prevent further escalation of the City's crime rate by increasing programs and funds for youth

I believe that the Sheriff's office has the responsibility to work proactively and knowledgeably within our community and mentor our youth. Together we can make San Francisco a great, safe city to raise our families again.

I have been endorsed by:

Assemblywoman Fiona Ma
SF Assessor Recorder Phil Ting
Gary Delagnes, SF Police Officers Association
John Hanley, SF Firefighters
Captain Keith Sanford, Taraval Police Station*
Police Inspector Joseph Engler*

*For identification purposes only

David Wong

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Transit Reform, Parking Regulation and Emissions Reductions

A

PROPOSITION A

Shall the Municipal Transportation Agency be provided greater governing authority, and additional funding, and be required to develop a Climate Action Plan, and shall the City not increase the maximum number of parking spaces allowed for new private development projects unless approved by a super-majority of the Board?

YES
NO



Digest

by the Ballot Simplification Committee

THE WAY IT IS NOW: A 1999 voter-approved Charter Amendment (Proposition E) created a Municipal Transportation Agency (MTA) with expanded powers and duties to run the Municipal Railway (Muni) and the Department of Parking and Traffic. Proposition E set service and performance standards for Muni.

Among other provisions, Proposition E:

- Required a minimum annual contribution to MTA from the City's General Fund.
- Allocated to the MTA a share of the General Fund measured by 40% of parking tax receipts and 50% of new revenues from increases in parking fines, parking taxes or parking enforcement.
- Enabled the MTA to approve an annual budget. The Board of Supervisors can reject the budget by a super-majority vote of eight or more members.

MTA does not have authority to issue bonds or incur debt with its revenues.

Proposition E gave MTA authority over its contracts, subject to compliance with all City contracting requirements. MTA may not accept or spend public grants or other donations without approval from the Board of Supervisors.

MTA handles its personnel and labor relations. MTA may create new managerial positions exempt from civil service protections so long as they do not exceed 1.5% of its workforce. City law caps the wages of Muni transit operators based on operator wages in comparable transit systems.

The Board of Supervisors approves many parking regulations and the installation of many traffic control devices on City streets.

The City's Planning Code limits the number of off-street parking spaces for new private development projects.

THE PROPOSAL: Proposition A is a Charter Amendment that continues the existing service and performance standards for Muni, and expands MTA's authority over its operations and additional funding.

Funding/Budget

- Proposition A would increase MTA's share of City revenues dedicated to Muni, including an allocation of General Fund revenues based on parking tax receipts from 40% to 80%, and allow MTA to keep 100% of new revenues from any future policy changes in parking fines, parking taxes and parking enforcement.
- MTA could issue revenue bonds and other debt upon approval of the Board of Supervisors, without further voter approval.
- MTA would be required to approve its budget every two years, instead of every year. The Board of Supervisors could reject the

budget by a super-majority vote of seven or more members.

- MTA would have to use new General Fund revenues primarily to implement improvements recommended by the City's ongoing Transit Effectiveness Project, which is a system-wide review of Muni's service.

Governing Authority

- MTA could enter into contracts to sell transit passes and parking meter cards without meeting all City contracting requirements and delegate certain contracting authority to the Director of Transportation.
- MTA could accept and spend public grants and other donations without Board of Supervisors approval.

Labor and Personnel

- If MTA is spending within its budget, it could fill vacant positions without approval from the City Controller. The MTA could create new managerial positions exempt from civil service protection subject to an overall limit of 2.75% of its workforce.
- MTA could continue to bargain collectively to set wages for Muni transit operators, but the current wage cap would become a guaranteed base wage.

Parking and Traffic

- Proposition A would clarify and expand MTA power to adopt many parking regulations and install many traffic control devices. Actions related to stop signs, bicycle lanes, preferential parking zones, parking meter zones, parking time limits, and disabled parking privileges would still be subject to review by the Board of Supervisors.
- Proposition A would fix the maximum number of off-street parking spaces the City allows for new private development projects at the number the Planning Code would have allowed on July 1, 2007. The Board of Supervisors could increase this maximum by a super-majority vote of at least nine members or decrease the maximum by a majority vote.

Greenhouse Gas Emissions Reduction

Proposition A requires MTA to develop a Climate Action Plan every two years that would seek to reduce greenhouse gas emissions from San Francisco's transportation sources to 80% of 1990 levels by 2012.

A "YES" VOTE MEANS: If you vote "yes," you want to make these changes to the Charter.

A "NO" VOTE MEANS: If you vote "no," you do not want to make these changes to the Charter.

Notice to Voters:

The "Controller's Statement" and "How 'A' Got on the Ballot" information on this measure appear on the opposite (facing) page.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 115.

SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 36.



A

Transit Reform, Parking Regulation and Emissions Reductions

Controller's Statement on "A"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition A:

Should the proposed charter amendment be approved by the voters, in my opinion, it would affect the cost of government beginning in fiscal year 2008-2009 in that it would direct approximately \$26 million from the General Fund to the San Francisco Municipal Transportation Agency (MTA). This amount is a share of the General Fund measured by 40% of the revenue from the City's parking tax, and would be added to an equal amount that the MTA already receives. The charter amendment would not change the City's current policy of using the equivalent of the remaining 20% of the parking tax for services for seniors and the disabled.

The amendment provides that all future revenue growth from changes in parking policies and parking fine amounts will be dedicated to the MTA. For a sense of the potential size of this revenue, all of the changes in parking policies and fines enacted over the last five years currently generate approximately \$17 million in revenue annually to the General Fund.

To the extent that the funds described above are shifted to the MTA, other City spending would have to be reduced or new revenues identified.

The amendment provides the MTA with additional authority in several areas—approving contracts, hiring, setting employee pay and proposing revenue measures. In general these changes do affect policy and management but do not in and of themselves increase or decrease the cost of government. The amendment requires that the MTA establish a two-year budget. The amendment retains the budget approval process where the Mayor may not change the budget submitted by the MTA Board, but reduces to seven the number of votes by which the Board of Supervisors may accept or reject the budget. The amendment also authorizes the MTA to issue debt financed by revenues under their jurisdiction, subject to concurrence by the Board of Supervisors.

Finally, the amendment specifies that transit operator wages will be at least the average of the two highest paid comparable transit systems nationwide. Currently, this average is used as a cap, setting the salary limit for transit operator wages.

How "A" Got on the Ballot

On July 31, 2007 the Board of Supervisors voted 7 to 4 to place Proposition A on the ballot.

The Supervisors voted as follows:

Yes: Supervisors Ammiano, Daly, Dufty, Elsbernd, Maxwell, Mirkarimi and Peskin.

No: Supervisors Alioto-Pier, Jew, McGoldrick and Sandoval.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THE FACING PAGE. THE FULL TEXT BEGINS ON PAGE 115.
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A

Transit Reform, Parking Regulation and Emissions Reductions

This disclaimer applies to the two arguments on this page and the two arguments on the facing page. *The Board of Supervisors authorized the submission of the following argument. As of the date of the publication of this Voter Information Pamphlet, the following Supervisors endorse the measure: Supervisors Ammiano, Daly, Dufty, Elsbernd, Maxwell, Mirkarimi and Peskin; oppose the measure: Supervisors Alioto-Pier, Jew, McGoldrick and Sandoval.*

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION A

FOR CLEAN AIR AND MORE RELIABLE MUNI, VOTE YES ON A.

Youth, seniors, families, and working San Franciscans agree: it's time to fix Muni and reduce air pollution in our city.

There's little doubt that Muni needs help. While parts of the system have improved, Muni still fails to meet minimum on-time performance standards; recently botched the opening of the Third Street rail line; and maintains one of the worst fare collection records in America.

Our transit problems don't stop there. Cars, trucks and buses are the chief cause of air pollution in San Francisco, increasing global warming and health risks such as childhood asthma.

Measure A is a comprehensive reform plan. It was crafted by a broad coalition including transit riders, business, labor, environmental groups and the Board of Supervisors.

This emissions reduction and transit reform Charter Amendment:

- Restructures the MTA bureaucracy to cut waste and improve efficiency.
- Reduces air pollution and global warming, requiring that our overall transportation system meet and exceed standards set by the Kyoto Global Warming Treaty.

- Improves transit reliability, so riders will know better when their bus is coming, and how long their trip will take.
- Increases management accountability, so top Muni managers will be hired and fired based on performance.
- Promotes accountability among Muni drivers and other employees.
- Provides much needed additional funding for Muni without raising fares or taxes. This will prevent deep service cuts and fare increases for riders.

San Francisco can have the clean, safe and reliable transit system our world-class city deserves. This Charter Amendment is the next step. Vote Yes on Measure A.

*Rescue Muni
San Francisco Planning and Urban Research Association (SPUR)
San Francisco Democratic Party
San Francisco Labor Council
Board of Supervisors President Aaron Peskin
Supervisor Sean Elsbernd
Sierra Club*

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION A

Prop A is a charter amendment that is simply crammed with too many different ideas and half-solutions. The drivers' opportunity to negotiate for increased wages in exchange for enhanced working standards is a positive feature of this measure.

However, there is also a hodgepodge collection of ideas that are not in the best interest of San Francisco.

The displacement of oversight abilities to an unelected board, the MTA Board of Directors, regarding the many different parts of the San Francisco Municipal Transportation Agency machine seems illogical at best.

They will have extraordinary control over the second largest department budget in the city (\$700 million for Muni alone). This will also include an additional \$26 million from the General Fund. They will have the power to increase the parking fines, parking meter and Muni fares.

They will have the power to eliminate the driving requirements for taxi license permits mandated by the San Francisco voters for nearly thirty years.

They will have extraordinary control over contracts with private companies.

The elected legislative branch, the branch most accountable to the voters of San Francisco, will only have the ability to scrutinize the budget every two years. Even then, this scrutiny needs a supermajority of the elected supervisors to overturn the budget decisions of an appointed body. This undermines the democratic principle of "consent of the governed."

Please vote no on Prop A.

Jake McGoldrick, Member of Board of Supervisors

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Transit Reform, Parking Regulation and Emissions Reductions



OPPONENT'S ARGUMENT AGAINST PROPOSITION A

Vote No on Prop A.

This charter amendment is a collection of ideas to reform the Muni system and agency. Some of the provisions are appropriate for a crucial restructuring of the San Francisco Municipal Transportation Agency (MTA).

However, the overriding concern is the displacement of the oversight ability of an ELECTED governing board to an APPOINTED board. Muni's accountability to the public will diminish severely, as a result of shifting oversight to the MTA Board of Directors. The MTA Board of Directors is comprised of seven largely anonymous individuals who serve at the will of the appointing official.

We do not argue the Muni is not in need of reform, or that this charter amendment is terrible. We simply say that any reform should be well thought out, with the proper checks and balances that any city agency requires, much less one with an ever-increasing budget of \$700 million.

- We question the wisdom of giving this much power to an agency with MUNI's track record.

- We question the wisdom of taking away the oversight authority of the San Francisco's legislative branch, the most direct conduit through which citizens are able to complain and ask for reliability, accountability and action.
- We question the wisdom of delivering \$26 million from the City's General Fund annually while simultaneously wiping our hands clean of how that money is spent.
- We question giving Muni the power to increase transit fares, parking meters and parking fines without input from elected officials.

Vote No on Prop A, so the Board can craft a wise, complete and more balanced reform package for a future ballot.

Vote No on Prop A.

Jake McGoldrick, Board of Supervisors
Gerardo Sandoval, Board of Supervisors

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION A

In 1999, San Francisco voters overwhelmingly passed Proposition E, the Charter Amendment which formed the Municipal Transportation Agency and put Muni on the right track.

The fundamental aim of Prop E was clear – create strong service standards, better coordinate our transportation system and keep Muni free from excessive political interference.

Proposition A stays true to these basic principles. It creates a stronger accountability system within the MTA, brings employees back to the bargaining table to create more efficient work rules and cuts bureaucratic waste.

At the same time, Prop A maintains and even strengthens the oversight of elected officials. Contrary to assertions by opponents, Prop A actually reduces the number of Supervisors required to reject the MTA's budget, any proposed fare hikes and route changes.

Prop A is a comprehensive reform plan crafted by a broad coalition of San Franciscans including business leaders, transit riders, labor and environmental advocates.

To increase Muni funding, improve reliability, and require San Francisco to decrease air pollution which causes global warming below standards set by the Kyoto Global Warming Treaty, vote Yes on Proposition A.

Now is the time to get Muni on the road to reform.

Rescue Muni
San Francisco Planning and Urban Research Association (SPUR)
San Francisco Democratic Party
San Francisco Labor Council
Board of Supervisors President Aaron Peskin
Supervisor Sean Elsbernd
Sierra Club

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A

Transit Reform, Parking Regulation and Emissions Reductions

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

For Better Transportation Vote Yes on A

A Yes on A vote will support better transit service, safer streets, and a more sustainable San Francisco.

Measure A will dedicate needed funding for better Muni, strengthening San Francisco's role as a Transit First city. Better Muni service means fewer cars, less traffic congestion, and safer streets for walking and bicycling.

San Francisco advocates for better transportation urge you to vote Yes on A!

Walk San Francisco

Livable City

San Francisco Bicycle Coalition

*Kate White, co-founder City CarShare**

Rescue Muni

*For identification purposes only

The true sources of funds for the printing fee of this argument are Walk San Francisco, the San Francisco Bicycle Coalition, Rescue MUNI, L. Kate White and Livable City.

San Francisco labor supports Yes on A

Working San Franciscans demand a Muni that works. Prop A is the answer. It works for riders, employees and all San Franciscans. Please join the San Francisco Labor Council and thousands of working San Francisco families and vote YES on A.

Tim Paulson, Executive Director, San Francisco Labor Council

San Francisco Building & Construction Trades Council

SEIU Local 1021

Hotel and Restaurant Workers Local 2

Transport Workers Local 250-A

The true source of funds for the printing fee of this argument is SEIU 1021.

Environmental advocates support Prop A

We all know how much better we'd like MUNI to perform. Prop A makes needed reforms to improve MUNI's reliability and requires that MUNI make stringent air quality improvements.

Greater reliability will help people get out of their cars and on to transit and MUNI will be cleaner than the Kyoto Protocols. Prop A is win-win for the environment.

Vote Yes on Proposition A

Sierra Club

San Francisco Tomorrow

The true source of funds for the printing fee of this argument is San Francisco Tomorrow.

Reduce global warming, air pollution and childhood asthma. Vote Yes on A

Cars, trucks and buses account for over 50% of the air pollution in San Francisco. Up to one-third of the children in Bay View/Hunters Point suffer from asthma. It's time for San Francisco to take the lead in reducing air pollution and global warming by voting Yes on A.

*Supervisor Sophie Maxwell, Sponsor, Asthma Task Force**

*For identification purposes only

The true sources of funds for the printing fee of this argument are Sophie Maxwell and the SF Labor Council.

Prop A: Muni reform endorsed by the San Francisco Democratic Party

Muni is the transit lifeblood of our city, carrying over 200 million riders every year. It is the primary form of transportation for San Francisco's youth, low-income, ethnic, and working residents. The Democratic Party strongly supports Prop A because it moves Muni towards the reliable, affordable transit system San Franciscans deserve. Prop A will also make San Francisco adopt the Kyoto Global Warming Treaty standards for our entire transportation system. We urge Democrats, and all San Franciscans, to vote Yes on A.

San Francisco Democratic Party

Senator Carole Migden

Senator Leland Yee

Assemblyman Mark Leno

The true source of funds for the printing fee of this argument is the SF Labor Council.

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Transit Reform, Parking Regulation and Emissions Reductions

A

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

Youth and Educators agree: Yes on A

Students who ride Muni to school endure overcrowding, long trips, delays and violence. Young workers face the same challenges. That's why teachers, youth and education leaders support Muni reform and Proposition A.

School Board Members Hydra Mendoza, Jane Kim, Mark Sanchez**

Teachers for Social Justice

*Ana Jimenez, League of Young Voters**

San Francisco Young Democrats PAC

*Renee Darner, President, College Democrats at SFSU**

*Peter Lauterborn, former Youth Commissioner**

Jeremiah Jeffries, teacher

*For identification purposes only

The true source of funds for the printing fee of this argument is the SF Labor Council.

Senior and disabled Muni riders ask your support for Prop A

Senior and disabled Muni riders need reform. Prop A brings vital new funding without raising fares. It will make Muni faster and more reliable. Please support senior and disabled Muni riders by voting Yes on A.

Senior Action Network

*Bruce Oka, Muni Accessibility Advisory Committee**

*For identification purposes only

The true sources of funds for the printing fee of this argument are Senior Action Network and the SF Labor Council.

Eastside and Housing Advocates agree: Yes on Muni!

Mission, Excelsior, Bayview and SOMA neighborhoods, renters and housing advocates say YES on A for a more reliable, better-funded Muni with greater accountability. Eastside communities suffer the worst asthma rates. Measure A requires the city to adopt groundbreaking emissions standards.

*Ted Gullicksen, Director, San Francisco Tenants Union**

Affordable Housing Alliance

John Avalos

David Campos

Eric Quezada

Calvin Welch

*For identification purposes only

The true source of funds for the printing fee of this argument is the Affordable Housing Alliance.

Safer and more reliable Muni

Every day, thousands of students ride Muni to school. Seniors take the bus to go shopping. Parents ride the train to work. Prop A helps them by making Muni safer and more reliable. Prop A is also a tough, comprehensive reform that will make Muni run better by cutting waste and bureaucracy. That helps us all. Please vote Yes on Prop A.

Assessor-Recorder Phil Ting

*David Chiu, Chair, Chinatown Community Development Center**

*Leon Chow, Chair, Chinese Progressive Association**

*David Ho, Chinatown Coalition For Better Housing**

*For identification purposes only

The true sources of funds for the printing fee of this argument are David Chiu, Leon Chow, the SF Labor Council, SEIU 1021 and SPUR.

No more excuses -- Yes on A

Years of under-funding transit must stop. Proposition A reforms transit; prepares for a future that includes a diverse, vital, less-polluting population; AND coordinates transit to be more effective. Fund mass transit NOW. Decrease dependency on oil. Our community depends on mass transit—don't let us down. YES ON A and NO ON H.

Supervisor Tom Ammiano

Supervisor Bevan Dufty

Robert Haaland, Michael Goldstein, Debra Walker*, Robert Dockendorff, Past Presidents, Harvey Milk LGBT Democratic Club*
Scott Wiener, Past Co-chair, Alice B. Toklas LGBT Democratic Club
*Bill Barnes, San Francisco Democratic Central Committee Member**

*Kim Knox, Paul Mooney, Officers, Harvey Milk LGBT Democratic Club**

*For identification purposes only

The true source of funds for the printing fee of this argument is SPUR.

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Arguments are printed as submitted. Spelling and grammatical errors have not been corrected.



A

Transit Reform, Parking Regulation and Emissions Reductions

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

San Francisco safety leaders urge Yes on A

Safety is a paramount concern for Muni riders. Prop A brings at least \$26 million per year additional funding to Muni. These resources are vital to make Muni safe and reliable. Vote yes on A.

District Attorney Kamala D. Harris
Public Defender Jeff Adachi
Sheriff Michael Hennessey

The true source of funds for the printing fee of this argument is SPUR.

African American Leaders Say Yes on A

Reliable transportation is the gateway to education, jobs and opportunity for thousands of youth and low-income families. Please join us in moving our community forward and reducing the air pollution that causes outrageous rates of childhood asthma in our neighborhoods. Vote Yes on A.

Supervisor Sophie Maxwell
James Bryant, A. Phillip Randolph Institute
*Pastor Arelious Walker**
*Bill Barnes, San Francisco Democratic Central Committee Member**
*Youth Commissioner Cassandra James**

*For identification purposes only

The true sources of funds for the printing fee of this argument are SPUR and the A. Phillip Randolph Institute.

Fixing Muni is the Key to Fighting both Global Warming and Congestion

Vote Yes on Prop A

Muni suffers from poor work rules, excessive bureaucracy and underfunding. Prop. A will fix it.

Restructures our transit agency (MTA) to cut waste.

It allows the General Manager to recruit people outside of the bureaucracy – and be able to fire anyone who does not perform. This is the most significant expansion of management accountability in decades.

Creates clean emissions standards to reduce global warming.

It requires the MTA to create a Climate Action Plan by 2009 with a goal of reducing greenhouse gas emissions from San Francisco's transportation sector to 80% of 1990 levels by 2012.

Increases funding for MUNI—without raising taxes or fares.

It allows the MTA will be able to keep 80% of parking revenue money, instead of sending half of it to the General Fund today. This amounts to \$26 million to help keep Muni affordable and reliable.

Allows for fixes to broken work rules.

For decades, transit reform in San Francisco has run into an immovable obstacle – a Charter-imposed cap on salaries that eliminates the ability of managers to negotiate for new work rules that help make the system run better. This measure gives unions the incentive to join management for new rules that will increase reliability and efficiency.

Creates more efficient traffic management.

This measure consolidates responsibility for bus stop placement, lane striping, stop light signal control, and most of the minutia of traffic management. It gives responsibility for these technical issues to the MTA, the agency charged with coordinating all modes of transportation in San Francisco.

Vote Yes on Prop A.

This is our chance to fix Muni. Let's not miss it.

For the full analysis, go to www.spur.org

San Francisco Planning and Urban Research (SPUR)

The true source of funds for the printing fee of this argument is SPUR Voter.

The three largest contributors to the true source recipient committee are: 1. Jean Fraser, 2. Gabriel Metcalf, 3. Jim Chappell.

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Transit Reform, Parking Regulation and Emissions Reductions

A

PAID ARGUMENTS AGAINST PROPOSITION A

Vote *NO* on Prop A!

Mission Group for Neighborhood Rights

The true source of funds for the printing fee of this argument is the Mission Group for Neighborhood Rights.

STOP THE MUNI GIVEAWAY! PROTECT NEIGHBORHOOD PARKING!

This gives a group of political appointees sweeping powers — without any voter approval or accountability — and eliminates the ability to increase or change in any way the amount of parking in the City.

This measure would:

- Guarantee bus drivers salary raises without changing permissive work rules.
- Let MTA exclusively set rates for parking fines, fees, and penalties that would go into their own coffers.
- Lock in the current restrictions for building parking and make it impossible to ever increase the amount of parking allowed.
- Repeal the voter-approved system for regulating taxicabs in San Francisco, eliminating all accountability of elected officials.
- Allow the newly recreated Metropolitan Transit Authority to issue revenue bonds — *without voter approval*.

This measure would control far more than Muni. It would give the MTA sweeping powers to control virtually everything governing transportation without citizen input.

This measure does not bring *any* of the necessary reforms to Muni: it does not change work rules that allow drivers to miss work without even notifying their supervisor — without consequences. It diverts more city funds into an MTA black hole without accountability.

There is *no* accountability for better Muni performance.

Muni currently meets less than 70% of its schedule, fails to collect 4 out of every 10 cable car fares. Ridership is declining because of the unreliability of the Muni system. And this charter amendment perpetuates it.

Instead of reform, this proposes to give Muni bus and train operators massive pay increases while effectively eliminating the ability to build parking.

This is *not* good reform for better Muni service. San Francisco's Muni system needs *real* reform, not this misguided measure.

Muni *can* be reformed — with a better measure.

OPPOSE THE MUNI GIVEAWAY!

VOTE *NO* on A!

Coalition for San Francisco Neighborhoods

The true source of funds for the printing fee of this argument is the Coalition for San Francisco Neighborhoods (CSFN).

Proposition A would set Muni reform back twelve years and turn San Francisco motorists into second-class citizens.

It diverts \$26,000,000 from the General Fund, preventing the construction of new neighborhood garages.

It dramatically increases Muni drivers' already-generous salaries, which would probably be the highest in the nation, while eliminating existing performance standards.

It imposes parking limits throughout the City.

Its stated goal is to reduce “private vehicle trips within the City”.

VOTE NO ON A

San Francisco Republican Party

Christine Hughes, Chairman

Jennifer DePalma, Esq., Treasurer

Bill Campbell, Vice Chair – Finance

Janet Campbell, Vice Chair – Special Events

Leo Lacayo, Vice Chair – Communications

Howard Epstein, Vice Chair – Political Affairs

Christopher L. Bowman, Vice Chair – Precinct Operations

Jim Anderer

Michael Antonini, DDS

Walter Armer

John Brunello

Mike DeNunzio

Dr. Terence Faulkner

Harold M. Hoogasian

Stephanie Jeong

David Kiachko

Barbara Kiley

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A

Transit Reform, Parking Regulation and Emissions Reductions

PAID ARGUMENTS AGAINST PROPOSITION A

Ronald Konopaski, DDS
Ramiro Maldonado, Jr.
Bradley Rotter
Dana Walsh
Sue C. Woods

The true sources of funds for the printing fee of this argument are the San Francisco Republican Party and the signators of the argument.

The three largest contributors to the true source recipient committee of the San Francisco Republican Party are: 1. William Campbell, 2. DGF Y2K Special Purpose Trust, 3. Janet Campbell.

VOTE NO ON PROPOSITION A – IT'S A FRAUD, NOT REFORM.

Don't be fooled. Prop A isn't a curative measure for MUNI's ills, it's a shifty backroom deal negotiated by union bosses, mayoral minions (illegally paid more than our Mayor!) taxi and parking industry lobbyists, self-appointed downtown political operatives, and the Board of Supervisors President.

Beware! Proposition A is chockfull of sneaky provisions such as:

- Repealing voter approved Proposition K, which rightfully identifies taxicab permits as government licenses, not for profit. The taxicabs CEOs have tried EIGHT times to undo Proposition K, failing each time as voters upheld this good government measure. Now, encouraged by City Hall, Prop A slips in a deceptive clause undoing thirty years of voter policy. **SHAMEFUL!**
- Stripping voters of our City Charter rights to vote on bonds – the new Metropolitan Transit Agency can issue bonds *without voter approval*. **DISGRACEFUL!**
- Flowery, feel good climate change language, trying to divert voters from the *truth* - MUNI drivers and management keep lenient work rules, give themselves a fat pay raise, seize parking and traffic revenue and authority and the taxpayer money that goes with it. **SCANDALOUS!**

PROP A isn't reform; it sneaks into our City Constitution dangerous anti-consumer, anti-taxpayer, anti-transit user, and anti-automobile provisions.

VOTE NO ON PROPOSITION A – IT'S A FRAUD!

Good Government Alliance

The true source of funds for the printing fee of this argument is the Good Government Alliance.

The contributor to the true source recipient committee is Quentin Kopp — Kopp's Good Government Committee 1998.

VOTE NO ON THE PROPOSITION A SHAM!

Among other defects, and buried trick language, Prop A contains a concealed clause, enabling repeal of Quentin Kopp's 1978 Proposition K which stopped corruptive private trading of government taxicab permits.

Emanating from non-driving Yellow Cab and other moguls and lobbyists, such clause allows government permits to be sold for hundreds of thousands of dollars profit.

VOTE NO ON PROPOSITION A – It legalizes profiteering by non-drivers!

Mara Kopp
Good Government Alliance

The true source of funds for the printing fee of this argument is the Good Government Alliance.

The contributor to the true source recipient committee is Quentin Kopp — Kopp's Good Government Committee 1998.

TAXI PROVISION POISONS PROPOSITION A

One paragraph in this thick document, Proposition A, contains Yellow Cab's dream come true. But it's a nightmare for cab drivers, passengers, and voters. A single paragraph could repeal Prop K and destroy a power that voters have held for almost thirty years: Voters control our city's taxi permits. Cab companies and medallion holders have tried eight times to repeal or undermine Prop K. Voters have rejected these attempts, resoundingly. But under Proposition A, if the Board of Supervisors transfers taxi regulation from the Taxi Commission to the MTA, **the Agency could repeal Prop K by an administrative rule.** Here are some potential consequences:

- Taxi permits (medallions) that now must be issued to cab drivers could go to cab companies instead.
- Non-transferable medallions, which are issued for the price of an application fee, could again be bought and sold, as in New York, where they fetch half a million dollars each.
- Also, **WATCH YOUR POCKETS! The MTA itself, and not our elected officials, could set taxi fares and meter rates, under a mandate to "develop new sources of fund-**

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Transit Reform, Parking Regulation and Emissions Reductions

A

PAID ARGUMENTS AGAINST PROPOSITION A

ing for the Agency's operations." To stop a fare increase, the Board of Supervisors would have to reject the entire MUNI budget by a super-majority of seven votes! Fat chance. **Expect a taxi fare increase if Prop A passes.**

The taxi provision was inserted in Proposition A behind the backs of cab drivers and the Taxi Commission itself. No outreach, no consultation, not a word to the thousands who would be most affected by the potentially devastating changes it could bring about. As long-time supporters of transit-first and clean-air policies, we've been betrayed. Please send this back to the drawing board. **Vote NO on A.**

Ruach Graffis
Membership Secretary
United Taxicab Workers

The true source of funds for the printing fee of this argument is United Taxicab Workers.

Proposition A will not improve Muni. What it will do is increase Muni drivers' already-generous pay without imposing performance standards.

If Proposition A passes, Controller Ed Harrington writes, "spending would have to be reduced or new revenues identified." Since San Francisco does not typically reduce spending, realistically, this proposition will result in new taxes.

Furthermore, the text of Proposition A states that it is the measure's goal to reduce "private vehicle trips within the City." This rhetorical attack on private property is an indication of the authors' motives.

This proposition further marginalizes drivers, drains the budget, and fails to improve Muni. **Vote NO on Proposition A.**

San Francisco Young Republicans
www.sfyf.org

The true source of funds for the printing fee of this argument is San Francisco Young Republicans.

Prop A is ANTI-CAR, ANTI-FAMILY, ANTI-SENIOR, ANTI-DISABLED, ANTI-PARKING, ANTI-REFORM and ANTI-TAXPAYER.

Taxpayers know that throwing money at MUNI won't fix it.

Vote NO on A.

San Francisco Taxpayers Union

The true source of funds for the printing fee of this argument is the San Francisco Taxpayers Union.

Vote NO on A

Anyone waiting for a bus or streetcar knows MUNI reform is needed. Real reform – stronger management, accountability, modern work rules.

Making bus drivers the highest paid in the country won't help MUNI run on time. Preventing parking lots from being built in neighborhood commercial districts won't make life better for families and seniors. Taking away our right to vote on issues like taxi regulations and planning code parking provisions, and making it easier for Supervisors to interfere in MUNI's budget is not reform.

Tell City Hall you want real reform – **Vote No on A.**

San Francisco Chamber of Commerce

The true source of funds for the printing fee of this argument is the San Francisco Chamber of Commerce.

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Looking for the legal text?

The full legal text of all ballot measures has been moved to the back of the book.

The text starts on page 115.



Limiting Hold-Over Service on Charter-Created Boards and Commissions



PROPOSITION B

Shall members of Charter-created boards and commissions be prohibited from serving as hold-overs for more than 60 days after their term expires?



Digest

by the Ballot Simplification Committee

THE WAY IT IS NOW: Most City board and commission members are appointed to serve for a fixed number of years. Generally, a member may continue to serve after his or her term expires. During that period, the member is referred to as a hold-over until the member is re-appointed or a successor takes office. There is no limit to the amount of time these board or commission members may serve after their terms have expired.

A “YES” VOTE MEANS: If you vote “yes,” you want to prohibit most Charter-created City board or commission members from serving as hold-overs for more than 60 days after the end of their terms.

A “NO” VOTE MEANS: If you vote “no,” you do not want to make these changes to the Charter.

THE PROPOSAL: Proposition B is a Charter Amendment that would prohibit appointed members serving on Charter-created City boards or commissions from serving as hold-overs for more than 60 days after the end of their terms. Any member of a board or commission who is serving as a hold-over on the effective date of this Charter Amendment may serve for an additional 60 days.

Proposition B would not apply to members of Charter-created citizen advisory committees, the Fine Arts Museum Board of Trustees, the Arts Commission, the Asian Art Commission, the War Memorial and Performing Arts Center Board, the Retirement Board, or the Health Service Board.

Controller’s Statement on “B”

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition B:

Should the proposed charter amendment be approved by the voters, in my opinion, it would not increase the cost of government. The amendment provides that commissioners may not continue serving longer than 60 days after the expiration of their term without formal reappointment. Note that in the event that this requirement creates or extends commission vacancies, some City processes including the approval of permits, rules, budgets, policies, and other commission business may be delayed.

How “B” Got on the Ballot

On July 10, 2007 the Board of Supervisors voted 10 to 1 to place Proposition B on the ballot.

The Supervisors voted as follows:
Yes: Supervisors Alioto-Pier, Ammiano, Daly, Duffy, Elsbernd, Maxwell, McGoldrick, Mirkarimi, Peskin and Sandoval.
No: Supervisor Jew.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 124. SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 36.



B

Limiting Hold-Over Service on Charter-Created Boards and Commissions

This disclaimer applies to the proponent's argument on this page and the rebuttal to the opponent's argument on the facing page. *The Board of Supervisors authorized the submission of the following argument. As of the date of the publication of this Voter Information Pamphlet, the following Supervisors endorse the measure: Supervisors Alioto-Pier, Ammiano, Daly, Dufty, Elsbernd, Maxwell, McGoldrick, Mirkarimi, Peskin and Sandoval; oppose the measure: Supervisor Jew.*

PROPONENT’S ARGUMENT IN FAVOR OF PROPOSITION B

Promote Good Government by voting for Prop B.

This Charter amendment simply puts a limit of 60 days on the amount of time that a member of a commission or board can serve AFTER their term expires.

Currently, no time limit exists. Currently, an appointee to a board or commission will serve his or her term, and then can continue to fill a seat after the term expires *ad infinitum*. Stories abound of commissioners serving “expired” terms, some of which have lasted as long as the actual term!

Prop B creates a requirement for city officials to act in order to avoid creating vacancies to important boards and commissions. The Mayor appoints the majority of commissioners, but the Board of Supervisors and other city officials also appoint individuals to boards and commissions. This amendment merely takes the murkiness out of a simple appoint/reappoint situation.

This charter amendment is a simple codification of procedure, good government to the core.

- Supervisor Jake McGoldrick*
- Supervisor Gerardo Sandoval*
- Supervisor Sean Elsbernd*
- Supervisor Tom Ammiano*
- Supervisor Michela Alioto-Pier*
- Supervisor Sopenia Maxwell*
- Supervisor Aaron Peskin*
- Supervisor Bevan Dufty*
- Supervisor Chris Daly*
- Supervisor Ross Mirkarimi*

REBUTTAL TO PROPONENT’S ARGUMENT IN FAVOR OF PROPOSITION B

Demand Good Government by Voting **NO on Prop B.**

Supervisors would have us believe that requiring them to do their jobs will do the trick, when taxpayers know better.

Under Prop B, there is **no penalty** for the Mayor or Supervisors should they fail to appoint or confirm the hundreds of commissioners necessary for the operation of city government.

For taxpayers, however, there is a steep price to pay. ***This Charter amendment is critically flawed in that it does not lower majority vote or quorum requirements when vacancies occur.*** While the Mayor and the Supervisors squabble over appointments, commissions with vacancies will be **unable to act** and all government business requiring commission approval will grind to a stop.

Under the current system, the only effect of commissioners extending their appointed terms while new appointments are considered is that experienced commissioners continue to serve the

public – there is no downside. The only “murkiness” in the current system is in the thinking of Supervisors who don't share political ideologies with certain sitting commissioners.

We agree that commission vacancies should be filled as expeditiously as possible, but not at the expense of careful consideration, or of city residents requiring services. The current system has served San Francisco well. Given all of the problems patiently awaiting the attention of the Board of Supervisors, taxpayers should ask why they're wasting their time trying to fix what isn't broken.

Prop B is BAD for “Good Government.”

Vote NO on B.

San Francisco Taxpayers Union

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Limiting Hold-Over Service on Charter-Created Boards and Commissions

B

OPPONENT'S ARGUMENT AGAINST PROPOSITION B

Proposition B is BAD for Taxpayers

This Charter Amendment seeks to pressure elected officials to do their jobs by punishing taxpayers who rely on government functions and services.

San Francisco has dozens of appointed boards and commissions and hundreds of commissioners. At any given time, there are dozens, if not hundreds of vacancies. Sometimes vacancies are due to higher government priorities, sometimes negligence, sometimes because the Mayor and Board of Supervisors cannot agree, and sometimes because qualified applicants are not identified for appointment. When there are vacancies, members with expired terms normally continue to serve until their replacements are appointed.

All of these appointed bodies must have a quorum to meet, which is often difficult because they are comprised of unpaid volunteers in most cases. To take important actions, most require a majority vote of the appointed body, not just the members present at a meeting. The *fatal flaw* in this Charter Amendment is that it does not adjust vote requirements for these appointed bodies to compensate for fewer members, meaning that those boards and commissions waiting for appointments to fill vacancies would not be able to act as required.

The Controller's statement says it all: "Note that in the event that this requirement creates or extends commission vacancies, **some City processes including the approval of permits, rules, budgets, policies, and other commission business may be delayed.**"

City departments already move at a snail's pace. Taxpayers don't need more delays – we need elected officials to do their jobs and make timely appointments to our Boards and Commissions. But in the meantime, we need to leave well enough alone.

The Charter Amendment is well intentioned, but counter-productive.

Don't punish taxpayers for City Hall's failure to act.

Vote NO on B.

San Francisco Taxpayers Union

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION B

If we take the opponent's argument against Prop B as a guideline, any improvement to government procedure or code will paralyze the City and the status quo must therefore continue. Forever.

Prop B ensures that city officials will enforce procedures to avoid this paralysis, to mend a negligent culture and to allow city operations to continue uninterrupted.

There is no downside to this measure.

Vote Yes on Prop B for good government.

Jake McGoldrick, Member of Board of Supervisors

Sean Elsbernd, Member of Board of Supervisors

Tom Ammiano, Member of Board of Supervisors

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B

Limiting Hold-Over Service on Charter-Created Boards and Commissions

PAID ARGUMENTS IN FAVOR OF PROPOSITION B

San Francisco needs commissioners who are free to decide issues according to their own ethical guidelines and what makes good sense to them. Currently, commissioners in expired term seats are constantly aware that they could be replaced at any moment for any reason.

Proposition B lets commissioners focus their attention on their work, not whether they'll be fired tomorrow if someone isn't happy with their decisions. It brings logic and intellectual honesty to their decision making process.

The San Francisco Small Business Advocates and San Francisco Tomorrow recommend you **Vote Yes on B**

The true sources of funds for the printing fee of this argument are the San Francisco Small Business Advocates and San Francisco Tomorrow.

The three largest contributors to the true source recipient committee of the San Francisco Small Business Advocates are: 1. Home Instead Senior Care, 2. Kearney Boyle & Associates, 3. Pet Camp.

PAID ARGUMENTS AGAINST PROPOSITION B

NO PAID ARGUMENTS AGAINST PROPOSITION B WERE SUBMITTED

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Requiring Public Hearings on Proposed Measures



PROPOSITION C

Shall the Mayor or four or more members of the Board of Supervisors who wish to place a measure on the ballot first be required to submit it to the Board of Supervisors for a public hearing?

YES ←
NO ←

Digest

by the Ballot Simplification Committee

THE WAY IT IS NOW: Under the City Charter, the Mayor or four or more members of the Board of Supervisors may place a proposed measure on the ballot without a public hearing. There is no public notice required prior to the deadline for ballot measure submission to the Department of Elections.

THE PROPOSAL: Proposition C is a Charter Amendment that would require the Mayor or four or more Board members to submit a proposed measure to the Board of Supervisors for a public hearing before they may place the measure on the ballot. The amendment would require that they submit the measure to the Board at least 45 days before the required deadline for ballot measure submissions to the Department of Elections. It would also require that a Board committee hold a public hearing on the measure during the next 30 days.

If the Mayor or four or more Supervisors do not submit the measure to the Board, the measure would not qualify for the ballot. If they submit the measure and a Board committee does not hold a hearing, the proposed measure would qualify for the ballot, but the Director of Elections would include a notice in the Voter Information Pamphlet explaining that the measure had not been the subject of a public hearing.

A “YES” VOTE MEANS: If you vote “yes,” you want measures proposed by the Mayor or four or more members of the Board of Supervisors to be submitted to the Board and subject to a public hearing at a Board committee before being placed on the ballot.

A “NO” VOTE MEANS: If you vote “no,” you do not want to make this change.

Controller’s Statement on “C”

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition C:

Should the proposed charter amendment be approved by the voters, in my opinion, it would have a minimal impact on the cost of government. The amendment creates a procedure whereby a member of the Board of Supervisors or the Mayor who wants to place a measure on the ballot for voter approval must submit it for a public hearing by the Board. If no public hearing is held, the measure may still go on the ballot with a notice to voters that there has been no public hearing on the measure. Currently, a Supervisor may place a measure on the ballot by obtaining the signatures of four Board members, and the Mayor may place a measure on the ballot on his or her own authority under the Charter.

How “C” Got on the Ballot

On July 10, 2007 the Board of Supervisors voted 7 to 4 to place Proposition C on the ballot.

The Supervisors voted as follows:

Yes: Supervisors Alioto-Pier, Dufty, Elsbernd, Jew, Maxwell, McGoldrick and Peskin.

No: Supervisors Ammiano, Daly, Mirkarimi and Sandoval.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 124.

SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 36.





Requiring Public Hearings on Proposed Measures

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PROPONENT’S ARGUMENT IN FAVOR OF PROPOSITION C

Support Election Sunshine

For years, the Board of Supervisors and the Mayor have used their power to place propositions on the ballot, many times at the last minute. Because these propositions are placed on the ballot without holding public hearings, without public input and without the scrutiny of the media, they have often been ill conceived with significant unintended consequences.

A majority of the Board of Supervisors, with the support of the Mayor, is asking voters to change this system. The Charter Amendment will:

- Require all ordinances and declarations of policy that the Board or the Mayor plan to place before the voters be introduced at least 45 days before the ballot is finalized. This will allow detailed analysis of the legislation.
- Allow time to address issues in the legislative process, which may reduce the number of propositions on the ballot.
- Require that legislation be heard in committee before it can appear on the ballot, which will allow for public comment.

This Charter Amendment has an important “safety valve” that allows legislation to proceed to the ballot if it does not have a hearing, as long as it was introduced 45 days before the final deadline. This will insure no one Supervisor can use legislative process to prevent a proposition from moving forward.

By requiring legislation to be introduced earlier, propositions put before the voters will get detailed analysis and scrutiny from city departments, the media and the public. It will also allow the Mayor and the Board the time to find common ground on issues.

This Charter Amendment is supported by a broad coalition of community groups and good government organizations because it will bring real sunshine to the process of placing propositions on the ballot.

San Francisco League of Women Voters

REBUTTAL TO PROPONENT’S ARGUMENT IN FAVOR OF PROPOSITION C

No on C

Prop C does not require hearings. It does not create election sunshine. Simply put, Prop C is an attack on progressive ballot measures. Downtown business interests, with their infinite resources, will be given ample time to oppose any progressive ballot measure the Board of Supervisors proposes.

If we are to achieve a transparent electoral process, we must require that Supervisorial and special interest initiatives receive equal sunshine. A sincere effort at reform would require that a hearing be held for all initiatives before going on the ballot.

Should this poorly-drafted initiative pass, the Supervisors could be legally prohibited from amending proposed initiatives after they have been introduced. In the event that increased scrutiny demonstrates the need for changes to a particular initiative, the Board of Supervisors would be unable to make them. Because this

hastily conceived measure does not specifically allow for amendments after introduction, the Board will be unable to incorporate public input.

The most damaging initiatives, like Prop D 2006, which would have opened up Laguna Honda to land hungry developers, would still be able to sneak on to the ballot without a hearing if Prop C passes. Prop C opens another loophole for big business and shuts a door on the people's elected representatives. If this provision had been in place in the past, many important pieces of progressive legislation would have been quashed before San Franciscans had a chance to vote on them.

*Supervisor Tom Ammiano
Supervisor Gerardo Sandoval
Supervisor Chris Daly*

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Requiring Public Hearings on Proposed Measures



OPPONENT'S ARGUMENT AGAINST PROPOSITION C

Vote No on Prop C

At first glance, requiring public hearings before the Mayor or Supervisors can submit an initiative for the ballot appears like a benign good governance measure. The truth however, is that this will not keep poorly drafted measures off the ballot. It will only erode the power of San Francisco's electorate.

While San Francisco's elected officials will be required to conduct hearings before placing a measure on the ballot, well-funded lobbying groups will be able to do so at the last minute and without public review.

Prop C is not intended to increase government transparency. It is cynically and opportunistically designed to shift the center of political gravity away from those legally entrusted to represent San Franciscans and towards those who serve only their financial masters. It is not a check intended to increase scrutiny of initiatives. It is a political land grab. Consultants, lobbyists, and downtown business interests will be the principal benefactors. Public Transportation, affordable housing, and services for our neediest residents will suffer unduly.

Ironically, Prop C only requires that initiatives be introduced at the Board of Supervisors 45 days before the filing deadline. It does not require a public hearing. Prop C will force progressive

Supervisors to notify downtown business interests of any ballot initiative in advance, allowing their lobbyists to pay signature gatherers, float a counter measure and orchestrate a well-financed lobbying campaign to diminish support among the public and the Supervisors.

Vote for democracy, and against downtown's lobbying machine. Vote No on Prop C

Supervisor Tom Ammiano

Supervisor Chris Daly

Supervisor Gerardo Sandoval

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION C

Vote Yes on Proposition C For Election Sunshine

Shouldn't legislators be willing to debate their proposals in public? Shouldn't supervisors want to present the best proposition to voters?

An informed public is the cornerstone of democracy and open government instills public trust. Proposition C allows for time so voters have the information necessary when faced with choices on the ballot, and it requires public hearings to get important policy decisions out of the backroom, so we can understand what is really behind a particular proposal and why.

“Special interests” don't put measures on the ballot at the last minute — the law requires advance notice, review by the City Attorney and weeks of public signature-gathering. Only a few elected officials are allowed to place measures on the ballot at the last minute, without public notice or debate.

Proposition C is supported by civic groups and individuals who want a change in the current process for putting measures on the ballot. Proposition C creates a more rational approach; it does not limit the power of the board or the mayor, it requires an open process that will limit the potential for political games that result in bad law.

The time limit of 45 days, required by Proposition C, is not enough time to qualify a competing measure through signature-gathering, but it IS enough time for policy experts and the public to give their thoughts on a proposal to prevent unforeseen problems.

San Francisco League of Women Voters

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Requiring Public Hearings on Proposed Measures

PAID ARGUMENTS IN FAVOR OF PROPOSITION C

Vote YES on C

The busiest day of the year at the city's Department of Elections is the last day the supervisors have under the Charter to submit measures for placement on the municipal ballot. The sad truth is that many of these measures never undergo public scrutiny before they are submitted. Are the supervisors so infinitely wise that they always know better than the public what the public should be voting upon? Has it not occurred to them that they might benefit from hearing public reaction to measures they are interested in placing on the ballot BEFORE they submit them?

Proposition C is not perfect but it is a step in the right direction. It provides for a public hearing before a measure is submitted or, in the alternative, advises voters that the measure was not the subject of a public hearing.

Vote YES on C.

San Francisco Association of Realtors

The true source of funds for the printing fee of this argument is the San Francisco Association of Realtors.

It is time for open government.

Some of San Francisco's worst legislation is put on the ballot by supervisors at the last minute. This is done to avoid public scrutiny.

San Francisco voters should have the right to see, react, and comment on proposed legislation.

VOTE YES ON C

San Francisco Republican Party

- Christine Hughes, Chairman*
- Jennifer DePalma, Esq., Treasurer*
- Bill Campbell, Vice Chair – Finance*
- Janet Campbell, Vice Chair – Special Events*
- Leo Lacayo, Vice Chair – Communications*
- Howard Epstein, Vice Chair – Political Affairs*
- Christopher L. Bowman, Vice Chair – Precinct Operations*

- Jim Anderer*
- Michael Antonini, DDS*
- Walter Armer*
- John Brunello*
- Mike DeNunzio*

- Dr. Terence Faulkner*
- Harold M. Hoogasian*
- Stephanie Jeong*
- David Kiachko*
- Barbara Kiley*
- Ronald Konopaski, DDS*
- Ramiro Maldonado, Jr.*
- Bradley Rotter*
- Dana Walsh*
- Sue C. Woods*

The true sources of funds for the printing fee of this argument are the San Francisco Republican Party and the signators of the argument.

The three largest contributors to the true source recipient committee of the San Francisco Republican Party are: 1. William Campbell, 2. DGF Y2K Special Purpose Trust, 3. Janet Campbell.

San Francisco needs to bring sanity and order to our proposition ballot process. Too many propositions have been generated by our leaders at the last minute without considering whether the issue can be better resolved with legislation or asking the voters their opinion on the language beforehand. This isn't the right way to run either a business or a City. Proposition C requires our leaders to give the appropriate time and consideration before they ask us to vote Yes or No.

The San Francisco Small Business Advocates and the San Francisco Small Business Network recommend you **vote YES on C.**

The true sources of funds for the printing fee of this argument are the San Francisco Small Business Advocates and the San Francisco Small Business Network.

The three largest contributors to the true source recipient committee of the San Francisco Small Business Advocates are: 1. Home Instead Senior Care, 2. Kearney Boyle & Associates, 3. Pet Camp.

Vote YES on C

For years, elected officials have slipped last minute measures on the ballot without public review, locking residents out of their own government.

Proposition C creates an opportunity for the public and the press to review and comment on proposed measures before they are placed on the ballot. It will expose City Hall's backroom deals to the glare of public sunshine.

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Requiring Public Hearings on Proposed Measures



PAID ARGUMENTS IN FAVOR OF PROPOSITION C

Help make City Hall more transparent and accountable, vote to require hearings on ballot initiatives, **Vote YES on C** for election sunshine.

San Francisco Chamber of Commerce

The true source of funds for the printing fee of this argument is the Committee for Election Sunshine.

The contributor to the true source recipient committee is the San Francisco Chamber of Commerce.

Requiring hearings on ballot initiatives will help create better public policy and protect taxpayers.

Vote Yes on C! For more information, visit www.cbsf.net

Citizens for a Better San Francisco

The true source of funds for the printing fee of this argument is Citizens for a Better San Francisco.

The three largest contributors to the true source recipient committee are: 1. Michael Antonini, 2. Alexa Vuksich, 3. Christine Hughes.

Sunshine on Ballot Measures

Improve the quality of local public policy

In San Francisco, mayors and 4+ members of the Board of Supervisors can place any ordinance or policy statement directly onto the ballot at the last minute without any input from the public, the media, or even other elected officials.

Prop. C will end the last minute political machinations and games at the ballot box and allow more thoughtful and productive public policy decisions.

What Prop. C does:

Ensures community input and debate.

Today's last-minute measures tend to be hastily drafted, with little or no outside input. This violates the spirit of our city's Sunshine Ordinance. Prop. C requires open public hearings for potential ballot measures to give the community a chance to discuss the proposed measure.

Improves the quality of ballot measures.

By requiring a 45-day lead time for introduction of potential ballot ordinances, Prop C would impose needed discipline on the

mayor and supervisors, requiring them to seriously consider legislation prior to its placement on the ballot.

Benefits all sides of the political spectrum.

In 2000, last minute ballot measures were used to torpedo initiatives to limit live/work development and close JFK drive on Saturdays. Last fall, six last minute ballot measures dealt with important social and economic policies ranging from sick leave to neighborhood planning. But without the benefit of open debate, the measures contained basic drafting flaws.

San Francisco Planning and Urban Research (SPUR) has been working with a coalition of civic groups to reform the ballot process. San Francisco Tomorrow joins us in this argument because of our shared interest in improving the quality of public policy in our city.

Support election sunshine.

Vote "Yes" on Prop. C

San Francisco Planning and Urban Research Association (SPUR)

For our full analysis, visit www.spur.org

San Francisco Tomorrow

The true sources of funds for the printing fee of this argument are SPUR and San Francisco Tomorrow.

The three largest contributors to the true source recipient committee of SPUR are: 1. Jean Fraser, 2. Gabriel Metcalf, 3. Jim Chappell.

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Requiring Public Hearings on Proposed Measures

PAID ARGUMENTS AGAINST PROPOSITION C

NO PAID ARGUMENTS AGAINST PROPOSITION C WERE SUBMITTED

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Renewing Library Preservation Fund



PROPOSITION D

Shall the Library Preservation Fund be renewed and its purpose expanded so that the Fund can be used to repay debt issued by the City to construct and improve library facilities?

YES ←
NO ←

Digest

by the Ballot Simplification Committee

THE WAY IT IS NOW: The City Charter creates a Library Preservation Fund, set to expire in fiscal year 2008-09. The Library must use this Fund to provide library services and materials and operate library facilities at the main library and 26 branch libraries. The money for the Fund comes from a property tax set-aside of 2½¢ per \$100 each year.

The Library is required to operate a set number of system-wide hours each week. Every five years, the Library must hold public hearings in each branch library to set service hours.

THE PROPOSAL: Proposition D is a Charter Amendment that would renew the Library Preservation Fund for 15 years, with monies for the Fund coming from the same annual property tax set-aside. Money from the Fund would continue to provide library services and materials and operate the main library and 27 branch libraries.

Proposition D would also:

- Authorize the City to issue revenue bonds or other types of debt that do not require further voter approval if the City uses the proceeds to construct and improve library facilities.

- Allow the Library Preservation Fund to be used to repay such debt, but only up to the amount of growth in the Fund in each fiscal year above a 2006-07 baseline amount.
- Require the Library to continue to provide at least 1211 permanent system-wide service hours and existing permanent branch hours until 2013. After that, the Library Commission may modify these hours, but must first conduct public hearings in each Supervisorial District rather than in each branch library.

A “YES” VOTE MEANS: If you vote “yes,” you want the City to renew the Library Preservation Fund; allow the City to issue revenue bonds or other types of debt to construct and improve library facilities; and require public hearings in each Supervisorial district before the Library can change permanent service hours.

A “NO” VOTE MEANS: If you vote “no,” you do not want to renew the Library Preservation Fund or make these changes. The Library Preservation Fund will expire in 2008-09.

Controller’s Statement on “D”

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition D:

Should the proposed charter amendment be approved by the voters, in my opinion, it would not increase the cost of government in that it would primarily renew existing uses of property tax funds and other city revenues for the Library.

The amendment renews a voter-approved Charter requirement that property tax funds in the amount of 2.5 cents out of the one dollar base property tax collected on every \$100 of assessed valuation be budgeted for the Library. The amendment renews the period of the property tax set-aside for fifteen years beginning with fiscal year 2008-2009. The amendment also requires the City to maintain and increase its other funding of the Library consistent with general revenue growth—the “baseline.” Currently, property tax revenues provide the Library with approximately \$33.4 million annually, and the baseline amount is approximately \$42.2 million annually.

The amendment changes the existing Charter by making debt repayment an authorized use of the Library’s property tax funding. Subject to approval by the Library Commission, Mayor, and Board of Supervisors, the City would be able to issue bonds for construction, acquisition and renovation of libraries or to purchase equipment, and then to repay those bonds using the Library’s set-aside property tax funds. The amount authorized for use as debt repayment would be limited to the growth in the baseline and property tax revenue amounts from fiscal year 2006-2007 forward—that amount is \$4.7 million as of the fiscal year 2007-2008 budget.

How “D” Got on the Ballot

On July 17, 2007 the Board of Supervisors voted 9 to 2 to place Proposition D on the ballot.

The Supervisors voted as follows:

Yes: Supervisors Alioto-Pier, Ammiano, Dufty, Elsbernd, Maxwell, McGoldrick, Mirkarimi, Peskin and Sandoval.

No: Supervisors Daly and Jew.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 125.
SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 36.



D

Renewing Library Preservation Fund

This disclaimer applies to the proponent's argument on this page and the rebuttal to the opponent's argument on the facing page. *The Board of Supervisors authorized the submission of the following argument. As of the date of the publication of this Voter Information Pamphlet, the following Supervisors endorse the measure: Supervisors Alioto-Pier, Ammiano, Dufty, Elsbernd, Maxwell, McGoldrick, Mirkarimi, Peskin and Sandoval; oppose the measure: Supervisors Daly and Jew.*

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION D

PROTECT OUR LIBRARIES, VOTE TO RENEW THE LIBRARY PRESERVATION FUND.

San Franciscans are rightfully proud of our world-class library system. Our 27 branch libraries are well-staffed, well-stocked, clean, safe, and convenient. They provide free access to education, opportunity and entertainment for every San Franciscan.

The key to their success is the Library Preservation Fund. Passed by voters in 1994, the fund has dramatically increased library services:

- Increased branch library open hours by over 50%
- Expanded access to free technology at every library
- Provided 500 new public computers
- More than tripled the budget for books, audio and video
- Expanded adult and early literacy programs
- Staffed each branch with a librarian, and provided new teen librarians

The Library Preservation Fund expires in 2009. Unless we vote to extend it, many of the improvements it has generated could be lost. Measure D will extend the fund for an additional 15 years – so that our libraries will continue to expand and improve, and San Francisco quality of life will be protected.

Measure D also provides the funds necessary to finish the remaining projects of the Branch Library Improvement Program. When this program is complete, 27 branch libraries will be renovated and modernized. And, it has allowed us to build the Mission Bay branch library, the City's first new library in over forty years.

More than four million people visited San Francisco's libraries last year. Voting Yes on D ensures that we will continue to have a library system that serves every San Francisco resident, of all ages and backgrounds. Please join us and vote to renew the Library Preservation Fund.

*Mayor Gavin Newsom
Supervisor Aaron Peskin, Board President
Supervisor Michela Alioto-Pier
Supervisor Tom Ammiano
Supervisor Bevan Dufty
Supervisor Sean Elsbernd
Supervisor Sophie Maxwell
Supervisor Jake McGoldrick
Supervisor Ross Mirkarimi
Supervisor Gerardo Sandoval*

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION D

Defend our Libraries and Property Taxes — Vote NO on D

Prop D does not “renew” the 1994 Library Preservation Fund. In fact, it does the opposite by freezing library operations spending at 2007 levels for the next 15 years, and diverting property tax revenues to debt payments for unspecified construction projects.

We all love our libraries. Voters gave the libraries **\$109 million** in 1988 for construction of the Main Library and branch library improvements – **the money ran out before the job was finished.**

Voters gave the libraries another **\$106 million** in 2000 for branch library improvements – **the money ran out before the job was finished, again.**

Voters passed the Library Preservation Fund in 1994 to preserve branch services and fund longer hours, resulting in a 400% increase in operations funding. Library hours increased 50% by

1995, but until this campaign for Prop D, **have not increased since.** Instead, operations money has been spent on public relations and bloated administration costs, neither of which directly benefits library users or the taxpayers who foot the bills.

The Library Preservation Fund does not expire until 2009. There is plenty of time to put an honest extension on the ballot without jeopardizing library operations or writing a blank check.

Prop D is not about libraries – it's about City Hall's failure to deliver on promises, rampant fiscal mismanagement of property tax revenues, and branch library construction and renovation cost overruns.

Vote NO on D.

*San Francisco Taxpayers Union
Library Users Association*

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Renewing Library Preservation Fund

D

OPPONENT'S ARGUMENT AGAINST PROPOSITION D

Proposition D – Dishonest Diversion of Property Taxes

Voters approved a Charter requirement in 1994 that established, for 15 years, a property tax set-aside to fund library operations - the Library Preservation Fund. Voters approved this measure because taxpayers were tired of threats of library branch closures and fewer branch hours every time City Hall faced a new budget crisis.

Proposition D would extend the property tax obligation of the Library Preservation Fund, but would *divert tax dollars intended for library operations to debt repayment*. According to the Controller's statement, the Mayor and Board of Supervisors will be able to borrow money for construction projects, and then repay those debts using money originally intended for extended library hours and books. They will be able to borrow this money anytime during the next 15 years *without voter approval*.

Taxpayers approved a library bond issuance in 2000 for renovation and new construction that is behind schedule and tremendously over budget. Because promises made to the taxpayers have not been kept, and neighborhoods are in an uproar, City Hall is looking for creative ways to finish the branch libraries – Prop D is the result.

General obligation bonds require a 2/3 vote because they obligate the city's general fund. This measure would allow city officials to issue revenue bonds to borrow money to fund unfinished or new construction projects, and guarantee repayment of those funds with money set-aside in the general fund for other purposes. *Prop D is a general obligation bond in disguise.*

Don't make taxpayers and library users pay for City Hall's lack of fiscal oversight.

Our libraries deserve better.

Vote NO on D.

*San Francisco Taxpayers Union
Library Users Association*

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION D

Measure D has a simple, clear purpose – to protect our libraries by renewing the Library Preservation Fund.

Passed by San Francisco voters in 1994, the Library Preservation Fund has helped triple the budget for books, expand access to free technology, and increase branch library open hours by 50%. Last year, over four million people used our libraries.

Voting Yes on D extends the fund for 15 years, with no increase in taxes. It was placed on the ballot by Mayor Newsom and the Board of Supervisors to preserve the progress of our libraries and protect our quality of life.

Measure D also enables us to finish the Branch Library Improvement Program. When this program is complete, 27 branch libraries will be renovated and modernized to the great joy of the neighborhoods. It has also allowed us to build the Mission Bay branch library, the City's first new library in over forty years.

Measure D includes strong protections to guarantee that this will be done while maintaining books and hours for the Library system at their current high levels.

Opponents of Measure D want to kill the Library Preservation Fund, reduce branch hours, take away staff, eliminate books and weaken educational resources.

Don't let their misinformation send our libraries backwards. Renew the Library Preservation Fund by voting yes on D.

*Mayor Gavin Newsom
Board of Supervisors President Aaron Peskin
Supervisors Michela Alioto-Pier*, Tom Ammiano, Bevan Dufty,
Sean Elsbernd, Jake McGoldrick, Ross Mirkarimi*, Gerardo Sandoval*

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D

Renewing Library Preservation Fund

PAID ARGUMENTS IN FAVOR OF PROPOSITION D

San Francisco needs vibrant, up-to-date libraries in every neighborhood.

YES on D

Board of Supervisors Library Citizens Advisory Committee Members

*Sue Cauthen, Chair**

*Lucille Cuttler, Vice Chair**

*Dan Weaver, Immediate Past Chair**

*Mark Vogel, Member**

*For identification purposes only

The true sources of funds for the printing fee of this argument are Sue Cauthen, Dan Weaver, Lucille Cuttler and Mark Vogel.

Vote YES on D

The city has an obligation to construct, operate and maintain library facilities for the welfare of its citizens. The Library Preservation Fund, administered by the Library Department as directed by the Library Commission, is the means to that end. The fund should be reauthorized.

Vote YES on D.

San Francisco Association of Realtors

The true source of funds for the printing fee of this argument is the San Francisco Association of Realtors.

Prop D is critical to maintaining healthy libraries and vibrant neighborhoods for all San Franciscans. It will ensure that the City's diverse communities will have up-to-date, safe neighborhood libraries that provide information, enlightenment and entertainment for all.

Friends of the San Francisco Public Library has fought for years to ensure that all San Franciscans have the incredible library resources we enjoy today. Supporting Prop D ensures these amazing services for the City's next generation.

Thousands of Friends support Prop D. We hope you will, too.

Friends of the San Francisco Public Library

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

Neighborhoods want services for All!

San Francisco neighborhood libraries are there for everyone—children, teens, job seekers, immigrants, students, seniors, and more. People discover information and the joys of reading. Libraries level the playing field to help bridge the digital divide. Not so long ago our libraries were open few hours. There was little money for books or building maintenance. Thanks to the Library Preservation Fund, our libraries are now open weekends and evenings and have a wide range of books and materials.

Prevent the bad old days.

Vote Yes on D. Support neighborhood libraries.

*Ronald J. Miguel, Planning Association for the Richmond**

Ellen B. Egbert

Marcia L. Popper

David Hooper

Deborah Doyle

Glen Ramiskey

Chester A. Roaman

*Susan Suval, Sunset District Neighborhood Coalition**

Kim Drew

Maryam Roberts

*Debra Nieman, Noe Valley Association**

*Michael Rice, President, Glen Park Association**

Barbara Berman

Nora Dowley, Council of Neighborhood Libraries, Glen Park

*Representative**

Clifford Lee

Fannie Camille She

Kuzuri B. Jackson

Daphne Magnawa

*For identification purposes only

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The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

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Renewing Library Preservation Fund

D

PAID ARGUMENTS IN FAVOR OF PROPOSITION D

Strong Libraries Mirror Multi-cultural Neighborhoods

San Francisco is known for its diversity and cultural differences. Nowhere is this illustrated better than in its Main and 27 branch libraries, which provide multi-cultural materials and services that mirror our individual neighborhoods. SFPL's collections of books, newspapers, videos and other materials in Chinese, Korean, Tagalog, Japanese (and more!) have benefited our community greatly.

We want our libraries to remain open.

We urge you to support our City, our neighborhoods and our libraries by voting YES on D.

*San Francisco Assessor—Recorder, Phil Ting**
Tom Hsieh Sr. – Former Supervisor
*David Lee — Chinese American Voter Education Project**
*Gordon Chin, Executive Director—Chinatown Development Community Center**
Henry Der
Reverend Norman Fong
Norman Yee – School Board Commissioner
Lawrence Wong – City College Trustee
Doug Chan – Former Police Commissioner
V. C. Gee

*For identification purposes only

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

Help our Children Grow

The Library Preservation fund has greatly increased the services San Francisco offers youth: it has tripled the library's youth programs, provided youth librarians in most neighborhoods and has stocked our libraries with over 500 computers, ensuring equal access to technology for all kids.

Libraries provide a diverse range of services and support for youth and their families in a safe haven. Don't take chances with our kids' futures—**renew the Library Preservation Fund.**

Children's Council of San Francisco
LYRIC
826 Valencia

Lorraine Woodruff-Long

*Anne Wintroub – volunteer member, Writers Corps Advisory Board**

*For identification purposes only

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

Librarians Endorse Prop D

As librarians who once worked at SFPL, we see the tremendous benefit to all San Franciscans of having a great library system. Thanks to the Library Preservation Fund, our branches and Main Library are open when you need them and are full of new books, CDs, DVDs, and electronic resources for you and your children to enjoy. Library staff would rather provide the materials and services that the citizens deserve than worry about cutting the budget every year.

San Francisco deserves the best library system possible.

Vote for Proposition D

Albert Lee Smith
Katharine Gilmartin
Debbie Cornue
Sandra Drissen
*Inez Cohen, Library Director, Mechanics' Institute Library**
Joan Jackson
Joan Walton
Catherine Roberts
Elizabeth Storey

*For identification purposes only

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

Commissioners look to the Future with Prop D

As current and former members of the Library Commission, we have witnessed the rebirth of San Francisco's library system thanks to the Library Preservation Fund. Our once cash-strapped system with shrinking hours, aging collections and worn facilities

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D

Renewing Library Preservation Fund

PAID ARGUMENTS IN FAVOR OF PROPOSITION D

has become a leading regional library system. The Fund has increased open hours by 53%, quadrupled the book and materials budget and guarantees that our Main Library and 27 branches remain open.

Please help us keep our library system strong and responsive to the needs of San Franciscans as we rebuild and renew our branch facilities.

Vote yes on Proposition D.

Renew the Library Preservation Fund.

Steve Coulter

Charles A. Higuera, President of the Library Commission*

Helen Bautista

Lonnie K. Chin

Jewelle Gomez

Larry Kane

A. Lee Munson

V.C. Gee

Dale A. Carlson

Fran A. Streets

*For identification purposes only

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

Public Safety Advocates Say Keep Libraries Open

As law enforcement officials, we believe it's critical for San Francisco youth to have after-school alternatives. If the library budget is not protected, library hours will be cut. When library hours are reduced, we deny our kids access to the tools of learning which makes them more susceptible to the influence of gangs and drugs. Libraries are a safe haven and provide our youth an alternative to the streets. Protect our youth and make San Francisco's neighborhoods safer by voting to renew the Library Preservation Fund.

*Sheriff Michael Hennessey**

District Attorney Kamala D. Harris

John Hanley, SF Firefighter's Union Local 798

*Michael Walsh, San Francisco Police Officer's Association**

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The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

African American Families demand stronger Libraries

Without public libraries, many members of the African-American community would be casualties of the Digital Divide. Libraries help bridge the digital, economic and educational divides in our community every day. They are safe and educational places for our children, grandchildren and seniors but also provide literacy programs and family education. Libraries are the lifeline to the world and the hope of the future.

Vote Yes for the Library Preservation Fund!

Supervisor Sophie Maxwell

Lynette Sweet, President of the BART Board of Directors

Frankie Gillette

Renée Dorsey-Coleman

Devorah Major, Writer

Johnnie Carter, Former City College Trustee

Pastor Arelious Walker, True Hope*

Daniel Guillory, Former Commissioner – San Francisco Board of Education

*For identification purposes only

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

Educators Urge a Yes Vote on Prop D

As educators, we are committed to providing quality education and that's why we support renewing the library preservation fund. Voting yes on D will allow students to continue to take advantage of increased library services, expanded operating hours, plus more books and computers.

Join us in voting YES for the Library Preservation Fund.

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Renewing Library Preservation Fund

PAID ARGUMENTS IN FAVOR OF PROPOSITION D

San Francisco Unified School District Commissioners

Mark Sanchez, President
Norman Yee, Vice President
Jane Kim
*Eric Mar, Esq.**
Kim-Shree Maufas
Hydra Mendoza
Jill Wynns

City College Board of Trustees

*Lawrence Wong**
Dr. Anita Grier, President
Julio J. Ramos, Vice President
Dr. Natalie Berg
Milton Marks
*Rodel E. Rodis**
Dennis Kelly, President of United Educators San Francisco*
Phil Halperin, President Silver Giving Foundation

*For identification purposes only

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

Support San Francisco's Literary Life

Writers from all walks of life tell a common story of days spent in libraries—of mornings researching, afternoons among the stacks, evenings writing and writing some more.

We are the writers we are today because we have libraries. Because we have access to unending information, to primary sources, to the largest variety of books imaginable.

San Francisco's literary life is thriving. This is a great city for books and a great city for books needs a great library! Vote Yes on PROP D.

Daniel Handler
Ben Fong-Torres
Jack Hirschman
Rachel Howard
Joel Selvin
Jason Headley
Lisa Brown
Walter M. Mayes
Peter M. Orner

James Warner
Cara Black
Mark Ong
Victoria Zackheim
Peggy Knickerbocker
Eric Grower
Ruthanne Lum McCunn
Catherine Brady
Todd Oppenheimer
Marianna Cherry
Regina M. Anavy
Romy Ruukel
Garrett Morrison
Margo Perin
Kathi Kamen Goldmark
Caroline Paul
Ethan Watters

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

Neighborhood Businesses--Libraries are an Investment!

San Francisco's small business community believes that a strong library system is essential for a vibrant local economy; having branches open as much as 7 days a week brings vitality to neighborhoods through increased foot traffic and activity in the area. Library users also patronize local businesses helping to preserve the local character of our neighborhoods. Money spent on books and libraries is not an expense; it is an investment in our city's economic well-being. Vote Yes.

Jim Maxwell, San Francisco Council of District Merchants Associations*
Michael O'Connor, San Francisco Urban Merchant Organization*
Jordanna Thigpen
Michael Doherty, Small Business Network*

*For identification purposes only

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D

Renewing Library Preservation Fund

PAID ARGUMENTS IN FAVOR OF PROPOSITION D

Former SF Mayors Support Prop. D

Since we've been Mayors, the Library Preservation Fund has transformed our libraries into a world-class system unrivaled by any major city in the United States. In order to preserve this institution, we strongly urge you to vote **yes to renew the Library Preservation Fund.**

*Former Mayor Art Agnos
Former Mayor Willie L. Brown, Jr.*

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

San Francisco's Public Libraries need our full support.

Yes on D!

San Francisco Tomorrow

The true source of funds for the printing fee of this argument is San Francisco Tomorrow.

LGBT Community Supports Prop D.

The LGBT community is proud of the valuable and unique resources of the SFPL James C. Hormel Gay & Lesbian Center—its collections, exhibitions and programming—and of those in the Eureka Valley/Harvey Milk Branch. We support strengthening all neighborhood libraries because we are OUT in all neighborhoods!

Join us in voting Yes on Prop D to **RENEW THE LIBRARY PRESERVATION FUND.**

*Rebecca Prozan and Julius Turman, Co-Chairs Alice B. Toklas
LGBT Democratic Club**

*Paul Mooney, Vice President External of the Harvey Milk LGBT
Democratic Club**

Jeff Lewy

Chuck Forester

*Thom Lynch, Executive Director LGBT Center**

*For identification purposes only

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

Working Families Support Libraries

Working families are struggling to make ends meet these days. San Francisco is in danger of seeing its working class disappear. Fortunately, the resources to find jobs, answer health care questions and help our kids in school are all in the library. With the tools found at the library, we can build a better City and make a better world. Working families need open libraries.

Working families support Proposition D.

Tim Paulson, Executive Director San Francisco Labor Council
SEIU 1021*

*For identification purposes only

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

Wanted, more information!

From blogs to news to wikis to second life, the currency of the Web is information. Far from being an exclusive source, the Web has significantly increased our need for information and the libraries that provide it. In fact, national library usage has increased 61% over the past 10 years.

Libraries help bridge the ever-present digital divide. The San Francisco Public Library enables people from all walks of life to get online – and it helps them once they're there with computer trainings offered in multiple languages.

Protect information, ensure access and renew the Library Preservation Fund!

*Craig Newmark, Founder and Customer Service Representative
for Craigslist**

*For identification purposes only

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Renewing Library Preservation Fund

D

PAID ARGUMENTS IN FAVOR OF PROPOSITION D

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

The Democratic Party is United and Supports San Francisco's Libraries

The Library Preservation Fund has increased branch library hours by over 50%, expanded access to free technology, provided 500 new public computers, tripled the budget for books, audio and video and expanded adult and early literacy programs.

Support universal access to public information and **Vote Yes on Prop D to renew the Library Preservation Fund.**

*Senator Dianne Feinstein**

Speaker of the House Nancy Pelosi

Senator Carole Migden

Senator Leland Yee

Assemblymember Mark Leno

Assemblymember Fiona Ma

San Francisco Democratic Party

Scott Wiener – Chairman of the Democratic Party

*For identification purposes only

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

Prop D Means Accessibility for All

Accessibility to libraries is a vital need for many San Franciscans. The Library Preservation Fund has ensured that services of the Library for the Blind, Deaf Services Center, Learning Differences program, Project Read, and other programs for people with disabilities are no longer threatened every year at budget time. These services are essential to the lives of hundreds of San Franciscans and must be preserved. Please renew the Library Preservation Fund and complete the program to make every library fully accessible to the disabled. Yes on D.

Tim Hornbecker, The ARC of San Francisco

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

¡Voto para las bibliotecas!

Libraries provide our community with an educational experience for all generations in the family tree. Parents are able to use library resources with their children and family in a safe environment where books, information and the use of the internet open up new beginnings for all library users regardless of language.

Vote yes for our libraries!

José Cisneros, San Francisco Treasurer

Dr. Carlotta Del Portillo

The true source of funds for the printing fee of this argument is the Committee to Renew the Library Preservation Fund.

The contributor to the true source recipient committee is Friends of the San Francisco Public Library.

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D

Renewing Library Preservation Fund

PAID ARGUMENTS AGAINST PROPOSITION D

This is not a renewal of the Library Preservation Fund, but a reversal. As such it is an attempt to trick the voters. A renewal should have more specific priorities and increased accountability, not less.

The original purpose, to guarantee a priority for library materials, books and service hours to the public, is replaced with a priority for incurring debt for whatever purpose they choose.

The importance of democratic accountability is heightened not diminished because it is the library. City Hall manipulators and private fundraisers do not respect libraries and need constant accountability to improve our libraries.

The Fund itself highlights the importance of accountability. All of the claims for the Fund trumpeted by the proponents are for the first year with voters and the press watching.

Since that first year to 2006 the library budget has virtually doubled from \$32.8 to \$64.8 Million (\$78.2 in the upcoming year) and in that period the materials budget has only gone up 18% to \$6,381,001, and thus, decreased as a percentage of the budget. Scheduled hours increased not one minute and actual service hours decreased by 9%. Even more interesting is in 1995-96 the library purchased 220,631 volumes, but in 2005-06 purchased 175,111 volumes.

What will happen with the priority removed?

Without exercising one ounce of responsible oversight for this Fund or the Branch Bond measure that is up to \$50 million over budget, they seek an extension of millions more public money and decades more of private fund-raising. This is a reward for failure.

No San Francisco voter who thinks that public libraries should be democratic public institutions can in good conscience support this measure – self-interested politicians notwithstanding.

Make the Last Time They Rip Off the Library, Last Time.

James Chaffee, SaveOurLibraries.com

The true source of funds for the printing fee of this argument is James Chaffee.

VOTE NO ON PROPOSITION D – IT'S DUMBFOUNDING!

Proposition D breaks yet *another* promise to voters (this one in 1993) for a one-time tax.

Proposition D is another assault on property owners by the Board of Supervisors; they just can't resist the "free" money – our property taxes.

The existing one-time tax on property is about to expire; now there's a rush to distort our City's Constitution, the Charter, to extend the tax another 15 years. Can they stop?!

Of course, they can't.

Because not only does Proposition D add 15 years to a property tax, it allows the Library Commission to issue bonds **without voter approval**. Cute stuff!

Wait, there's more! This tax applies **ONLY** to property owners for basic city services, such as library hours, even though visitors and a majority of San Franciscans, tenants, use it!

Not *one* Supervisor demands answerability from our City Departments to account for squandered tax dollars.

Reject this latest dip in the taxpayer trough.

VOTE NO ON D — IT'S A DOG!

Good Government Alliance

The true source of funds for the printing fee of this argument is the Good Government Alliance.

The contributor to the true source recipient committee is Quentin Kopp—Kopp's Good Government Committee 1998.

PROTECT BOOKS AND HOURS FUNDING – VOTE "NO" ON PROPOSITION D

To keep books, operations, and library open hours as the top priorities of the existing Library Preservation Fund, **please join us in voting NO on Proposition D.**

Proposition D is a bond bailout – and worse. It would allow money from the Library Preservation Fund to be spent on building construction and related equipment – money that the Fund now reserves for books, operations, and open hours. Additionally, Proposition D does not specify what projects should be undertaken – making it an unnecessary blank check.

This measure also allows construction bonds to be issued on approval of the Supervisors and Mayor – but without any citizen vote. Bond approvals normally require a 2/3 majority vote by citizens.

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Renewing Library Preservation Fund

D

PAID ARGUMENTS AGAINST PROPOSITION D

To protect books, hours, and operations funding, **vote NO on Proposition D.**

Gladys Hansen, librarian (retired), San Francisco Public Library*

Arlo Hale Smith, member, San Francisco Democratic County Committee*

Tony Hall, former San Francisco Supervisor*

Dr. Terence Faulkner, past chairman, San Francisco Republican Party*

Peter Warfield, executive director, Library Users Association

Mary Helen Briscoe, member, Coalition for San Francisco Neighborhoods*

Save the Bernal Preschool – Stop the Eviction Committee

Diana Scott

Kimo Crossman, Open Government advocate

Muriel Wanderer, member, Haight-Ashbury Neighborhood Council*

Deetje Boler

Mica Williams

Mauricio Vela, former Friends of SFPL board member*

Wayne Lanier, Ph.D.

*For identification purposes only

The true sources of funds for the printing fee of this argument are Peter Warfield, Deetje Boler, Terence Faulkner, Mauricio Vela, Diana Scott, Kimo Crossman, Mary Helen Briscoe, Mica Lee Williams and Muriel Wanderer.

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Requiring Mayor to Appear Monthly at a Board of Supervisors Meeting



PROPOSITION E

Shall the Mayor be required to appear in person at one regularly scheduled meeting of the Board of Supervisors each month to engage in formal policy discussions with members of the Board?

YES ←
NO ←

Digest

by the Ballot Simplification Committee

THE WAY IT IS NOW: The City Charter allows the Mayor to speak about any City matter at any meeting of the Board of Supervisors or its committees. But the Charter does not require the Mayor to do so. In 2006, the voters approved a non-binding declaration of policy that the Mayor should appear at one regularly scheduled meeting of the Board of Supervisors each month to engage in formal policy discussions with members of the Board.

THE PROPOSAL: Proposition E is a Charter Amendment that would require the Mayor to appear in person at one regularly scheduled meeting of the Board of Supervisors each month to engage in formal policy discussions with members of the Board.

Proposition E would also require the Board of Supervisors, in consultation with the Mayor, to adopt an ordinance providing rules and guidelines about the Mayor's appearances at the Board.

A "YES" VOTE MEANS: If you vote "yes," you want to require the Mayor to appear in person at one regularly scheduled meeting of the Board of Supervisors each month to engage in formal policy discussions with members of the Board.

A "NO" VOTE MEANS: If you vote "no," you do not want to make these changes to the Charter.

Controller's Statement on "E"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition E:

Should the proposed charter amendment be approved by the voters, in my opinion, it would not increase the cost of government.

How "E" Got on the Ballot

On July 17, 2007 the Board of Supervisors voted 6 to 5 to place Proposition E on the ballot.

The Supervisors voted as follows:
Yes: Supervisors Ammiano, Daly, McGoldrick, Mirkarimi, Peskin and Sandoval.
No: Supervisors Alioto-Pier, Dufty, Elsbernd, Jew and Maxwell.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 127.

SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 36.





Requiring Mayor to Appear Monthly at a Board of Supervisors Meeting

This disclaimer applies to the two arguments on this page and the rebuttal to the opponent's argument on the facing page. *The Board of Supervisors authorized the submission of the following argument. As of the date of the publication of this Voter Information Pamphlet, the following Supervisors endorse the measure: Supervisors Ammiano, Daly, McGoldrick, Mirkarimi, Peskin and Sandoval; oppose the measure: Supervisors Alioto-Pier, Dufty, Elsbernd, Jew and Maxwell.*

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION E

YES ON PROP E!

Last November, over 126,000 voters passed a statement of policy urging the Mayor to appear in person at one regularly scheduled meeting of the Board of Supervisors each month to engage in formal policy discussions. While the Board of Supervisors amended our rules to provide for these discussions, the Mayor has not yet participated. Prop E would make these monthly public discussions a requirement.

ENCOURAGES OPEN PUBLIC POLICY DISCUSSION

Prop E is an important measure to ensure that the Mayor and the Board of Supervisors have a regular venue in which to engage in formal policy discussion in an open and public setting. It would contribute to policy development in the City, encouraging the Mayor to formally give input on any pending initiative as it goes through the legislative process, and would allow the public to hear the various viewpoints among our City representatives on major policy issues. The Mayor would be able to give his or her input early and not have to wait until the end of the legislative process to express an opinion.

FOSTERS COMMUNICATION AND COOPERATION FOR EFFICIENT GOVERNANCE

In the other 57 California counties, the County Executive regularly appear at their Board of Supervisors meetings, and many California mayors serve on their City Council. San Franciscans can benefit from more open communication between the City and County officials. Greater public communications between the Mayor and the Board members can improve the general workings of our government, especially in tackling the most pressing issues of our day. Whether it be housing, public safety, clean streets, or the budget, increased communication can facilitate greater cooperation and coordination of efforts between the legislative and executive branches.

Supervisors Tom Ammiano, Chris Daly, Jake McGoldrick, Ross Mirkarimi, Gerardo Sandoval

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION E

No on Proposition E – Don't Be Fooled by the Political Rhetoric

Just when we need all City leaders to come together to solve our problems, a handful of politicians are proposing another divisive political measure.

It is unfortunate the sponsors of Proposition E won't acknowledge the facts:

The Mayor has an open door policy and meets with any Member of the Board of Supervisors on any topic whenever they choose. It was reported recently that even Supervisor Chris Daly has taken advantage of this open door policy.

We don't need this political Question Time measure to have our leaders talk. But some Supervisors want this Question Time measure so that they can shout.

The reason why the Mayor of San Francisco doesn't regularly attend meetings of the Board of Supervisor is that our Mayor is not a member of this legislative branch. In most small towns, the mayor is actually a member of the city council. Not so here in San Francisco, with it's large population and separate Mayor's Office.

The Board has still not passed the Code of Conduct I propose. Shouldn't we get our own house in order before we invite guests?

Question Time, where it is used in other countries, is excellent entertainment but hardly a tool of good government. We already have plenty of opportunities for politicians to make speeches and trade barbs. We don't need another one here in San Francisco.

Vote NO on Proposition E.

Supervisor Michela Alioto-Pier

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Requiring Mayor to Appear Monthly at a Board of Supervisors Meeting



OPPONENT'S ARGUMENT AGAINST PROPOSITION E

We need better policies to move San Francisco forward, not more political theater like Proposition E.

That's why I urge you to vote No on Prop E.

This measure is sponsored by Supervisor Chris Daly and would forever change the city's Constitution for political motives.

Proposition E won't fill a single pothole. It won't hire a single new police officer. It won't house or help a single homeless person. It will mean more personal attacks and political grandstanding.

San Franciscans deserve civil discourse from our elected officials. We need to demand that leaders work together to solve our problems. That's why we need to Vote No on Proposition E.

There is no question that the mayor and supervisors should engage in regular, serious policy discussions. There is also no question that the Board of Supervisors and the mayor should be accessible to the public. The fact is that Proposition E would accomplish neither.

I have an open door policy as mayor and I speak or meet with a member of the Board of Supervisors virtually every day. We don't waste time in these meetings making speeches – we work on the problems facing San Francisco.

Proposition E is just more time for the politicians to play for the cameras. We need to reach out and work together. The last thing we need is to encourage elected officials to attack each other with politically motivated ballot propositions like Proposition E.

Here is the real question about this “Question Time” measure: do we need more political theater or do we need mature policies to unify San Francisco? The answer is No on Proposition E.

Please join me in voting NO on PROP. E.

Mayor Gavin Newsom

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION E

VOTE YES ON PROP E!

RESPECT THE WILL OF THE VOTERS

Despite vigorous opposition from his office, over 120,000 San Franciscans voted last year to call on the Mayor to attend monthly meetings of the Board of Supervisors. The Mayor has yet to show.

Prop E is necessary to ensure the will of the voters is respected.

PROMOTE OPEN AND PUBLIC POLICY DISCUSSION!

While the Mayor may have backroom dealings with his appointees and personal friends on the Board of Supervisors, it is important that open communications take place between the Mayor and all the members of the Board *with full sunshine and view of the public.*

While the Charter provides for the Mayor to be heard with respect to any matter at any meeting of the Board of Supervisors our current mayor has not attended any meetings to present his

policy priorities. Even without the voter mandate, former Mayors Willie Brown, Frank Jordan and Art Agnos made budget presentations and delivered State of the City addresses in the Board Chambers during Board meetings.

San Franciscan discourse suffers from the lack of communication between our key officials. Regular dialogue, especially between those who have different opinions and ideas, can go a long way in increasing understanding, and improving cooperation between the different branches of government, especially in tackling San Francisco's most pressing.

San Franciscans deserve full transparency and forthrightness in the development of our City's laws and regulations.

Supervisor Chris Daly

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E

Requiring Mayor to Appear Monthly at a Board of Supervisors Meeting

PAID ARGUMENTS IN FAVOR OF PROPOSITION E

NO PAID ARGUMENTS IN FAVOR OF PROPOSITION E WERE SUBMITTED

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Requiring Mayor to Appear Monthly at a Board of Supervisors Meeting

PAID ARGUMENTS AGAINST PROPOSITION E

Vote NO on E

Supervisor Chris Daly's measure requiring the mayor to appear before the Board of Supervisors every month is a charade, and a waste of time, energy and resources. If anyone thinks this measure will enrich our democracy and improve the public discourse in the city, the person should be forced to watch a continuous video loop of the behavior of some of our supervisors in committee meetings when someone who doesn't share their ideology is at the mike. It is a shameful display of disrespect and arrogance.

Vote NO on E.

San Francisco Association of Realtors

The true source of funds for the printing fee of this argument is the San Francisco Association of Realtors.

Tell Supervisor Daly enough is enough – Vote No on E.

Our City Charter should not be used for political theater. Should the Mayor, who is not a voting member of the Board of Supervisors, be legally forced to attend its meetings? Better yet, should the Charter be amended to force the supervisors to visit the Mayor in his office?

Send Supervisor Daly a message – let's stop the politics and get back to business – **Vote No on E.**

San Francisco Chamber of Commerce

The true source of funds for the printing fee of this argument is the San Francisco Chamber of Commerce.

We should be protecting working families, expanding access to health care, and fighting homelessness in every corner of this city. We should be focused on moving San Francisco forward. But Proposition E will not do any of those things.

Rather than creating a space for healthy dialogue and debate, Proposition E will instead create a platform for rehearsed speeches and barbed attacks. It will waste time and resources while doing nothing for the people in this city who need our help. If anything, Proposition E makes the real work that needs to be done in our city more difficult by encouraging political infighting.

Enough is enough. This November, let's allow our leaders to focus on the issues that really matter. Vote NO on Proposition E.

Scott Wiener

Chair, *San Francisco Democratic Party*

The true source of funds for the printing fee of this argument is the Let's Really Work Together Coalition, No on E.

The contributor to the true source recipient committee is San Francisco Firefighters Local 798.

We all know that Supervisor Chris Daly trades in the politics of confrontation, but requiring the mayor to participate in “Question Time” is a new low in Daly's attack strategy. Proposition E is not the way to encourage healthy communication between the supervisors and the mayor – it's merely a way to formalize the political food fights of which Daly is so fond.

Don't let Chris Daly's personal vendettas direct the way our city government is run. Join us in voting NO on Proposition E: San Francisco needs real solutions to its problems not formalized political grandstanding, proposed by one of San Francisco's most divisive political figures.

Christine Hughes

Chair, *San Francisco Republican Party*

The true source of funds for the printing fee of this argument is the Let's Really Work Together Coalition, No on E.

The contributor to the true source recipient committee is San Francisco Firefighters Local 798.

In the Assessor-Recorder's office, I fight to ensure that this city runs as efficiently and fairly as possible. That means making sure that our city's vital services have the resources they need to get the job done for San Franciscans. And I can tell you – Proposition E will waste valuable time and resources and will do nothing to make this city run better.

In fact, rather than improve the way our city runs, Proposition E will set the stage for more political infighting. In lieu of working relationships, this proposition will deepen divides and make working together tougher.

As leaders, we have enough challenges here in San Francisco, we don't need to create a new one. This November, say NO to political infighting. Say NO to Proposition E.

Phil Ting

Assessor-Recorder

The true source of funds for the printing fee of this argument is the Let's Really Work Together Coalition, No on E.

The contributor to the true source recipient committee is San Francisco Firefighters Local 798.

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Authorizing Board of Supervisors to Amend Contract for Retirement Benefits for Police Department Employees Who Were Airport Police Officers



PROPOSITION F

Shall the Board of Supervisors be granted the authority to amend the City's contract with the California Public Employees' Retirement System (CalPERS) to allow police department employees who served as airport police officers before December 27, 1997 to end their participation in CalPERS and move their service credit to the San Francisco Employees' Retirement System?

YES ←
NO ←

Digest

by the Ballot Simplification Committee

THE WAY IT IS NOW: If airport police officers worked before December 27, 1997, and qualify for retirement after that date, they would receive benefits proportionate to their years of service through each of two retirement systems.

Airport police officers who were employed before December 27, 1997, receive their retirement benefits for those years through the California Public Employees' Retirement System (CalPERS). For employees who are 50 or older, these benefits are calculated by multiplying 2% of the employee's final annual compensation by the number of years of service.

Airport police officers who were employed on or after December 27, 1997, qualify for retirement through the San Francisco Employees' Retirement System (SFERS). Retirement benefits through SFERS are calculated for employees who are 55 or over by multiplying 3% of their final annual compensation by the number of years of service.

The Charter requires that any contract or amendment to a contract with CalPERS not cost the City any additional money.

THE PROPOSAL: Proposition F is a Charter Amendment that would authorize the Board of Supervisors to amend the contract with CalPERS to allow police department employees who served

as airport police officers before December 27, 1997, to end their participation in CalPERS and move their service credit to SFERS.

This change would allow airport police officers to have their retirement benefits based on their entire years of service at the 3% level starting at age 55.

Proposition F would permit the Board to enter into this contract even if the amendment costs the City additional money. If the cost to the City exceeds \$670,000, the cost above this amount will be paid by the airport police officers that elect to terminate their participation in CalPERS.

A "YES" VOTE MEANS: If you vote "yes," you want to authorize the Board of Supervisors to amend the contract with CalPERS to allow police department employees who served as airport police officers before December 27, 1997, to end their participation in CalPERS and move their service credit to SFERS even if it costs the City additional money.

A "NO" VOTE MEANS: If you vote "no," you do not want to make these changes to the Charter.

Controller's Statement on "F"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition F:

Should the proposed charter amendment be approved by the voters, in my opinion, it could increase the cost of government by up to \$670,000.

The charter currently limits the Board of Supervisors' authority to enter into contracts with the California Public Employees' Retirement System (CALPERS) to those contracts which are cost-neutral. The proposed amendment would change this authority to allow the Board of Supervisors to enter into a contract between the City and CALPERS at a cost to the City of up to \$670,000.

The specific contract that would be authorized by this amendment would cover employees who were formerly airport police offi-

cers—these officers would transfer from retirement coverage under CALPERS to coverage under the San Francisco Employees' Retirement System with improved benefits as a result. A majority of the \$670,000 cost would likely be borne by the Airport, and any cost above that limit would have to be paid by the employees themselves.

How "F" Got on the Ballot

On July 17, 2007 the Board of Supervisors voted 10 to 1 to place Proposition F on the ballot.

The Supervisors voted as follows:
Yes: Supervisors Alioto-Pier, Ammiano, Dufty, Elsbernd, Jew, Maxwell, McGoldrick, Mirkarimi, Peskin and Sandoval.
No: Supervisor Daly.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 128.

SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 36.





Authorizing Board of Supervisors to Amend Contract for Retirement Benefits for Police Department Employees Who Were Airport Police Officers

This disclaimer applies to the proponent's argument on this page and the rebuttal to the opponent's argument on the facing page. *The Board of Supervisors authorized the submission of the following argument. As of the date of the publication of this Voter Information Pamphlet, the following Supervisors endorse the measure: Supervisors Alioto-Pier, Ammiano, Dufty, Elsbernd, Jew, Maxwell, McGoldrick, Mirkarimi, Peskin and Sandoval; oppose the measure: Supervisor Daly.*

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION F

Vote Yes on Prop F.

In January of 1997 the Airport Police Department merged with the San Francisco Police Department to form one unified law enforcement agency under the direction of the Chief of Police of San Francisco.

As a result, the now-SFPD officers who served as Airport Police officers have been in two different retirement systems since 1997.

This legislation would allow these officers (approximately 62) to transfer their accumulated assets from their PERS account into the San Francisco Employees Retirement System. The City and County of San Francisco agrees to transfer no more than \$33,500 annually **over 20 years** into the SF Employees Retirement System and to help these 62 officers realize the same benefits that are now in existence for all other San Francisco Police Officers.

The city's contribution to this legislation will be funded solely by Airport funds, not by the General Fund.

This measure will assure that all active San Francisco Police Officers enjoy the same pension benefits, and establish and create pension equity for all those that share the same risk on a daily basis. It is simply a question of **parity**.

Vote yes for Prop F.

*Jake McGoldrick, Board of Supervisors
Sean Elsbernd, Board of Supervisors
Aaron Peskin, President of the Board of Supervisors
Michela Alioto-Pier, Board of Supervisors
Sophenia Maxwell, Board of Supervisors
Bevan Dufty, Board of Supervisors
Gerardo Sandoval, Board of Supervisors
Ross Mirkarimi, Board of Supervisors*

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION F

The Supervisors admit that they have not funded at least \$4.9 billion in future retiree health benefits for all City employees (S.F. Chronicle, July 5, 2007). Their promise that the costs of the increased retirement benefits for airport police will be funded solely by the Airport and not the City's General Fund is simply not reliable. Once promised, these benefits cannot be rescinded if the Airport cannot pay for them, and the taxpayers will ultimately be held liable for them.

This is not a question of parity. The officers assigned to the Airport simply do not share the same daily risks as those who must patrol the more dangerous areas of the City. The pension benefits that are already available to them through CALPERS provide adequate retirement security, considering their lower level of occupational risk.

Moreover, nothing is being asked for in return for the increase in retirement benefits, such as the benefits being based solely upon the retiring officer's regular salary during the last years

worked and excluding any overtime earnings during the same period. If a retiring officer has another pension through another public agency or a private employer, the City's retirement system will not be allowed to offset for that other retirement income against its liability for the benefits.

This poorly conceived measure doesn't improve public safety. The airport police officers already enjoy retirement benefits that are more generous than those offered by most private employers. Vote no on Prop. F.

Colin V. Gallagher

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Authorizing Board of Supervisors to Amend Contract for Retirement Benefits for Police Department Employees Who Were Airport Police Officers



OPPONENT'S ARGUMENT AGAINST PROPOSITION F

The Airport police officers knew at the time of their hire that they would not be members of the San Francisco Employees Retirement System. There has been no showing by the proponents of this measure that the coverage provided by the California Public Employees Retirement System to these officers is in any way inadequate. The City's taxpayers are being asked to subsidize perhaps more than \$670,000.00 in additional public employee retirement benefits at a time when its income from property taxes may be reduced because of the likely fall in property values in the Bay Area following the subprime mortgage crisis. The Mayor and the Board of Supervisors have wrongly decided to give the City's police officers a 25% pay increase, which will represent significant additional pension costs to the City's taxpayers in the future. Don't repeat their mistake by voting for Proposition F.

Colin V. Gallagher
Attorney-at-law

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION F

Our police officers risk their lives every day to keep the citizens of San Francisco safe. It is only fair that they go to work knowing that if they lose their life in the line of duty, their families will receive the same benefits as every other officer who works beside them.

The officers who work at San Francisco International Airport deserve parity in retirement and survivors' benefits with their fellow officers who police San Francisco proper. As a matter of fact, this measure does not provide complete parity because it requires each participating Airport police officer to pay for a substantial part of the upgrade.

The streets have never been more perilous. The proliferation of gun violence has made law enforcement an increasingly dangerous profession. San Francisco has lost 3 officers in the line of duty over the past three years, which is among the highest in the country.

The \$670,000 commitment over twenty years is a small price to pay, in order to ensure that the officers, who put their lives on the line every day, and their families, will be taken care of in an equal and equitable way.

The police officers of San Francisco ask you to vote yes on Proposition F.

Jake McGoldrick, Member of Board of Supervisors
Sean Elsbernd, Member of Board of Supervisors
San Francisco Police Officers Association

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F

**Authorizing Board of Supervisors to Amend Contract
for Retirement Benefits for Police Department
Employees Who Were Airport Police Officers**

PAID ARGUMENTS IN FAVOR OF PROPOSITION F

NO PAID ARGUMENTS IN FAVOR OF PROPOSITION F WERE SUBMITTED

PAID ARGUMENTS AGAINST PROPOSITION F

NO PAID ARGUMENTS AGAINST PROPOSITION F WERE SUBMITTED

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Establishing Golden Gate Park Stables Matching Fund



PROPOSITION G

Shall the City establish a Golden Gate Park Stables Matching Fund to be used for renovation, repair and maintenance of the Golden Gate Park stables and provide up to \$750,000 in matching City revenues toward this Fund?

YES ←
NO ←

Digest

by the Ballot Simplification Committee

THE WAY IT IS NOW: The Golden Gate Park stables are owned by the City and controlled by the Recreation and Park Department. The stables have been closed since 2001, when the Department closed them to investigate needed repairs.

In June 2003, the Recreation and Park Commission approved a preliminary plan to refurbish the Golden Gate Park stables. The State has allocated \$1,400,000 in funding for this purpose, which is a portion of the anticipated total cost of restoring the stables.

THE PROPOSAL: Proposition G is an ordinance that would establish a Golden Gate Park Stables Matching Fund to pay for the renovation, repair and maintenance of the Golden Gate Park stables. For every \$3 in donations of money, property or personal services that the City receives and accepts between April 1, 2008 and March 31, 2009, the City would deposit \$1 in the Fund, up to a total of \$750,000 in City funds.

The General Manager of the Recreation and Park Department would administer the Fund. The General Manager could authorize spending from the Fund only for costs related to the renovation, repair and maintenance of the stables.

A “YES” VOTE MEANS: If you vote “yes,” you want the City to establish the Golden Gate Park Stables Matching Fund to be used for renovation, repair and maintenance of the Golden Gate Park stables and provide up to \$750,000 in matching funds toward this Fund.

A “NO” VOTE MEANS: If you vote “no,” you do not want to establish this Fund.

Controller’s Statement on “G”

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition G:

Should the proposed ordinance be approved by the voters, in my opinion, it would increase the cost of government by up to \$750,000 in total over the period between April 1, 2008 and March 31, 2009.

The ordinance creates a fund for the City to receive private donations to pay for renovation and maintenance of the Golden Gate Park stables, and provides that matching funds must be provided by the City at the rate of \$1.00 for every \$3.00 donated, up to a limit of \$750,000.

How “G” Got on the Ballot

On August 3, 2007 the Department of Elections received a proposed ordinance with supporting signatures from Supervisors Daly, McGoldrick, Mirkarimi and Sandoval.

The City Elections Code allows four or more Supervisors to place an ordinance on the ballot in this manner.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 129.

SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 36.





Establishing Golden Gate Park Stables Matching Fund

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PROPONENT’S ARGUMENT IN FAVOR OF PROPOSITION G

OUR CHILDREN DESERVE BETTER---VOTE YES ON PROPOSITION G

Since 2001 the historic horse stables in Golden Gate Park have been closed for renovation of the dilapidated structures and facilities. The stables provided much needed after school, weekend and summer activities for families and youth of all ages. Proposition G honors San Francisco values and priorities by providing wholesome positive activities for families, thus continuing the effort to keep families in San Francisco.

The renovation and repair of the stables will clean up a neglected area of the cultural jewel that is Golden Gate Park and bring thousands of people to this currently abandoned part of the park. Riders of all levels will be able to enjoy the renovated facilities when the stables open in 2009. The stables are an investment in our youth by offering educational and healthy recreational programs. A scholarship program will also be available for underserved families, making the stables accessible to all.

The renovated stables will offer a healthy equine environment with new stables, resurfaced pathways, landscape improvements, new buildings and more.

A YES vote for Proposition G shows a firm commitment from the public and the City to contribute to the cultural diversity, recreational resources and community based programs that the stables will have to offer.

Golden Gate Park serves the City and we stand united in our support for Proposition G.

VOTE YES ON PROPOSITION G.

- Supervisor Jake McGoldrick*
- Supervisor Ross Mirkarimi*
- Supervisor Chris Daly*
- Supervisor Sophenia Maxwell*
- Supervisor Gerardo Sandoval*
- Supervisor Tom Ammiano*

REBUTTAL TO PROPONENT’S ARGUMENT IN FAVOR OF PROPOSITION G

WHY GOLDEN GATE PARK'S HORSE STABLES SHOULD REMAIN CLOSED:

Golden Gate Park (opened: 1870) was designed by a great American, supporter of Abraham Lincoln, writer, and abolitionist Republican: "... a perfectionist called Frederick Law Olmsted (1822 – 1903) ...", commented historian Paul Johnson [*Art: A New History*], "... had designed Central Park, New York (1858), Prospect Park, Brooklyn (1871), and in the 1880s the 'Emerald Necklace' parks system of Boston. Olmsted ... put 'moral principles' into what he called 'landscape architecture'. Well-designed landscape, he argued, had a 'civilising effect' on human beings ... In thirty-seven years ... Olmsted applied this to over 500 commissions, including 100 public parks, 40 university campuses, 50 residential housing-estates and 200 private gardens." He created Chicago's 1893 World's Columbian Exposition (now Jackson Park).

Olmsted disliked European metropolitan parklands, often aristocratic racetracks. He would have *hated* Golden Gate Park's Horse Stables.

Parks, held Olmsted, should "provide the illusion of wildness and arcadian peace in the midst of the city, and his work is unequalled in US landscape architecture." [*Chambers: Biographical Dictionary*]

John McLaren, who dominated Golden Gate Park until 1942, fought to keep the Park rural. He disliked the Horse Stables and the San Francisco Board of Supervisors' frequent "gifting" of monuments, which he quickly surrounded with hedges.

Many later San Francisco Recreation and Park Department executives loathed the politically-imposed Park Stables, including the late General Manager Jack Spring (our family's nextdoor neighbor) and my father, Charles Faulkner (1912 – 86)

Dr. Terence Faulkner, J.D.
Past Member
California Certified Farmers Market Advisory Board*

*For identification purposes only

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Establishing Golden Gate Park Stables Matching Fund



OPPONENT'S ARGUMENT AGAINST PROPOSITION G

REVIVING THE GOLDEN GATE PARK STABLES IS JUST UPDATING AN OLD SAN FRANCISCO PROBLEM:

The Golden Gate Park Horse Stables were for many years an endless problem for the San Francisco Recreation and Park Department. The Stables were a very unwelcome "white elephant" inflicted upon Golden Gate Park by a small but well-organized group of horse riders.

Now, when Golden Gate Park is finally rid of the Stables, a new group of the horse set wants to try to bring them back. Tell them "NO!"

SEND THE HORSE STABLES TO THE GLUE FACTORY:

San Francisco does not need to be in the horse business. Horses are large animals. Poorly handled, they can do a lot of damage very quickly. They can cost the City and County a pile of money.

A HORSE STABLES, IF NEEDED, SHOULD BE A PRIVATE SMALL BUSINESS:

The proposed new Stables – if built at all – should be a private business establishment *not* built on City property.

The Stables should not be run at taxpayers' expense.

If there is a real demand for horseback riding, the Stables should be able to survive on its own revenue sources.

Dr. Terence Faulkner, J.D.

Chairman

Citizens Against Tax Waste

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION G

Renovating the historic horse stables in Golden Gate Park is an investment in our beloved park and our children and families. This investment is a public/private partnership split with the private sector paying 75% of the monies.

These stables need to remain public in order to be accessible to all San Franciscans. Privatizing the stables will only price out the families and children who need them the most.

The renovated stables will bring use to a part of Golden Gate Park that has been abandoned for six years, provide endless recreation opportunities for all families, and will bring back a tradition that San Francisco has been able to cherish since the early 20th century.

Vote YES on Proposition G.

Supervisor Jake McGoldrick

Supervisor Tom Ammiano

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Establishing Golden Gate Park Stables Matching Fund

PAID ARGUMENTS IN FAVOR OF PROPOSITION G

YES! San Francisco has the opportunity to bring back horseback riding to Golden Gate Park for all residents and visitors. Group rides and individual riding lessons will be available to the public and a scholarship fund will ensure that every city kid gets to enjoy horseback riding in the Park.

More than 600 kids a week used to ride horses out of the stables. Six years ago, the stables were closed due to needed upgrades and have since fallen into serious disrepair. Park supporters are offering to raise funds to renovate the stables into a public riding facility for the enjoyment of all. This measure will establish a matching fund of \$1 in public funds, up to \$750,000, for every \$3 in private donations. State grants and private donations will fund the rest of the project.

The Golden Gate Park Stables are a historic feature of the Park and one of last urban stables in the world. We should not let this unique facility disappear from the Park.

Say **YES** to matching funds for the Golden Gate Park Stables restoration and bring back public horseback riding in San Francisco.

San Francisco Parks Trust
(Formerly Friends of Recreation and Parks)

The true source of funds for the printing fee of this argument is San Francisco Parks Trust.

PAID ARGUMENTS AGAINST PROPOSITION G

NO PAID ARGUMENTS AGAINST PROPOSITION G WERE SUBMITTED

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Regulating Parking Spaces



PROPOSITION H

Shall the Planning Code be changed to increase the number of parking spaces that developers are permitted to build and ease restrictions on building new parking spaces for residential and non-residential buildings?

YES ←
NO ←

Digest

by the Ballot Simplification Committee

THE WAY IT IS NOW: The City Planning Code regulates how many parking spaces buildings or developments are required to have, if any, and how many they may have, depending on what zoning districts the buildings or developments are in and their uses.

Certain parking spaces designated for car-share vehicles are exempt from limits on the total number of parking spaces for a building or development. The Planning Code currently contains no such exemptions for, or definitions of, low-emission vehicles.

The City may grant, deny or modify development permit requests, including permits for the addition of a new garage to an existing residential structure and the quantity and use of off-street parking spaces.

The Board of Supervisors has the authority to create, change or apply zoning districts in the City.

THE PROPOSAL: Proposition H is an ordinance that would amend the Planning Code to increase the number of parking spaces allowed for some types of new development.

Proposition H would divide the City into four geographic quadrants (northeast, northwest, southeast, southwest) and would prohibit the City from applying certain downtown zoning designations to any property located outside the Northeast Quadrant. The Northeast Quadrant is generally bounded by Van Ness Avenue, 11th and Townsend streets and the San Francisco Bay.

For certain residential and non-residential buildings in downtown zoning districts located in the Northeast Quadrant, Proposition H would establish the minimum number of parking spaces that the City must allow developers to build and significantly increase the maximum number that the City may allow (see Table 151.1, beginning on page 135 in the legal text of Proposition H).

In any quadrant, Proposition H would:

- Permit owners of certain existing residential buildings to build new parking spaces in garages, without regard to potential effects on transit stops, bicycle or pedestrian use, or nearby trees.
- Exempt parking spaces designated for car-share or low-emission vehicles from limits on the number of parking spaces. Proposition H creates a definition of low-emission vehicles.
- Reduce the City's authority to grant, deny or modify development permit requests regarding parking spaces.

A "YES" VOTE MEANS: If you vote "yes," you want to change the Planning Code to increase the number of parking spaces that developers are permitted to build, ease restrictions on building new parking spaces, and prohibit certain downtown zoning districts outside the Northeast Quadrant.

A "NO" VOTE MEANS: If you vote "no," you do not want to make these changes.

Controller's Statement on "H"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition H:

Should the proposed ordinance be approved by the voters, in my opinion, it would affect the cost of government by an unknown but potentially significant amount.

The ordinance changes the limits and requirements governing permitting and construction of parking spaces and facilities in the City in ways which would allow significant increases in the number of parking spaces. In general, these changes would reduce the density of future housing and office development in San Francisco, decrease the land and square footage devoted to housing and business uses, increase the land and square footage devoted to parking uses and affect transportation in a variety of ways.

In general, the lower density development allowed by the ordinance would likely mean lower future property and other municipal tax revenues. The Municipal Transportation Authority is likely to

experience higher costs under the ordinance due to increases in congestion, traffic management needs and construction expenses.

This estimate does not address the potential impact of this ordinance on private businesses or the local economy overall, only the cost to government.

How "H" Got on the Ballot

On July 23, 2007 the Department of Elections certified that the initiative petition, calling for Proposition H to be placed on the ballot, had qualified for the ballot.

10,396 signatures were required to place an initiative ordinance on the ballot.

This number is equal to 5% of the total number of people who voted for Mayor in 2003. A random check of the signatures submitted by the proponents of the initiative petition prior to the July 9, 2007 submission deadline showed that more than the required number of signatures was valid.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 130.

SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 36.





Regulating Parking Spaces

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PROPONENT’S ARGUMENT IN FAVOR OF PROPOSITION H

San Francisco Needs More Parking.

Faced with the loss of tens of thousands of parking spaces, a public transit system that is chronically unreliable, and growing frustration with the current system that discourages the construction of any parking; residents and merchants have banded together to place the Parking for Neighborhoods Initiative on this November’s ballot.

More cars are coming to San Francisco. According to the Metropolitan Transportation Commission (MTC) for the Bay Area, the average number of vehicles for San Francisco in 2000 was 1.75 cars per household. By 2010, this number is projected to be 1.82 cars for every household.

This measure helps San Francisco respond to the reality that more cars are coming to the City everyday.

Because of city planning policies that discourage residential garage construction, it has become nearly impossible for home-

owners to install garages in their own homes. Neighborhood merchants are clamoring for more parking in our neighborhood commercial corridors. But the last neighborhood commercial district garage built was the North Beach Garage, which was completed in 2001 and took 13 years to permit. And the amount of parking in new residential projects is being severely limited.

This measure will require a minimum number of parking spaces in new apartment, retail and office buildings so drivers are not forced to find parking on our already overcrowded streets. Because, this measure allows for additional parking for hybrid, car sharing and low emissions vehicles it will encourage the use of less polluting vehicles and the use of car sharing services.

This measure does not change the City’s Planning or Building Code protections for historic buildings, allow for taller or larger buildings; it simply brings some balance to our transportation system.

San Francisco Council of District Merchants

REBUTTAL TO PROPONENT’S ARGUMENT IN FAVOR OF PROPOSITION H

Proposition H was brought to voters without a single public hearing. Buried in its sixty-one pages of fine print are dozens of loopholes with hidden negative impacts.

WATCH OUT FOR LOOPHOLES

One loophole wipes out -- with just a few words -- thousands of hours of citizen planning in a San Francisco neighborhood. Another allows unlimited exemptions for huge gas-guzzling vehicles which it calls “low-emission.” Yet another threatens pedestrians, bus shelters, bicycle lanes and street trees in every neighborhood.

NOT GOOD FOR NEIGHBORHOODS

Proposition H is a disaster for neighborhoods. No surprise – it’s bankrolled by wealthy, out-of-touch interests. Prop H removes up to 10,000 on-street neighborhood parking spaces and eliminates up to 1,500 future neighborhood retail stores. Even worse, it removes power from neighborhoods to make our own decisions.

MORE CARS, TRAFFIC AND POLLUTION

The only thing not misleading about Proposition H is its fundamental belief that San Francisco needs more cars, traffic and pollution. The Planning Department estimates that Prop H could bring up to 20,000 new cars in the next 20 years. Our battles against respiratory diseases, childhood asthma and global warming will be dramatically reversed.

SAY NO TO PROP H

A broad coalition of neighborhood groups, business leaders, seniors, and environmental advocates oppose Prop H -- the wrong direction for San Francisco.

*San Francisco Planning and Urban Research Association (SPUR)
Democratic Party of San Francisco
Hayes Valley Neighborhood Association Board of Directors
Senior Action Network
Board of Supervisors President Aaron Peskin
Supervisor Sean Elsbernd
Sierra Club*

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Regulating Parking Spaces



OPPONENT'S ARGUMENT AGAINST PROPOSITION H

Called "a veritable minefield of unintended consequences" by the *San Francisco Examiner*, Proposition H is a phony, developer-backed initiative that will only make parking and traffic congestion worse.

Contrary to its proponents' assertions, Prop H is a disaster for our neighborhoods. It will actually remove neighborhood street parking, dramatically raise the cost of new housing, impede Muni, increase traffic congestion and pollution, drive out neighborhood retail, and take away neighborhood control. It benefits out-of-town commuters and downtown developers at our expense.

In our neighborhoods, Prop H takes away residents' control over the location of curb cuts and driveways – even if they eliminate bus stops, pedestrian walkways or bicycle lanes. And Prop H eliminates street frontage for small businesses, hurting neighborhood commercial districts.

The San Francisco Planning Department estimates that Prop H will put up to 20,000 new cars on our streets over the next twenty years, increasing traffic congestion, air pollution and global warming. Prop H's sixty-one pages of fine print are full of loopholes, including one that allows unlimited parking for "low-emission vehicles" – a phony definition that includes huge gas-guzzling SUV's such as HUMMERS, Ford Expeditions and Cadillac Escalades.

Prop H was brought to the ballot without a single public hearing or legislative debate. Its aim is to take power away from our neighborhoods and undermine local control. That's why a broad coalition of neighborhood groups, business leaders, planners, and environmental advocates oppose Proposition H.

Prop H is the wrong direction for San Francisco. It will only make neighborhood parking worse.

Vote No on Proposition H.

*San Francisco Democratic Party
Hotel and Restaurant Workers UNITE HERE Local 2
Hayes Valley Neighborhood Association, Board of Directors
Board of Supervisors President Aaron Peskin
Supervisor Sean Elsbernd
Rescue Muni
Sierra Club*

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION H

Vote Yes On Proposition H For More Parking

Proposition H will make it easier to get around town and give those who drive a place to store their car when they don't need to drive.

Building a reasonable amount of parking, does not conflict with public transportation. Most San Franciscans use multiple forms of transportation to get around. Many of us find it necessary for our jobs or our family to drive. Driving is not a moral choice but a necessity.

Because this measure will take cars off the street. Proposition H will, likely reduce congestion. Fewer cars will be circling the block looking for parking, fewer cars will need to be moved for street cleaning and fewer cars will double park-blocking Muni and traffic.

Proposition H makes one parking space to each housing unit the rule in most parts of San Francisco. Most City's have minimum parking requirements. For instance in Portland, Oregon-which has won awards from national planning associations--1.35 parking spaces are required for every new housing unit.

Despite 30 years of discouraging the use of cars, it is a fact that more cars are coming, and have come to San Francisco. According to the Metropolitan Transportation Commission (MTC), the average number of vehicles for a San Francisco household in 2000 was 1.75. By 2010, this number is projected to be 1.82. At the same time San Francisco is losing thousands of parking spaces.

It is time that we dealt with this reality.

S.F. Council of District Merchants Associations

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Regulating Parking Spaces

PAID ARGUMENTS IN FAVOR OF PROPOSITION H

It's no secret that we have a parking shortage in San Francisco.

No public parking garages have been built in the City since 2002. This measure allows private development of new parking in neighborhood commercial districts.

It also reduces red tape, allowing people to add garages to their homes.

VOTE YES ON H

San Francisco Republican Party

- Christine Hughes, Chairman*
- Jennifer DePalma, Esq., Treasurer*
- Bill Campbell, Vice Chair – Finance*
- Janet Campbell, Vice Chair – Special Events*
- Leo Lacayo, Vice Chair – Communications*
- Howard Epstein, Vice Chair – Political Affairs*
- Christopher L. Bowman, Vice Chair – Precinct Operations*

- Jim Anderer*
- Michael Antonini, DDS*
- Walter Armer*
- John Brunello*
- Mike DeNunzio*
- Harold M. Hoogasian*
- Stephanie Jeong*
- David Kiachko*
- Barbara Kiley*
- Ronald Konopaski, DDS*
- Bradley Rotter*
- Dana Walsh*
- Sue C. Woods*

The true sources of funds for the printing fee of this argument are the San Francisco Republic Party and the signators of the argument.

The three largest contributors to the true source recipient committee of the San Francisco Republican Party are: 1. William Campbell, 2. DGF Y2K Special Purpose Trust, 3. Janet Campbell.

MORE PARKING and NO NEW TAXES

More parking means more business, increased revenues, and higher property values.

Families need cars, and cars need parking.

Keep families and businesses in San Francisco.

Vote YES on H.

San Francisco Taxpayers Union

The true source of funds for the printing fee of this argument is the San Francisco Taxpayers Union.

Vote YES on H

Can't find a place to park in your neighborhood?
Own a condo downtown but it came without a parking space?
Want to add a garage to your home but Planning says "no".

For a good quality of life we need a balanced transportation plan, which includes transit, bikes and a place to park.

Vote YES on H.

San Francisco Chamber of Commerce

The true source of funds for the printing fee of this argument is the San Francisco Chamber of Commerce.

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Regulating Parking Spaces



PAID ARGUMENTS AGAINST PROPOSITION H

Building more parking garages in San Francisco will increase the number of cars downtown and in our neighborhoods.

More cars mean more traffic congestion, increased pollution and increasing global warming. Support creating livable communities by promoting transit, not cars.

Vote NO on Proposition H.

AIA San Francisco

The true source of funds for the printing fee of this argument is AIA San Francisco.

Stop the meddling billionaire and downtown developer.

VOTE NO to save street trees, keep on-street parking, MUNI moving, housing affordable and neighborhoods in control.

San Francisco Green Party

The true source of funds for the printing fee of this argument is the SF Green Party.

The three largest contributors to the true source recipient committee are: 1. Terry Baum, 2. Ross Mirkarimi, 3. John-Marc Chandonia.

Vote NO on H. It will increase gridlock in our neighborhoods, slow MUNI, raise housing costs and add to green house gasses. How many gaps in thinking can a billionaire Republican have? A robust MUNI is the best answer: Vote Yes on A.

The Board of the Haight-Ashbury Neighborhood Council

The true source of funds for the printing fee of this argument is the Haight-Ashbury Neighborhood Council.

Preservationists Against Proposition H

Proposition H would deal a serious blow to the preservation of San Francisco's architectural heritage. It will limit the ability of neighborhoods to prevent the indiscriminate removal and replacement of historic bay windows, staircases and front yards with garages entrances and driveways. Don't allow our unique historic neighborhoods to be haphazardly degraded.

Vote NO on Proposition H!

*National Trust for Historic Preservation, Western Office
Charles Chase, Executive Director, San Francisco Architectural Heritage**

*Alan W. Martinez, member, San Francisco Landmarks Preservation Advisory Board**

*F. Joseph Butler, AIA, Chair, San Francisco Preservation Consortium**

*For identification purposes only

The true sources of funds for the printing fee of this argument are the listed authors.

Proposition H is bad for businesses. It would reduce available neighborhood retail space and would eliminate metered and other street spaces by allowing unlimited garage curb cuts. Plus it would impose a parking surcharge on neighborhood businesses that could be diverted to traffic management programs instead of improving parking.

As small business owners, we urge you to vote NO on Proposition H.

Lee Azus, Get Lost Travel Books

David Glass, Little Hollywood Launderette

Nidal Nazzal, Burger Joint

Noe Valley Merchants and Professionals Association

Russell Pritchard, Co-Director, Hayes Valley Merchants Association

Hayes Valley Senior Care

The true sources of funds for the printing fee of this argument are the listed authors.

Planners and Architects Against Proposition H

Proposition H would increase the cost of housing and harm small businesses by mandating radical increases in required parking. It would create lifeless street frontages lined with garage doors. It would add large unsightly parking structures to our neighborhoods and compromise pedestrian and bicycle safety and MUNI performance by adding traffic to our congested streets.

We urge you to vote NO on Proposition H.

David Baker, Architect

*Rob Bregoff, Transportation Planner Caltrans**

William Scott Ellsworth, Architect

Lisa Feldstein, former SF Planning Commissioner

Anne Fougeron, Architect

Stefan Hastrup, Architect

Jason Henderson, Geography Professor SFSU

Allan Jacobs, former SF Planning Director

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Regulating Parking Spaces

PAID ARGUMENTS AGAINST PROPOSITION H

Robin Levitt, Architect
Elizabeth Macdonald, Planning Professor UC Berkeley
Jasper Rubin, Professor of Urban Studies SFSU
Cathy Simon, Architect
Daniel Solomon, Architect

*For identification purposes only

The true sources of funds for the printing fee of this argument are the listed authors.

Neighborhood Leaders Against Proposition H

Proposition H imposes a one-size-fits-all parking solution on our distinct neighborhoods regardless of their character and undermines neighborhoods' ability to plan their own futures. It may actually result in the *reduction* of neighborhood commercial and residential parking by removing street spaces for private garage curb cuts. Neighborhood based rather than ballot box planning is the way to solve our parking problems.

Vote NO on Proposition H.

Paul Olsen, President Hayes Valley Neighborhood Association*
Vallie Brown, President Lower Haight Neighborhood Organization*
David Crommie, President Cole Valley Improvement Association*
Joe Curtin, President Castro Area Planning and Action*
Richard Johnson, Founder Community Partners United*
Tony Kelly, President Potrero Hill Boosters*
Ron Miguel, President Planning Association of the Richmond*
Vedica Puri, President Telegraph Hill Dwellers*
Kevin Rafter, Board Member, North of Panhandle Neighborhood Association*
Dennis Richards, President Duboce Triangle Neighborhood Association*
Vicki Rosen, President Upper Noe Neighbors*
Michael Smithwick, Alamo Square*
Isabel Wade, Urban Resource Systems*

*For identification purposes only

The true sources of funds for the printing fee of this argument are the listed authors.

Prop H endangers pedestrians

San Francisco is already a dangerous city for pedestrians. Senior pedestrians are four times more likely than younger people to be killed. By putting up to 20,000 more cars on our streets, Prop

H will make roads like 19th Avenue even more deadly. Please protect seniors and other vulnerable populations and vote NO on H.

Assessor-Recorder Phil Ting
Senior Action Network
David Chiu, Chair, Chinatown Community Development Center*
Leon Chow, Chair, Chinese Progressive Association*
David Ho, Chinatown Coalition for Better Housing*
Bruce Wolfe, Disability Advocate*

*For identification purposes only

The true sources of funds for the printing fee of this argument are Senior Action Network and the Sierra Club.

Sustainable Transportation Advocates Vote No on H

This misleading initiative would lead to *more* traffic congestion, *unsafe* streets for walking and bicycling, and *slower* Muni service. And it would not improve parking for neighborhoods.

Vote No on H if you support a safer, more sustainable San Francisco.

Walk San Francisco
Livable City
San Francisco Bicycle Coalition
Kate White, co-founder City CarShare*
Rescue Muni

*For identification purposes only

The true sources of funds for the printing fee of this argument are Walk San Francisco, the San Francisco Bicycle Coalition, Livable City, Rescue MUNI and L. Kate White.

Prop H will cut down neighborhood trees

Prop H would allow developers to cut down our largest and most beloved neighborhood trees, undermining the city's recently-passed landmark tree ordinance. It would prioritize thousands of new curb cuts over our oldest neighborhood trees and could also prevent thousands of new trees from being planted due to loss of available sidewalk space. Prop H considers the needs of developers over greener, more beautiful streets. Vote No on Prop H.

Kelly Quirke
Friends of the Urban Forest

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Regulating Parking Spaces



PAID ARGUMENTS AGAINST PROPOSITION H

The true sources of funds for the printing fee of this argument are the Friends of the Urban Forest and the San Francisco Bicycle Coalition.

African American leaders say NO on H

Prop H increases the cost of housing. Prop H slows down Muni and public transit. Prop H increases air pollution. Prop H will take away – not add – on-street parking in our neighborhoods. All this, to make parking easier for out-of-town commuters. Enough is enough! Vote No on H.

Supervisor Sophie Maxwell
James Bryant, A. Philip Randolph Institute
*Youth Commissioner Cassandra James**
*Bill Barnes, San Francisco Democratic Central Committee Member**

*For identification purposes only

The true sources of funds for the printing fee of this argument are the A. Phillip Randolph Institute, Bill Barnes and the Sierra Club.

Space for people, not for cars

Progress means decreasing automobile pollution. Imagine a transit rich city, being able to get anywhere within 15 minutes. Imagine less cars on the street, not more. Don't let them fool you---this measure does nothing for neighborhoods except bring more cars into them. We need space for housing, schools, parks and culture, for people -- not garages for cars. We have one chance to build it right. No on H. YES ON A

Supervisor Tom Ammiano
Supervisor Bevan Dufty
*Robert Haaland, Michael Goldstein, Debra Walker, Robert Dockendorff, Past Presidents, Harvey Milk LGBT Democratic Club**
*Scott Wiener, Past Co-chair, Alice B. Toklas LGBT Democratic Club**
*Bill Barnes, San Francisco Democratic Central Committee Member**
*Kim Knox, Paul Mooney, Officers, Harvey Milk LGBT Democratic Club**

*For identification purposes only

The true sources of funds for the printing fee of this argument are Debra Walker, Robert Dockendorff, Paul Mooney and the Sierra Club.

Youth and educators say NO to Prop H!

Our children deserve a transit-friendly city with clean air to breathe. Prop H puts more cars on our streets, increase air pollution, and reverse the progress we've made. Vote No!

*School Board Members Jane Kim, Mark Sanchez**
Teachers for Social Justice
*Renee Darner, President, College Democrats at SFSU**
San Francisco Young Democrats PAC
Jeremiah Jeffries, Teacher
*Ana Jimenez, League of Young Voters**
*Peter Lauterborn, former Youth Commissioner**

*For identification purposes only

The true sources of funds for the printing fee of this argument are Luke Klipp, Peter Lauterborn and the Sierra Club.

San Francisco Democrats Oppose Prop H

Don't be fooled! Proposition H will NOT improve neighborhood parking. It actually takes away street parking in our neighborhoods, while adding 20,000 new cars to San Francisco, increasing traffic congestion and pollution. This extreme ballot measure gives special treatment to huge SUV's, which it calls "low-emission" vehicles. San Francisco needs better transit, not more traffic. Please join the Democratic Party and vote NO on H.

San Francisco Democratic Party
Senator Carole Migden
Senator Leland Yee
Assemblyperson Mark Leno

The true source of funds for the printing fee of this argument is the Sierra Club.

Loopholes big enough to drive HUMMERS through

Don't be fooled by the phony green provisions of Prop H. It is written with a loophole so big you could drive a Hummer through it.

Prop H allows almost every car sold in 2008 to qualify as, and prevents any limitation on garages for, "low emission" vehicles. Unsightly, massive parking structures could be built anywhere increasing noise, traffic, congestion and air pollution.

Would you want the 5th and Mission Garage in your neighborhood?

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Regulating Parking Spaces

PAID ARGUMENTS AGAINST PROPOSITION H

*Sierra Club
San Francisco League of Conservation Voters
San Francisco Tomorrow
Transportation and Land Use Commission*

The true source of funds for the printing fee of this argument is San Francisco Tomorrow.

Eastside neighborhoods and San Francisco tenants agree: NO on H!

Residents of the Mission, SOMA and Bay View/Hunters Point neighborhoods are outraged by Proposition H. Our city needs more affordable housing, not more traffic. Our communities have been torn apart by destructive land use policies as well as air pollution. For the sake of the diverse neighborhoods we call home – Vote NO on H.

Ted Gullicksen, Director, San Francisco Tenants Union
Affordable Housing Alliance
Mission Anti-Displacement Coalition (MAC)
Gillian Gillett, Chair, San Jose / Guerrero Coalition*
South of Market Community Action Network (SOMCAN)
People Organized to Win Employment Rights (POWER)
John Avalos
David Campos
Eric Quezada
Calvin Welch*

*For identification purposes only

The true sources of funds for the printing fee of this argument are the Affordable Housing Alliance, Gillian Gillett and the Sierra Club.

San Francisco labor opposes Prop H

Don't let the wealthy backers of Prop H fool you. For the average San Franciscan, Prop H will actually reduce neighborhood street parking, slow down public transit, increase air pollution, and raise the cost of already-expensive housing. We deserve better! Vote No on H.

*San Francisco Building & Construction Trades Council
Hotel and Restaurant Workers Local 2
Transport Workers Local 250-A*

The true source of funds for the printing fee of this argument is Bruce Wolfe.

Prop H will HURT West Side

When it comes to Prop H, watch out for the fine print. While proponents call it “Parking for Neighborhoods,” the Planning Dept says Prop H could eliminate up to 10,000 on-street parking spaces and up to 1,500 future neighborhood retail spaces. Even worse, Prop H significantly removes our neighborhoods' ability to make community planning decisions. Prop H was put on the ballot without any public hearing, and cannot be changed without a costly election. It's bad policy. Vote No on H.

*Ken Kruszka,
Past President, Greater West Portal Neighborhood Association**

*Howard Strassner and Peggy da Silva,
West Portal Homeowners*

*For identification purposes only

The true sources of funds for the printing fee of this argument are the Transportation and Land Use Coalition, Howard Strassner, Jason Henderson, Peggy da Silva and Kenneth Kruszka.

We want livability, not traffic

Prop. H would undo decades of careful planning to improve the livability of San Francisco.

It hearkens back to the days before the freeway revolt, when the push to add space for cars, no matter the cost, led engineers to plan highways through Golden Gate Park and city neighborhoods.

San Franciscans have spoken on this issue: **we want livability, not traffic.**

Prop. H would:

Create traffic and pollution for our neighborhoods.

If Prop. H passes, over 20 years, 20,000 new cars will be congesting San Francisco roads each day. Prop. H would increase parking in new buildings to such an extent that the roads would be clogged with commuters – making Muni run even slower. Our city works because many people get to work on transit, making commuting easier for all San Franciscans.

Create loopholes that allow for uncontrolled parking development and new traffic.

The measure exempts “low emission vehicles” from any limits whatsoever. That means virtually every new car sold in America qualifies. Want examples? The Hummer H1 and H3, Cadillac

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Regulating Parking Spaces



PAID ARGUMENTS AGAINST PROPOSITION H

Escalade, Ford Expedition, and Range Rover. This measure removes essentially all limits on parking through this clever loophole.

Remove street trees and bus stops.

Today, you cannot add a curb cut if it would require removal of important street trees, bus stops, and other important features of our neighborhoods. This measure changes those provisions, giving private individuals an unfettered right to add curb cuts no matter the impact on our community.

This is the most radical anti-environment, anti-planning, measure to ever appear before San Francisco voters. In the era of global warming, it is deplorable for such a measure to be on the ballot.

Don't support it.

Vote No on Prop. H.

For the full analysis, go to www.spur.org

San Francisco Planning and Urban Research (SPUR)

The true source of funds for the printing fee of this argument is SPUR.

The three largest contributors to the true source recipient committee are: 1. Jean Fraser, 2. Gabriel Metcalf, 3. Jim Chappell.

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Establishing Office of Small Business as City Department and Creating Small Business Assistance Center



PROPOSITION I

Shall the City establish the Office of Small Business as a City department, require it to operate a Small Business Assistance Center, providing a central source of information for small businesses, and allocate \$750,000 for its first year of operations?

YES ←  
NO ←  

Digest

by the Ballot Simplification Committee

THE WAY IT IS NOW: The City has a Small Business Commission that works with the Department of Economic and Workforce Development to direct the Office of Small Business. The Office of Small Business has two staff members supporting the Small Business Commission and providing limited technical assistance to small businesses.

THE PROPOSAL: Proposition I would establish the Office of Small Business as a City department. The Office would assist businesses with 100 or fewer fulltime employees by:

- Operating a Small Business Assistance Center to provide information on permit and licensing requirements, bidding on government contracts, compliance with applicable laws and regulations, and adoption of "green" and sustainable business practices.
- Coordinating and centralizing information from other City departments for small businesses.

The Office would report twice a year on the number of small businesses served by the Office, types of services provided, and numbers of small businesses obtaining City contracts and dollar amount of the contracts. It would also conduct an annual survey of

small businesses to evaluate the effectiveness of the Small Business Assistance Center.

Proposition I would create the following positions in the Office: a Director, Deputy Director/Community Outreach Manager, and three case managers. Proposition I also would provide \$750,000 for its first year of operation.

A "YES" VOTE MEANS: If you vote "yes," you want the Office of Small Business to establish a Small Business Assistance Center, provide a central source of information for small businesses, and you want to provide \$750,000 for the first year of operations.

A "NO" VOTE MEANS: If you vote "no," you do not want to make these changes.

Controller's Statement on "I"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition I:

Should the proposed ordinance be approved by the voters, in my opinion, it would increase the cost of government by \$750,000 in fiscal year 2007-2008 to fund a proposed City Office of Small Business and Small Business Assistance Center beginning in January 2008.

Among other requirements, the proposed ordinance specifies five new staff people and requires semi-annual reporting on small business programs and an annual survey of businesses using the Office of Small Business' services.

The ordinance specifically appropriates the budget amount of \$750,000 for fiscal year 2007-2008 for the first year of operations

of the Office of Small Business. The annualized cost of the functions and the new staff required under the ordinance is approximately \$917,000. Currently, the City budgets approximately \$218,000 for the existing Small Business Commission staff.

How "I" Got on the Ballot

On August 3, 2007 the Department of Elections received a proposed ordinance signed by Mayor Newsom.

The City Elections Code allows the Mayor to place an ordinance on the ballot in this manner.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 146. SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 36.



Establishing Office of Small Business as City Department and Creating Small Business Assistance Center

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION I

Local small businesses are the heart and soul of San Francisco's neighborhoods and the driving force of our local economy. Over 100,000 small businesses operate here that provide over 350,000 jobs and add hundreds of millions of dollars to our local economy.

As a former small business owner, I understand the current challenges facing local businesses and know how important these businesses are to our community. When neighborhood-serving stores go out of business, it means less jobs, vacant storefronts and less options for local residents.

Proposition I will help local small businesses thrive.

Prop I removes bureaucratic red tape that binds small businesses. It streamlines the required city approvals and licensing of small businesses—currently done through 14 different departments—into one Office of Small Business.

Prop I also creates a Small Business Assistance Center located in City Hall. This Assistance Center will advise local businesses on how to set up shop in San Francisco and help them obtain necessary approvals, and connect small businesses to programs that help them grow.

Prop I also helps small businesses adopt “green” and sustainable business practices.

Prop I has built-in accountability measures.

Prop I requires public reports on the effectiveness of the Assistance Center and an annual customer satisfaction survey of local businesses. Prop I budgets for the first year of costs, and then further funding depends on the Assistance Center proving its effectiveness.

Prop I will help our city and its neighborhoods prosper.

A recent report shows that a 10 percent increase in the income of San Francisco small businesses would add \$200 million to the local economy and create thousands of new jobs in our city. Let's help our small businesses thrive.

Please join me in voting YES ON PROP I.

Mayor Gavin Newsom

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION I

A FISCALLY RESPONSIBLE ALTERNATIVE TO PROPOSITION I:

TONY HALL, FORMER SUPERVISOR

Mayor Gavin Newsom's Proposition I, calling for a “*Small Business Assistance Center*”, would create an unnecessary and expensive new City agency. It would cost taxpayers an extra \$750,000 the first year.

A “*one-stop clearing house*” for small businesses to comply with all their San Francisco legal and licensing requirements can already be accomplished by using the existing and already trained employees of our local governmental agencies.

Some of these existing employees, still reporting back to their City agencies, should simply be restationed at the “*one-stop clearing house*” with all the forms and papers that local businesses need to fill out.

With modern computers, faxing equipment, e-mails, and telephones – City employees can be talking to business people at the

“*one-stop clearing house*” and reporting back to their parent governmental agency at the same time.

In point of fact, almost four years ago, when Gavin Newsom first became Mayor, he could have easily created a “*one-stop clearing house*” for local businesses with a few telephone calls.

There is absolutely no need for Proposition I, nor another expensive and wasteful City agency.

If there is one thing San Francisco does *not* need, it is *more bureaucracy*.

It is obvious that Mr. Newsom's proposal is just more “PR” spin and election year rhetoric, designed to fool and confuse the public.

*Tony Hall, Former Supervisor**

*For identification purposes only

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Establishing Office of Small Business as City Department and Creating Small Business Assistance Center



OPPONENT'S ARGUMENT AGAINST PROPOSITION I

PROPOSITION I WILL SPEND A LOT OF MONEY, CREATE ANOTHER LOCAL GOVERNMENT AGENCY, BUT IT WILL PROBABLY CAUSE MORE ADMINISTRATIVE PROBLEMS:

The "Small Business Assistance Center" proposed by Proposition I appears to duplicate existing local governmental bodies already dealing with business firms.

The new Proposition I agency will employ at least five persons and will cost some \$750,000 in its first year.

San Francisco has a tradition for being more free-spending than many other areas of California. Its local government has an extremely high ratio of City employees to town residents.

San Francisco also has a reputation for being rather anti-business in its politics. Four current Supervisors (Daly, McGoldrick, Mirkarimi, and Peskin) are also sponsoring Proposition K, a declaration against bus shelters and other so-called "street furniture" carrying business-oriented advertizing.

Vote "NO!" on Proposition I.

Dr. Terence Faulkner, J.D.
Past Chairman
San Francisco Republican Party*

*For identification purposes only

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION I

NO REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION I WAS SUBMITTED

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Establishing Office of Small Business as City Department and Creating Small Business Assistance Center

PAID ARGUMENTS IN FAVOR OF PROPOSITION I

Vote YES on I

Small businesses are an important part of San Francisco's economy and enrich every neighborhood in which they are located. But many of these businesses lack the financial resources to hire qualified professionals to help them with issues relating to business structure and formation, obtaining necessary permits and licenses, and complying with government laws and regulations. The Small Business Assistance Center will help small business operators in the city and increase the likelihood that small businesses will continue to exist here.

Vote YES on I.

San Francisco Association of Realtors

The true source of funds for the printing fee of this argument is the San Francisco Association of Realtors.

Create Jobs, Support Small Businesses

Small businesses are the fastest way to create new jobs, more than half of all San Franciscans are currently employed by small businesses and small businesses give minorities and women opportunities unavailable to them in larger firms.

Proposition I will give these small businesses the help they need to grow and create new jobs.

Small Business Advocates

The true source of funds for the printing fee of this argument is the Small Business Advocates.

The three largest contributors to the true source recipient committee are: 1. Pet Camp, 2. Kearney Boyle & Associates, 3. Home Instead Senior Care.

Support Small Business Vote Yes on Proposition I

More than half of San Francisco's workers are employed by small business. When these small firms do well their employees benefit with better wages and benefits. Proposition I will help small businesses in San Francisco by helping them deal with the bureaucracy at City Hall and assist those businesses that wish to do business with the City.

Support Small Business and improve wages and benefits, Vote Yes on Proposition I.

San Francisco Small Business Network

The true source of funds for the printing fee of this argument is the San Francisco Small Business Network.

Join the San Francisco Democratic Party Vote Yes on Proposition I

San Francisco's small businesses reflect the diversity of our City. Proposition I will enable San Francisco's small businesses to grow and to expand; it will assist San Francisco's small businesses in understanding what our community expects of small business as well as what our community can offer small businesses.

Join San Francisco Democrats in supporting Proposition I

SF Democratic Party

The true source of funds for the printing fee of this argument is the Small Business Advocates.

The three largest contributors to the true source recipient committee are: 1. Pet Camp, 2. Kearney Boyle & Associates, 3. Home Instead Senior Care.

Prop I will provide San Francisco small businesses with the assistance needed to navigate the maze of City Hall bureaucracy and cut through unnecessary red tape.

Vote Yes on I! *For more information, visit www.cbsf.net*

Citizens for a Better San Francisco

The true source of funds for the printing fee of this argument is Citizens for a Better San Francisco.

The three largest contributors to the true source recipient committee are: 1. Michael Antonini, 2. Alexa Vuksich, 3. Christine Hughes.

Your **YES vote on I** will help small businesses and our economy grow.

It will create a "one stop shop" where small business owners can learn about tax credits for hiring disadvantaged employees, receive assistance with permitting and building issues, apply for

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Establishing Office of Small Business as City Department and Creating Small Business Assistance Center



PAID ARGUMENTS IN FAVOR OF PROPOSITION I

grants, and receive personal assistance to help “expedite” the often confusing and frustrating process of opening and operating a business in San Francisco.

Your **YES vote on I** is a vote to support neighborhood small businesses.

San Francisco Chamber of Commerce

The true source of funds for the printing fee of this argument is the San Francisco Chamber of Commerce.

PAID ARGUMENTS AGAINST PROPOSITION I

NO PAID ARGUMENTS AGAINST PROPOSITION I WERE SUBMITTED

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Adopting a Policy to Offer Free City-Wide Wireless High-Speed Internet Network



PROPOSITION J

Shall it be City policy that the City should, through an agreement with a private provider, offer free wireless high-speed Internet access as quickly as possible on an equal basis to all parts of San Francisco?

YES ←
NO ←

Digest

by the Ballot Simplification Committee

THE WAY IT IS NOW: In San Francisco, high-speed Internet access is offered by telephone and cable companies, which charge subscription fees for their services. In addition, computer users can obtain wireless high-speed access in certain locations from private companies, either free or for a charge. In certain locations, such as the City libraries, the City itself provides limited free wired and wireless Internet access.

In December 2005, the City invited proposals to install, manage, and operate a City-wide wireless high-speed Internet access network, which had to include a free wireless high-speed service. The City negotiated a contract to provide such services in San Francisco and the contract is pending before the Board of Supervisors.

THE PROPOSAL: Proposition J is a Declaration of Policy that the City should provide a wireless high-speed Internet access network to all parts of San Francisco equally.

The policy states that through an agreement with a private provider, such services should:

- be free to the City's residents, businesses, institutions and visitors,

- operate at a high speed, and
- include strong privacy safeguards against the unnecessary retention of location information or unauthorized sharing of personal information with third parties.

The policy states that the provider should consider adopting clear service standards for users and a reasonable length of contract that is beneficial to the City and the provider.

The policy would also declare that the City should enter into an agreement to provide such services as quickly as possible.

A "YES" VOTE MEANS: If you vote "yes," you want it to be City policy that the City should, with a private provider, offer free wireless high-speed Internet access to all parts of San Francisco equally as quickly as possible.

A "NO" VOTE MEANS: If you vote "no," you do not want it to be City policy that the City, with a private provider, offer free wireless high-speed Internet access.

Controller's Statement on "J"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition J:

Should the proposed policy statement be approved by the voters, in my opinion, it would not increase the cost of government.

How "J" Got on the Ballot

On August 3, 2007 the Department of Elections received a proposed declaration of policy signed by Mayor Newsom.

The City Elections Code allows the Mayor to place a declaration of policy on the ballot in this manner.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 147.

SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 36.





Adopting a Policy to Offer Free City-Wide Wireless High-Speed Internet Network

PROPONENT’S ARGUMENT IN FAVOR OF PROPOSITION J

Free, fast Internet access should be available to everyone – not just the wealthy who can afford high monthly fees.

That's why we need Proposition J – to make sure San Francisco adopts free, high-speed wireless access for all of our residents.

This city is a beacon of innovation. But we are falling behind when it comes to access to the Internet for all our residents.

More than 60,000 San Franciscans, half of which are low-income earners, do not have regular Internet access. The vast majority of these residents are disadvantaged youth, seniors, non-English speakers, and others in economically disadvantaged communities. This is the embodiment of the “Digital Divide.” And this is exactly why we need to pass Proposition J.

Proposition J fights to bring free, universal Wi-Fi access to every San Franciscan — and with it, access to information on city services, jobs, educational opportunities, and community programs.

While providing free Internet for residents, Prop J also ensures that San Francisco negotiates the best possible service, with strong guarantees to maintain the system and protect user privacy.

According to an economic impact report from the City Controller, free Wi-Fi access will make a significant difference for the communities isolated by the Digital Divide.

Proposition J demonstrates our support for providing Internet access to those who currently lack it. Adoption of free Wi-Fi will also bring consumer choice for residents who already have Internet access, saving consumers up to \$18.1 million annually through increased competition.

The road to the future is being paved online. We cannot proceed without ensuring that ALL of our residents are able to log on, connect and join us on that road.

Join us in making that a reality—join us in voting YES ON PROP J.

*Mayor Gavin Newsom
Supervisor Aaron Peskin*

REBUTTAL TO PROPONENT’S ARGUMENT IN FAVOR OF PROPOSITION J

"Free" WiFi does not provide free computers for those without them. How does a WiFi network close the “Digital Divide” without computers and training? Not everyone will get 'free' Internet access from citywide WiFi, but everyone will get increased exposures to microwave radiation, whether you use it or not. Proponents speak of universal access, but WiFi does not penetrate well into buildings, especially tall ones. Their solution: even more radiation.

The Health Department will tell you that radiation from WiFi meets FCC exposure standards and is therefore safe, failing to mention the hundreds of worldwide scientific studies that suggest otherwise. Over 70% of the studies done independently of the wireless industry report biological effects from low-intensity microwave radiation. Other countries have stronger standards.

Why must "free, fast internet" access be wireless? Wired fiber optic broadband is 1,000 times faster than WiFi and does not

pollute our City with radiation. San Francisco already has a fiber optic network – let's use and extend that instead.

Proposition J does not restrict a vendor like Google from monitoring users' web-surfing habits – only third parties are prohibited. Wireless networks are also less secure than wired networks, facilitating identity theft and surveillance.

WiFi has already experienced problems in cities like Philadelphia and Portland. Why should San Francisco turn over its public infrastructure to private corporations for their profit at our expense? San Francisco should not bind itself to a potentially obsolete technology, but instead build the best possible system.

*David Tornheim
Chris Daly, Member Board of Supervisors*

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Adopting a Policy to Offer Free City-Wide Wireless High-Speed Internet Network



OPPONENT'S ARGUMENT AGAINST PROPOSITION J

BEWARE — NOTHING COMES FOR FREE!

Your HEALTH is AT RISK.

Are San Franciscans to be guinea pigs in a “*blanket*” of radiation?

Independent scientific studies show that radiation at the levels proposed is associated with increases in these negative health effects:

- cancer
- headaches
- dizziness
- sleep disturbances / insomnia
- childhood leukemia
- nerve damage

The wireless industry funded its own studies saying not to worry, just like tobacco, oil and pesticide companies. Who are you going to trust?

Fiber optic broadband is safer and more reliable.

Vote NO to WiFi radiation.

David Tornheim

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION J

NO REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION J WAS SUBMITTED

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Adopting a Policy to Offer Free City-Wide Wireless High-Speed Internet Network

PAID ARGUMENTS IN FAVOR OF PROPOSITION J

Note YES on J

Mayor Gavin Newsom's initiative to provide free Internet access to all San Franciscans deserves the support of voters. According to recent reports, 200,000 San Francisco residents lack home Internet access, and the vast majority of these residents live in low-income households. Internet access is an increasingly important factor in obtaining employment and utilizing learning tools, and free wireless Internet access will be important to these lower-income residents, as well as the general population and visitors to the city.

Providing wireless Internet access will involve no cost to the city or its taxpayers. If the city were to build and operate its own network, as some have suggested, the cost would be at least \$10 million over the next four years.

Vote YES on J.

San Francisco Association of Realtors

The true source of funds for the printing fee of this argument is the San Francisco Association of Realtors.

Join San Francisco Democrats in Voting YES on PROP J!

Proposition J will help create a brighter future for thousands of San Francisco families by providing free, citywide access to information on jobs, services, educational opportunities and more.

Vote your Democratic principles of opportunity and fairness for all.

Vote YES on J.

San Francisco Democratic Party

The true source of funds for the printing fee of this argument is San Franciscans for Free Wireless Internet Access: Yes on Prop J.

The three largest contributors to the true source recipient committee are: 1. San Francisco Fire Fighters Local 798, 2. Phil Ting, 3. Anni Chung.

The professional, high-paying jobs of tomorrow require a lot of skills— and the ability to navigate the Internet is the most basic and essential of them all.

We need to prepare ALL San Francisco's youth for those jobs, and not just the children of wealthy families who can afford high monthly fees.

Vote YES on Prop J

*Leslie Rule, Project Supervisor, KQED Public Broadcasting**
*Ching Ting Wan, Community Youth Center**

*For identification purposes only

The true source of funds for the printing fee of this argument is San Franciscans for Free Wireless Internet Access: Yes on Prop J.

The three largest contributors to the true source recipient committee are: 1. San Francisco Fire Fighters Local 798, 2. Phil Ting, 3. Anni Chung.

We're working hard to provide equal access to city services for San Francisco's diverse and constantly changing communities – including translating our city's website and making it more comprehensive.

But thousands of San Franciscans will never benefit from these and other tools because they lack regular access to the Internet.

Proposition J will help bridge this digital divide and bring free, universal WiFi access to every San Franciscan.

Join me in voting YES on PROPOSITION J.

Phil Ting, San Francisco Assessor-Recorder

The true source of funds for the printing fee of this argument is San Franciscans for Free Wireless Internet Access: Yes on Prop J.

The three largest contributors to the true source recipient committee are: 1. San Francisco Fire Fighters Local 798, 2. Phil Ting, 3. Anni Chung.

Why should we wait for equal access?

Our most underserved communities need access to the Internet now.

Proposition J will help ensure that our seniors, disadvantaged youth, non-English speakers and low-income earners can participate fully in the life of our city and our increasingly competitive economy.

The time is now for fast, free wireless Internet access for every San Franciscan.

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Adopting a Policy to Offer Free City-Wide Wireless High-Speed Internet Network

PAID ARGUMENTS IN FAVOR OF PROPOSITION J

Vote Yes on Proposition J

Angela S. Tang, Operations Manager, Richmond Area Multi-Services, Inc. (RAMS)*

Doreen Der-McLeod, Executive Director, Donaldina Cameron House*

Kent Woo, Executive Director, NICOS Chinese Health Coalition*

Stuart Fong, Risk and Safety Manager, Chinese Hospital*

Edward A. Chow, M.D., Executive Director, Chinese Community Health Care Association*

Patty Peiling Chen, Member, Chinese Newcomer Service Center*

Cecilia J. Liang, Program Supervisor, Charity Cultural Services Center*

Montirar Warran, Program Coordinator, Asian Women's Resource Center*

*For identification purposes only

The true source of funds for the printing fee of this argument is San Franciscans for Free Wireless Internet Access: Yes on Prop J.

The three largest contributors to the true source recipient committee are: 1. San Francisco Fire Fighters Local 798, 2. Phil Ting, 3. Anni Chung.

Education in the 21st century is impossible without access to the Internet. School research, college applications, email access to teachers and students, online study aids, information about after-school activities – it's all online.

YES on PROP J – to ensure that all San Francisco's children have access to the tools they need to learn and advance.

Hydra Mendoza, San Francisco Board of Education Commissioner*

*For identification purposes only

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The three largest contributors to the true source recipient committee are: 1. San Francisco Fire Fighters Local 798, 2. Phil Ting, 3. Anni Chung.

San Francisco is leading the charge in new technologies – from stem cell research that will save lives to green energy that will help stop global warming. But we're leaving many of our residents behind who lack access to the most basic technology tool: the Internet.

Proposition J says every San Franciscan should have access to fast, free wireless Internet.

Vote YES on Prop J

Laura L. Efurd, Chief Community Investment Officer, Community Technology Foundation*

*For identification purposes only

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The three largest contributors to the true source recipient committee are: 1. San Francisco Fire Fighters Local 798, 2. Phil Ting, 3. Anni Chung.

Help Bridge the Digital Divide – Yes on J

The numbers tell the story:

One third of the residents in San Francisco do not have access to a computer or the Internet at home (2003 Census).

San Francisco ranks last in computers per 100 students among California cities and last in classrooms with Internet per 100 students in the Bay Area (California Board of Education 2004-2005).

The biggest digital divide in San Francisco exists among non-whites (including Hispanics), women, seniors, disabled and low-income populations.

Free citywide WiFi is a first, bold step that will transform our underserved communities from the “have-nots” to the “haves.”

Anni Chung, President, Self-Help for the Elderly*

*For identification purposes only

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Adopting a Policy to Offer Free City-Wide Wireless High-Speed Internet Network

PAID ARGUMENTS IN FAVOR OF PROPOSITION J

The true source of funds for the printing fee of this argument is San Franciscans for Free Wireless Internet Access: Yes on Prop J.

The three largest contributors to the true source recipient committee are: 1. San Francisco Fire Fighters Local 798, 2. Phil Ting, 3. Anni Chung.

Vote YES on J to send a message to City Hall – Free Internet Access For All.

Imagine if you no longer had access to the Internet. How would it change your life - how you do business, how you shop, how you communicate with family and friends?

Now stop to think that 30 percent of San Franciscans are exactly in that boat. Free wireless access is a critical step in bridging the digital divide that separates too many San Franciscans from the enormous benefits of technology.

Free WiFi means equal access to education, social services and economic opportunities.

Vote YES on J.

San Francisco Chamber of Commerce

The true source of funds for the printing fee of this argument is the San Francisco Chamber of Commerce.

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Adopting a Policy to Offer Free City-Wide Wireless High-Speed Internet Network

J

PAID ARGUMENTS AGAINST PROPOSITION J

WiFi, like cellular phones and base station antennas, uses low-intensity microwave radiation to transmit and receive its signals. A substantial body of scientific evidence indicates that this radiation has potentially harmful health and environmental effects. Seven scientific studies of people living near cellular base station antennas – conducted in Spain, Israel, Germany, the Netherlands, Egypt and Austria – report significant adverse health effects. Over 3,000 doctors signed the German Freiburger Appeal, which states that pulsed microwaves used by mobile telecommunications technology “. . . heighten the risk of already-present chemical/physical influences, stress the body's immune system, and can bring the body's still-functioning regulatory mechanisms to a halt.” The International Association of Fire Fighters has called for a moratorium on the installation of cellular antennas on fire stations.

Despite growing worldwide protests, Mayor Newsom has placed this issue on the ballot without following the City's Precautionary Principle ordinance by informing residents about the potential dangers of adding at least 2,200 WiFi antennas throughout San Francisco, which already has more than 2,500 cellular antennas installed. Although WiFi antennas meet FCC standards designed to protect people from radiation levels strong enough to cause burns as in microwave ovens, FCC standards do not protect against low-level radiation effects, according to Norbert Hankin of the Environmental Protection Agency. These potential effects include increased risk of cancer. Safer, faster and more reliable alternatives for free broadband Internet access already exist, such as fiber optic cable, but this ballot initiative does not consider them or require that any proposed WiFi network undergo environmental review. Vote 'No' on this ill-advised measure.

Read more at www.antennafreeunion.org and www.energyfields.org.

San Francisco Neighborhood Antenna-Free Union

The true source of funds for the printing fee of this argument is the San Francisco Neighborhood Antenna-Free Union.

The three largest contributors to the true source recipient committee are: 1. Bruce Ratcliff, 2. Elizabeth Adelstein, 3. Erica Zweig.

We support all methods of Internet access.

TECHNOLOGY: According to experts, a WiFi-only solution **WILL NOT** provide reliable Internet access for ALL San Franciscans as shown by similar rollouts in other cities.

PRIVACY: Civil libertaries and online privacy groups say the plan **LACKS** sufficient protections for privacy and free speech despite their support for its digital inclusion benefits. This means internet searches on personal health, financial information, sensitive information about lesbian, gay, bisexual and transgender (LGBT) issues, or online political activism, can be recorded. Service providers may keep and use this information for any internal purpose.

DECLARATION: Using the word “*should*” makes everything in this policy **VOLUNTARY**.

For more information: <http://Public.FreeMuni.Net>
<http://www.our-city.org>

Bruce Wolfe, M.S.W.
PublicNet SF Coalition

Kimo Crossman
www.webnetic.net

The true sources of funds for the printing fee of this argument are Bruce Wolfe and Kimo Crossman.

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Adopting a Policy to Restrict Advertising on Street Furniture and City Buildings



PROPOSITION K

Shall it be City policy that the City should not increase the number of general advertising signs on street furniture and City-owned buildings?

YES ←
NO ←

Digest

by the Ballot Simplification Committee

THE WAY IT IS NOW: The City regulates, through its Municipal Code, general advertising signs on structures in public spaces, such as transit shelters, kiosks, benches and newspaper racks. The City also contracts with private companies to provide facilities such as toilets and transit shelters in public places and authorizes those companies to sell advertising space on or around these facilities.

In 2002, the voters adopted an ordinance that prohibits new general advertising signs on all buildings in the City, including City-owned buildings, that were not on the buildings as of March 5, 2002.

THE PROPOSAL: Proposition K is a Declaration of Policy that the City should not allow any increase in the number of general advertising signs on street furniture, including transit shelters, kiosks, benches and newspaper racks, over the number authorized by City law and through City contracts as of July 1, 2007.

Proposition K also states that the City should not allow an increase in the number of general advertising signs visible to the public on the exterior of City-owned buildings over the number in place as of December 1, 2007.

A “YES” VOTE MEANS: If you vote “yes,” you want it to be City policy that the City not increase the number of general advertising signs on street furniture and City-owned buildings.

A “NO” VOTE MEANS: If you vote “no,” you do not want to adopt this Declaration as City policy.

Controller’s Statement on “K”

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition K:

Should the proposed policy statement be approved by the voters, in my opinion, it would not in and of itself impact the cost of government.

However, if the City chose to enact the restrictions on general advertising in the policy statement, it could affect some programs that public agencies use to generate revenue. For example, the Municipal Transportation Agency (MTA) currently allows advertising on a portion of its transit shelters and is developing a new contract that would expand the program. If no new shelters with advertising are allowed, the amount of lost revenue to MTA could be more than one million dollars annually for the 20-year period of the contract.

How “K” Got on the Ballot

On August 3, 2007 the Department of Elections received a proposed declaration of policy with supporting signatures from Supervisors Daly, McGoldrick, Mirkarimi and Peskin.

The City Elections Code allows four or more Supervisors to place a declaration of policy on the ballot in this manner.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 115.

SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 36.





Adopting a Policy to Restrict Advertising on Street Furniture and City Buildings

This disclaimer applies to the proponent's argument on this page and the rebuttal to the opponent's argument on the facing page. *The Board of Supervisors authorized the submission of the following argument. As of the date of the publication of this Voter Information Pamphlet, the following Supervisors endorse the measure: Supervisors Ammiano, Daly, Maxwell, McGoldrick, Mirkarimi and Peskin; oppose the measure: Supervisors Alioto-Pier, Dufty, Elsbernd and Jew; take no position on the measure: Supervisor Sandoval.*

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION K

Vote Yes for Prop K.

The plain truth is that San Francisco voters want to preserve San Francisco's unique beauty. In 2002, an overwhelming 79.1% of San Francisco voters voted to protect the overall quality of life, protect the environment, and limit visual blight on **private** property by approving Prop G, the "No New Billboards" initiative.

However, the creeping commercialization of our **public** spaces continues, as so-called "street furniture" of all shapes and sizes continue to appear, replete with garish odes to cell phones or automobiles or lipsticks. Prop K will reaffirm and will further the mandate of the San Francisco voters, by limiting the advertising that assails the senses on a daily basis.

Prop K will ask city officials to limit the advertising spaces that plaster transit shelters, kiosks, other street clutter and buildings in our public spaces to the current quantity.

This is the only way we are able to keep the spirit of the voter wishes. Though the street furniture continues to grow in number, the advertising blight will not advance.

Don't let the advertising community co-opt your public property. Continue San Francisco's fight against blight. Continue the fight against targeted advertising and marketing on San Francisco property. Continue the fight against visual clutter.

Vote Yes on Prop K.

*Jake McGoldrick, Board of Supervisors
Aaron Peskin, President of the Board of Supervisors
Ross Mirkarimi, Board of Supervisors
Chris Daly, Board of Supervisors
Sophenia Maxwell, Board of Supervisors
Tom Ammiano, Board of Supervisors*

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION K

Don't allow the proponents' anti-business bias deprive San Franciscans of more bus shelters and esthetically pleasing newspaper racks.

The City needs more bus shelters for our seniors, the disabled, and workers who rely on Muni for transportation. In addition, the new newspaper racks are sturdy and give our streets a much cleaner look.

Companies that profit from the advertising revenue provide street furniture and the required maintenance to the City free of charge. They also help to subsidize essential services, such as Muni. If the advertising companies chose to get out of the business of bus shelters, the City would have to furnish and maintain the bus shelters, newspaper racks, and kiosks.

San Francisco already has a \$6.06 billion budget, resulting in per-capita spending for every San Franciscan that is among the

nation's highest. Even with this spending, our streets and parks are in terrible shape and the buses don't run on time.

Why depend on the people who cannot improve and maintain our streets and parks and are unable to run our buses on time to install and maintain bus shelters and newspaper racks?

Furthermore, Prop. K is so poorly worded that it could also ban promotions for upcoming events such as the recent All-Star game at AT&T Park, the Chinese New Years, St. Patrick's Day, and Italian Heritage Parades, and the San Francisco AIDS Walk. Is this what San Franciscans want?

Vote No on Proposition K.

San Francisco Republican Party

To learn more about the SFRP, visit www.sfgop.org.

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Adopting a Policy to Restrict Advertising on Street Furniture and City Buildings



OPPONENT'S ARGUMENT AGAINST PROPOSITION K

VOTE NO ON PROPOSITION K

This vaguely written proposition, which calls upon the City to freeze “general advertising” on City owned and leased property, does not define what “general advertising” is being limited to.

For example, could this include special event banners such as the All Star Game banner that hung on City Hall, issue advocacy, political campaign signs, or non profit and/or charitable appeals?

Proposition K was submitted late in the afternoon on the last possible day with no public hearings nor economic impact studies, nor its legality validated as it relates to advertising by businesses, governmental agencies, advocacy groups, and political campaigns.

This makes Proposition K a prime example of why public hearings should be required of ballot measures submitted by the Mayor or Supervisors.

Proposition K could cost the City government more than 20 million dollars, according to the Controller's statement.

The voters need to reject Proposition K and protect our City's future economic vitality.

San Francisco Republican Party

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION K

The only vague thing here is the opponents' argument against Prop K. The Planning Code does have a specific definition for general advertising signs, which does not include banners or advocacy appeals or limit freedom of speech.

As a policy declaration, this NON-BINDING legislation is merely a reiteration of the San Francisco voters' will. When city officials sell advertising on city property, this declaration will ask those who broker public space to not sell off pieces of San Francisco.

The tired and apocalyptic argument that the economy will suffer from limiting the blight and visual pollution is as untrue today as it was when the advertisement community whined about 2002's Prop G, where San Francisco voters said NO new billboards in San Francisco.

Through the basic economic principle of supply and demand, San Francisco did not go bankrupt. The ad pushers simply man-

aged to stay within the confines of what already existed without intensifying and further blighting the city.

You have a choice here. Tell the San Francisco city officials to keep San Francisco Beautiful.

Limit the pollution.

Limit the commercial clutter.

Vote Yes on Prop K.

*Jake McGoldrick, Member of Board of Supervisors
San Francisco Beautiful*

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Adopting a Policy to Restrict Advertising on Street Furniture and City Buildings

PAID ARGUMENTS IN FAVOR OF PROPOSITION K

VOTE YES ON PROP K: "STOP NEW BILLBOARDS ON PUBLIC PROPERTY"

Proposition K gives voters an opportunity to speak out against the increase in rampant commercial advertising on *public* property. Unsightly billboards are increasing on our streets and sidewalks – they blanket bus shelters, newsracks, and kiosks. Our public spaces are for people to use and should not be given over to billboard companies.

ENOUGH IS ENOUGH! Proposition K sends a strong message that the visual beauty of San Francisco needs to be protected and preserved. In 2002, 79.1% of San Francisco voters said no to billboards on private property when they overwhelmingly passed Prop. G, the "No New Billboards" measure. Isn't it time we stop the spread of billboards in our *public* spaces?

Join San Francisco Beautiful and San Francisco Tomorrow and vote yes on Proposition K!

San Francisco Beautiful
Dee Dee Workman, Executive Director

The true source of funds for the printing fee of this argument is San Francisco Beautiful.

FIGHT THE BLIGHT – Vote YES on Proposition K

This world-class city is forfeiting its unique character to the billboard industry.

PLEASE NOTE: San Francisco is allowing more than **1,100 additional billboards and billboard equivalents** on our sidewalks and in our transit stations – in every neighborhood. Almost all of them will be **illuminated**.

How much more visual blight do we have to take? Your **"YES" vote on Prop. K** tells elected leaders we've had enough!

In San Francisco – the most beautiful city in North America – **we are being treated like consumers, not citizens**. City officials offer us up as a captive audience to Corporate America which then saturates San Francisco with the latest national consumer ad campaigns.

We have the right to go about *our* day-to-day lives on *our* streets without being bombarded with advertising from every direction.

City Hall's slide into the billboard business is sadder still when you consider the miniscule dollars received for abetting visual

blight. Clearly, it adds up to the economics of desperation and poor policy choices.

Each million dollars from a billboard company sounds like big bucks, but isn't. San Francisco's annual budget is \$6.1 billion. Therefore, ***one million dollars keeps the City running for about 86.2 minutes per year***. Yet, we endure increased commercial blight everyday, all yearlong.

Say YES to preserving the unique character and priceless beauty of San Francisco! **Vote "YES" on Prop. K.**

Milo F. Hanke
Vice Chair,
Graffiti Advisory Board,
City & County of San Francisco*

*For identification purposes only

The true source of funds for the printing fee of this argument is Milo F. Hanke.

San Francisco Democratic Party Says "Yes" on Prop. K

Prop. K sends a message to halt growing "ad creep" that blights San Francisco streets.

In 2002, 79.1% of voters passed a measure prohibiting new billboards on *private* property. In this election, Prop. K addresses *public* property.

This resolution strikes a fair balance by keeping current ad space on public property in place — thus allowing the City to continue to receive that annual revenue — while telling elected leaders not to sell *additional* sidewalks, transit walls, or other *public* spaces to the billboard industry.

While the City experiences various financial strains, our leaders can and must find alternatives to selling off public spaces.

Halt visual pollution. Vote "Yes" on Prop. K.

Scott Wiener
Chair, *San Francisco Democratic Party*

The true source of funds for the printing fee of this argument is Milo F. Hanke.

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Adopting a Policy to Restrict Advertising on Street Furniture and City Buildings



PAID ARGUMENTS AGAINST PROPOSITION K

Vote No on K

Transit shelters, public restrooms, directional signs, clean news racks are now provided at no cost to the taxpayers – in fact the city makes money from these programs.

Proposition K could kill the expanded transit shelter and system wide Nextbus programs, costing MUNI millions of dollars of needed revenue.

Help make our streets clean and beautiful. Vote No on K.

San Francisco Chamber of Commerce

The true source of funds for the printing fee of this argument is the San Francisco Chamber of Commerce.

Don't Threaten Muni Funding Vote No on Proposition K

Prop. K comes across as a well-meaning policy declaration to limit the growth in blatant consumer messages which daily bombard us.

But its true impact would be to damage public transit and current beautification projects citywide. Prop. K would:

Threaten \$10 million in new revenue for Muni.

Currently, the transit agency (MTA) receives a paltry sum of \$250,000 for ads on bus shelters. That amount would increase to \$10 million annually if the bus shelter contract before the MTA is approved. But we could get nothing if Prop. K passes.

We find it unconscionable that there would be a measure to undermine such a significant source of revenue for public transit.

Allow for no new transit shelters.

Prop. K, if followed, would cut off funding for new bus shelters, potentially preventing 380 new bus shelters from being built. These shelters are built by a private company and paid for by advertisements.

Allow for no new newsracks.

It would also stop the very successful newsrack program where the multiple newspaper racks are combined into a single organized (and uniform) rack. This program only exists downtown and could be rolled out to the neighborhoods. If Prop. K passes, it could be stopped.

Vote No on Prop. K.

For the full analysis, go to www.spur.org.

San Francisco Planning and Urban Research (SPUR)

The true source of funds for the printing fee of this argument is SPUR.

The three largest contributors to the true source recipient committee are: 1. Jean Fraser, 2. Gabriel Metcalf, 3. Jim Chappell.

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PROPOSITION A

Describing and setting forth a proposal to the qualified voters of the City and County of San Francisco to amend the Charter of the City and County of San Francisco by: amending Sections 8A.100 through 8A.106, 8A.108 through 8A.110, 8A.112 through 8A.113, and A8.404; repealing Section 16.110; re-numbering Sections 16.100 and 16.102 as 8A.114 and 8A.115, respectively and amending Section 8A.115; and requiring the Board of Supervisors to adopt an ordinance amending the Traffic Code to repeal any provision in conflict with this measure and convert such provisions to rules and regulations of the Municipal Transportation Agency Board of Directors, all to increase the efficiency, effectiveness and autonomy of the Municipal Transportation Agency and to reduce greenhouse gas emissions from San Francisco's transportation sector.

The Board of Supervisors hereby submits to the qualified voters of the City and County, at an election to be held on November 6, 2007, a proposal to amend the Charter of the City and County by: amending Sections 8A.100 through 8A.106, 8A.108 through 8A.110, 8A.112 through 8A.113, and A8.404; repealing Section 16.110; re-numbering Sections 16.100 and 16.102 as 8A.114 and 8A.115 and amending Section 8A.115; and requiring the Board of Supervisors to adopt an ordinance amending the Traffic Code to repeal any provision in conflict with this measure and convert such provisions to rules and regulations of the Municipal Transportation Agency Board of Directors, to read as follows:

Note: Additions are single-underline italics Times New Roman.
Deletions are ~~strikethrough italics Times New Roman~~.

Section 1. The San Francisco Charter is hereby amended by amending Sections 8A.100 through 8A.106, 8A.108 through 8A.110, and 8A.112 through 8A.113, to read as follows:

SEC. 8A.100. PREAMBLE.

(a) An effective, efficient, and safe transportation system is vital for San Francisco to achieve its goals for quality of life, environmental sustainability, public health, social justice, and economic growth. The Municipal Transportation Agency must manage San Francisco's transportation system – which includes automobile, freight, transit, bicycle, and pedestrian networks – to help the City meet those goals. Through this measure, the voters seek to provide the Municipal Transportation Agency with improved resources and expanded independence and authority in order to create a transportation system that is among the best in the world. The Municipal Railway and the Department of Parking and Traffic are vital to the economic and social fabric of San Francisco. San Francisco's transit system should be comparable to the best urban transit systems in the world's major cities.

(b) This article requires the Municipal Transportation Agency to develop clear, meaningful and quantifiable measures of its performance and goals and to regularly publicize those standards. This article also recognizes that the workers of the Municipal Transportation Agency are vital to the success of the Agency and to achieving the improvements voters seek. Therefore, it authorizes incentives for excellence and requires accountability for both managers and employees.

(c) Specifically, San Francisco residents require:

1. Reliable, safe, timely, frequent, and convenient transit service to all neighborhoods;
2. A reduction in breakdowns, delays, over-crowding, preventable accidents;
3. Clean and comfortable transit vehicles and stations, operated by competent, courteous, and well trained employees;
4. Support and accommodation of the special transportation needs of the elderly and the disabled;
5. Protection from crime and inappropriate passenger behavior on the Municipal Railway; ~~and~~
6. Responsive, efficient, and accountable management;
7. Roads that are not gridlocked with congestion;

8. A safe and comprehensive network of bicycle lanes;
9. A safe and inviting environment for pedestrians;
10. Efficient movement of goods and deliveries;
11. A transportation sector that promotes environmental sustainability and does not contribute to global warming; and
12. A well-managed and well-coordinated transportation system that contributes to a livable urban environment.

Through this measure, the voters seek to provide the transportation system with the resources, independence and focus necessary to achieve these goals.

(d) The voters find that one of the impediments to achieving these goals in the past has been that responsibility for transportation has been diffused throughout City government. Accordingly, this Article places within the Municipal Transportation Agency the powers and duties relating to transit now vested in other departments, boards, and commissions of the City and County. This Article further requires that, to the extent other City and County agencies provide services to the Municipal Transportation Agency, those departments must give the highest priority to the delivery of such services.

(e) At the same time, this Article is intended to ensure sufficient oversight of the Municipal Transportation Agency by, among other things, preserving the role of the City's Controller as to financial matters, the City Attorney as to legal matters, and the Civil Service Commission, as to merit system issues. In addition, this Article requires that outside audits be performed to ensure that required service levels are obtained with a minimum of waste.

~~This Article also requires that the Municipal Transportation Agency develop clear, measured performance goals, and publicize both its goals and its performance under those goals. As the workers of the Municipal Transportation Agency are vital to the improvements the voters seek, this Article authorizes incentives for excellence, and requires accountability for both managers and employees when performance falls short.~~

(f) Finally, this Article is intended to strengthen the Municipal Transportation Agency's authority to: 1) manage its employees; 2) establish efficient and economical work rules and work practices that maximize the Agency's responsiveness to public needs; and 3) protect the Agency's Railway's right to select, train, promote, demote, discipline, lay-off and terminate employees, managers, and supervisors based upon the highest standards of customer service, efficiency and competency.

(g) ~~(h)~~ The effective management of traffic flow and parking are vital to the operation of the Municipal Railway. Congestion on city streets causes delays in transit operations. Therefore, the Municipal Transportation Agency must manage parking and traffic flow to ensure that transit vehicles move through City streets safely and efficiently.

(h) In addition, the residents of San Francisco require that the Agency Department of Parking and Traffic: 1) value and protect the safety of pedestrians and bicyclists; 2) reduce congestion and air pollution through efficient use of the streets; and 3) protect the City's economic health by giving priority to commercial deliveries and access to local businesses.

(i) ~~(e)~~ The voters find that reducing the carbon emissions from San Francisco's transit sector is fundamental to the City's health and wellbeing and shall be among the Agency's policy priorities. Because the Agency has significant influence on San Francisco's transportation sector, which is responsible for fully half of the carbon emissions produced within the City, the voters direct the Agency to develop and implement strategies for substantially reducing those emissions. The voters further affirm the goals of the City's Climate Action Plan.

(j) ~~(e)~~ This Article shall be interpreted and applied in conformance with the above goals.

SEC. 8A.101. MUNICIPAL TRANSPORTATION AGENCY.

(a) There shall be a Municipal Transportation Agency. The Agency shall include a Board of Directors and a Director of Transportation. The Agency shall include the Municipal Railway and the



LEGAL TEXT OF PROPOSITION A

former Department of Parking and Traffic, as well as any other departments, bureaus or operating divisions hereafter created or placed under the Agency. There shall also be a Citizens Advisory Committee to assist the Agency.

~~(b) Effective March 1, 2000, the Agency shall succeed to and assume all powers and responsibilities of the Public Transportation Commission.~~

~~(c) Effective July 1, 2000, the Municipal Railway shall become a department of the Agency and the full provisions of this Article shall be applicable.~~

~~(d) The Department of Parking and Traffic, upon its incorporation into the Agency pursuant to Section 8A.112, become a separate department of the Agency.~~

~~(b) (e) The Board of Supervisors shall have the power, by ordinance, to abolish the Taxi Commission created in Section 4.133, and to transfer the powers and duties of that commission to the Agency under the direction of the Director of Transportation or his or her designee the Board of Directors. In order to fully integrate taxi-related functions into the Agency should such a transfer occur, the Agency shall have the same exclusive authority over taxi-related functions and taxi-related fares, fees, charges, budgets, and personnel that it has over the Municipal Railway and parking and traffic fares, fees, charges, budgets, and personnel. Once adopted, Agency regulations shall thereafter supercede all previously-adopted ordinances governing motor vehicles for hire that conflict with or duplicate such regulations.~~

~~(c) (f) Any transfer of functions occurring as a result of the above provisions shall not adversely affect the status, position, compensation, or pension or retirement rights and privileges of any civil service employees who engaged in the performance of a function or duty transferred to another office, agency, or department pursuant to this measure.~~

~~(d) (g) Except as expressly provided in this Article, the Agency shall comply with all of the restrictions and requirements imposed by the ordinances of general application of the City and County, including ordinances prohibiting discrimination of any kind in employment and contracting, such as Administrative Code Chapters 12B et seq., as amended from time to time. The Agency shall be solely responsible for the administration and enforcement of such requirements.~~

~~(e) (h) The Agency may contract with existing City and County departments to carry out any of its powers and duties. Any such contract shall establish performance standards for the department providing the services to the Agency, including measurable standards for the quality, timeliness, and cost of the services provided. All City and County departments must give the highest priority to the delivery of such services to the Agency.~~

~~(f) (i) The Agency may not exercise any powers and duties of the Controller or the City Attorney and shall contract with the Controller and the City Attorney for the exercise of such powers and duties.~~

SEC. 8A.102. GOVERNANCE AND DUTIES.

(a) The Agency shall be governed by a board of seven directors appointed by the Mayor and confirmed after public hearing by the Board of Supervisors. All initial appointments must be made by the Mayor and submitted to the Board of Supervisors for confirmation no later than February 1, 2000. The Board of Supervisors shall act on those initial appointments no later than March, 1, 2000 or those appointments shall be deemed confirmed.

At least four of the directors must be regular riders of the Municipal Railway, and must continue to be regular riders during their terms. The directors must possess significant knowledge of, or professional experience in, one or more of the fields of government, finance, or labor relations. At least two of the directors must possess significant knowledge of, or professional experience in, the field of public transportation. During their terms, all directors shall be required to ride the Municipal Railway on the average once a week.

Directors shall serve four-year terms, provided, however, that two of the initial appointees shall serve for terms ending March 1, 2004, two for terms ending March 1, 2003, two for terms ending March 1, 2002,

and one for a term ending March 1, 2001. Initial terms shall be designated by the Mayor. No person may serve more than three terms as a director. A director may be removed only for cause pursuant to Article XV. The directors shall annually elect a chair. The chair shall serve as chair at the pleasure of the directors. Directors shall receive reasonable compensation for attending meetings of the Agency which shall not exceed the average of the two highest compensations paid to the members of any board or commission with authority over a transit system in the nine Bay Area counties.

(b) The Agency shall:

1. Have exclusive authority over charge of the acquisition, construction, management, supervision, maintenance, extension, operation, use, and control of all property, as well as the real, personal, and financial assets of the Agency Municipal Railway; and have exclusive authority over contracting, leasing, and purchasing by the Agency Municipal Railway, provided that any Agency contract for outside services shall be subject to Charter Sections 10.104(12) and 10.104(15) and that the Agency may not transfer ownership. Ownership of any of the real property of the City and County without approval from the Board of Directors and the Board of Supervisors shall not be transferred to any private entity pursuant to any such contract;

2. Have ~~the sole power and~~ exclusive authority to enter into such arrangements and agreements for the joint, coordinated, or common use with any other public entity owning or having jurisdiction over rights-of-way, tracks, structures, subways, tunnels, stations, terminals, depots, maintenance facilities, and transit electrical power facilities;

3. Have ~~the sole power and~~ exclusive authority to make such arrangements as it deems proper to provide for the exchange of transfer privileges, and through-ticketing arrangements, and such arrangements shall not constitute a fare change subject to the requirements of Sections 8A.106 and 8A.108;

4. Notwithstanding any restrictions on contracting authority set forth in the Administrative Code, have exclusive authority to enter into agreements for the distribution of transit fare media and media for the use of parking meters or other individual parking services;

~~5. 4.~~ Have ~~the~~ exclusive authority to arrange with other transit agencies for bulk fare purchases, provided that if passenger fares increase as a result of such purchases, the increase shall be subject to review by the Board of Supervisors pursuant to Sections 8A.106 and 8A.108;

~~6. 5.~~ Notwithstanding Section 2.109, and except as provided in Sections 8A.106 and 8A.108, have exclusive authority to fix the fares charged by the Municipal Railway, rates for off-street and on-street parking, and all other, rates, fees, fines, penalties and charges for services provided or functions performed by the Agency;

7. Notwithstanding any provision of the San Francisco Municipal Code (except requirements administered by the Department of Public Works governing excavation, street design and official grade) have exclusive authority to adopt regulations that control the flow and direction of motor vehicle, bicycle and pedestrian traffic, including regulations that limit the use of certain streets or traffic lanes to categories of vehicles and that limit the speed of traffic; and to design, select, locate, install, operate, maintain and remove all official traffic control devices, signs, roadway features and pavement markings that control the flow of traffic with respect to streets and highways within City jurisdiction, provided that:

(i) Notwithstanding the authority established in subsection 7, the Board of Supervisors may by ordinance establish procedures by which the public may seek Board of Supervisors review of any Agency decision with regard to the installation or removal of a stop sign or the creation or elimination of a bicycle lane. In any such review, the Agency's decision shall stand unless the Board of Supervisors reverses the decision of the Agency not later than 60 days after submission of a request to the Board of Supervisors.

(ii) Nothing in this subsection 7 shall modify the authority of ISCOTT, or any successor body, over the temporary use or occupancy of public streets, or the authority of the Board of Supervisors to hear appeals regarding the temporary use or occupancy of public streets.



(iii) Nothing in subsection 7 shall modify the power of the Board of Supervisors to establish civil offenses, infractions and misdemeanors.

(iv) Notwithstanding the authority established in subsection 7, to the extent state law contemplates that Agency action authorized by subsection 7 be effectuated by ordinance, such action shall be effectuated by resolution of the Board of Directors and shall be subject to referendum in accordance with Article 14, and, if a referendum petition contains the requisite number of signatures, the Board of Supervisors shall have the power to reconsider or repeal the action as provided in Article 14.

8. Have exclusive authority to adopt regulations limiting parking, stopping, standing or loading as provided by state law and to establish parking privileges and locations subject to such privileges for categories of people or vehicles as provided by state law; to establish parking meter zones, to set parking rates, and to select, install, locate and maintain systems and equipment for payment of parking fees, provided that:

(i) Notwithstanding the authority established in subsection 8, the Board of Supervisors may by ordinance establish procedures by which the public may seek Board of Supervisors review of any Agency decision with regard to the creation or elimination of any preferential parking zone, the creation or elimination of any parking meter zone, the adoption of any limitation on the time period for which a vehicle may be parked, or reservation of any parking space for persons with a disability that qualifies for parking privileges under state law. In any review of a decision of the Agency pursuant to this section, the Agency's decision shall stand unless the Board of Supervisors reverses the decision of the Agency not later than 60 days after submission of a request to the Board of Supervisors.

(ii) Nothing in subsection 8 shall modify the power of the Board of Supervisors to establish civil offenses, infractions and misdemeanors.

(iii) Notwithstanding the authority established in subsection 8, to the extent state law contemplates that any Agency action authorized by subsection 8 be effectuated by ordinance, such action shall be effectuated by resolution of the Board of Directors and, if a referendum petition contains the requisite number of signatures, shall be subject to referendum in accordance with Article 14, and the Board of Supervisors shall have the power to reconsider or repeal the action as provided in Article 14.

9. Have exclusive authority to establish policies regarding and procure goods and services for the enforcement of regulations limiting parking, stopping, standing or loading and the collection of parking-related revenues and, along with the Police Department, have authority to enforce parking, stopping, standing or loading regulations:

10. Be responsible for chairing the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) or any successor body;

11. Be responsible for cooperating with and assisting the Police Department in the promotion of traffic safety: studying and responding to complaints related to street design, traffic control devices, roadway features and pavement markings; collecting compiling and analyzing traffic data and traffic accident data and planning improvements to improve the safety of the City's roadways; and conducting traffic research and planning;

12. Have exclusive authority to apply for, accept, and expend state, federal, or other public or private grant funds for Agency purposes;

13. To the maximum extent permitted by law, with the concurrence of the Board of Supervisors, and notwithstanding the requirements and limitations of Sections 9.107, 9.108, and 9.109, have authority without further voter approval to incur debt for Agency purposes and to issue or cause to be issued bonds, notes, certificates of indebtedness, commercial paper, financing leases, certificates of participation or any other debt instruments. Upon recommendation from the Board of Directors, the Board of Supervisors may authorize the Agency to incur on behalf of the City such debt or other obligations provided: 1) the Controller first certifies that sufficient unencumbered balances are expected to be avail-

able in the proper fund to meet all payments under such obligations as they become due; and 2) any debt obligation, if secured, is secured by revenues or assets under the jurisdiction of the Agency.

14. ~~6.~~ Have the authority to conduct investigations into any matter within its jurisdiction through the power of inquiry, including the power to hold public hearings and take testimony, and to take such action as may be necessary to act upon its findings; and

15. ~~7.~~ Exercise such other powers and duties as shall be prescribed by ordinance of the Board of Supervisors.

(c) The Agency's ~~board~~ Board of ~~directors~~ Directors shall:

1. Appoint a ~~director~~ Director of ~~transportation~~ Transportation, who shall serve at the pleasure of the ~~b~~Board. The ~~d~~Director of Transportation shall be employed pursuant to an individual contract. His or her compensation shall be comparable to the compensation of the chief executive officers of the public transportation systems in the United States which the ~~Board of d~~Directors, after an independent survey, determine most closely resemble the Agency in size, mission, and complexity. In addition, the ~~Agency~~ Board of Directors shall provide an incentive compensation plan consistent with the requirements of Section 8A.104(k) under which a portion of the Director's compensation is based on achievement of service standards adopted by the Board of Directors, bonus plan for the director of transportation based upon the Agency's achievement of the milestones adopted pursuant to Section 8A.103.

2. Appoint an executive secretary who shall be responsible for administering the affairs of the ~~Board of d~~Directors and who shall serve at the pleasure of the ~~b~~Board.

3. In addition to any training that may be required by City, State or federal law, attend a minimum of four hours of training in each calendar year, provided by the City Attorney and the Controller regarding the legal and financial responsibilities of the Board and the Agency.

(d) The ~~d~~Director of ~~t~~Transportation shall appoint all subordinate personnel of the Agency, including ~~deputy directors~~. ~~a deputy director for the Municipal Railway, and, upon its incorporation into the Agency, a deputy director for Parking and Traffic.~~ The deputy directors shall serve at the pleasure of the ~~d~~Director of ~~t~~Transportation. ~~The director of transportation may serve as the deputy director for the Municipal Railway, but shall not be entitled to any greater compensation or benefits on that basis.~~

(e) Upon recommendation of the ~~e~~City ~~a~~Attorney and the approval of the ~~b~~Board of ~~d~~Directors, the ~~e~~City ~~a~~Attorney may compromise, settle, or dismiss any litigation, legal proceedings, claims, demands or grievances which may be pending for or on behalf of, or against the Agency relative to any matter or property solely under the Agency's jurisdiction. Unlitigated claims or demands against the Agency shall be handled as set forth in Charter Section 6.102. Any payment pursuant to the compromise, settlement, or dismissal of such litigation, legal proceedings, claims, demands, or grievances, unless otherwise specified by the Board of Supervisors, shall be made from the Municipal Transportation Fund.

(f) The Agency's ~~b~~Board of ~~d~~Directors, and its individual members, shall deal with administrative matters solely through the ~~d~~Director of ~~t~~Transportation or his or her designees. Any dictation, suggestion, or interference by a director in the administrative affairs of the Agency, other than through the ~~d~~Director of ~~t~~Transportation or his or her designees, shall constitute official misconduct; provided, however, that nothing herein contained shall restrict the ~~Board of d~~Directors' powers of hearing and inquiry as provided in this Section.

(g) Notwithstanding any provision of Chapter 6 or 21 of the Administrative Code establishing any threshold amount for exercise of executive authority to execute contracts, or any successor provision of the San Francisco Municipal Code, the Agency's Board of Directors may adopt threshold amounts under which the Director of Transportation and his or her designees may approve contracts.

(h) ~~(g)~~ Except provided in this Article, the Agency shall be subject to the provisions of this Charter applicable to boards, commissions, and departments of the City and County, including Sections 2.114, 3.105, 4.101, 4.103, 4.104, 4.113, ~~6.102~~, 9.118, 16.100, and A8.346. Sections 4.102, 4.126, and 4.132 shall not be applicable to the Agency.



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SEC. 8A.103. SERVICE STANDARDS AND ACCOUNTABILITY.

(a) The Municipal Railway shall ~~be restored as soon as practicable to provide~~ a level of service measured in service hours which is not less than that provided under the schedule of service published in the April 1996 timetable, although not necessarily in that configuration.

(b) ~~No later than July 1, 2000, and by~~ By July 1 of each year thereafter, the Agency shall adopt mile-stones ~~for the~~ toward achievement of the goals specified in subsections (c) and (d). Milestones shall be adopted for each mode of transportation of the Municipal Railway, and for the Municipal Railway as a whole, with the goal of full achievement of the standards set in subsection (c) ~~no later than July 1, 2004~~.

(c) The standards for the Agency with respect to the services provided by the Municipal Railway shall include the following minimum standards for on-time performance and service delivery:

1. On-time performance: at least 85 percent of vehicles must run on-time, where a vehicle is considered on-time if it is no more than one minute early or four minutes late as measured against a published schedule that includes time points; and

2. Service delivery: 98.5 percent of scheduled service hours must be delivered, and at least 98.5 percent of scheduled vehicles must begin service at the scheduled time.

(d) ~~The standards for both managers and employees of the Agency with respect to the services, provided by the Municipal Railway shall also include other~~ The Board of Directors shall adopt Agency rules setting additional measurable standards for system reliability, system performance, staffing performance, and customer service, including:

1. Passenger, public, and employee safety and security;
2. Coverage of neighborhoods and equitable distribution of service;
3. Level of crowding;
4. Frequency and mitigation of accidents and breakdowns;
5. Improvements in travel time, taking into account adequate recovery and lay-over times for operators;
6. Vehicle cleanliness, including absence of graffiti;
7. Quality and responsiveness of customer service;
8. Employee satisfaction;
9. Effectiveness of the preventive maintenance program; and
10. Frequency and accuracy of communications to the public.

11. The Agency's duties related to parking and traffic functions and any other functions that may be added to the Agency's responsibilities.

(e) ~~The Board of Directors shall adopt Agency rules setting forth the methods by which performance shall be measured with respect to each standard established pursuant to subsections (c) or (d) above in accordance with industry best practices to enhance the Agency's ability to compare its performance to that of other comparable transit systems. The performance measures adopted in Section 4 of this measure shall be published as rules of the Agency and utilized to determine the achievement of the performance standards and milestones adopted by the Agency for the Municipal Railway. The performance measures shall be subject to amendment after public hearing by a vote of the Agency board.~~ The Agency shall regularly publish reports documenting the Agency's performance for each standard. Each performance report shall note any changes in the rules governing the methods by which performance is measured so as to inform interpretation of performance trends over time, on its attainment of those standards and milestones. Nothing herein shall prohibit the Agency from using additional performance measures.

(f) The Agency shall issue a Climate Action Plan to the Board of Supervisors and the Commission on the Environment by January 1, 2009, and every two years thereafter. The plan shall describe measures taken and progress made toward the goal of reducing greenhouse gas emissions from San Francisco's transportation sector to 80% of 1990 levels by 2012 and shall further address progress toward the following goals:

1. Zero greenhouse gas emissions for Municipal Railway transit vehicles;
2. Lowering energy consumption in Agency facilities and by non-transit vehicles;
3. Maximizing waste reduction in Agency operations;
4. Increasing transit trips and reducing private vehicle trips within the City;

5. Increasing the use of bicycling and walking as alternate forms of transportation; and

6. Improving regional transit connections to reduce private vehicle use by commuters.

No later than January 1, 2010, and no less than every ten years thereafter, the Board of Supervisors shall adopt legislation setting goals for reducing greenhouse gas emissions from San Francisco's transportation sector, and other climate action measures set forth above, for periods after 2012.

SEC. 8A.104. PERSONNEL AND MERIT SYSTEM.

(a) The Agency shall establish its own personnel/labor relations office. The ~~ad~~Director of ~~t~~ransportation shall appoint a personnel/labor relations manager, who shall serve at the pleasure of the ~~ad~~Director of ~~t~~ransportation and shall establish regular meetings with labor to discuss issues within the scope of representation on terms to be determined through collective bargaining.

(b) Except as otherwise provided in this Section, the Agency shall be governed by the rules of the civil service system administered by the City and appeals provided in civil service rules shall be heard by the City's Civil Service Commission. Unless otherwise agreed by the Agency and affected employee organizations, appeals to the Civil Service Commission shall include only those matters within the jurisdiction of the Civil Service Commission which establish, implement, and regulate the civil service merit system as listed in Section A8.409-3.

(c) Effective July 1, 2000, except for the administration of health services, the Agency shall assume all powers and duties vested in the Department of Human Resources and the Director of Human Resources under Articles X and XI of this Charter in connection with job classifications within the ~~Municipal Railway Agency~~ performing "service-critical" functions. Except for the matters set forth in subsection (f), the Department of Human Resources and the Director of Human Resources shall maintain all powers and duties under Articles X and XI as to all other Agency employees.

(d) On or before April 15, 2000, the Agency shall designate "service-critical" classifications and functions for all existing classifications used by the Municipal Railway; provided, however, that employees in classifications designated as "service-critical" shall continue to be covered by any Citywide collective bargaining agreement covering their classifications until the expiration of that agreement.

(e) For purposes of this Article, "service-critical" functions are:

1. Operating a transit vehicle, whether or not in revenue service;
2. Controlling dispatch of, or movement of, or access to, a transit vehicle;

3. Maintaining a transit vehicle or equipment used in transit service, including both preventive maintenance and overhaul of equipment and systems, including system-related infrastructure;

4. Regularly providing information services to the public or handling complaints; and

5. Supervising or managing employees performing functions enumerated above.

The Agency shall consult with affected employee organizations before designating particular job classifications as performing "service-critical" functions. If an employee organization disagrees with the Agency's designation of a particular job classification as "service-critical" pursuant to the above standards, the organization may, within seven days of the Agency's decision, request immediate arbitration. The arbitrator shall be chosen pursuant to the procedures for the selection of arbitrators contained in the memorandum of understanding of the affected employee organization. The arbitrator shall determine only whether the Agency's designation is reasonable based on the above standards. The arbitrator's decision shall be final and binding.

The Agency may designate functions other than those listed above, and the job classifications performing those additional functions, as "service-critical," subject to the consultation and arbitration provisions of this Section. In deciding a dispute over such a designation, the arbitrator shall decide whether the job functions of the designated classes



relate directly to achievement of the goals and milestones adopted pursuant to Section 8A.103 and are comparable to the above categories in the extent to which they are critical to service.

(f) In addition, the Agency shall, with respect to all Agency employees, succeed to the powers and duties of the Director of Human Resources under Article X to review and resolve allegations of discrimination, as defined in Article XVII, against employees or job applicants, or allegations of nepotism or other prohibited forms of favoritism; ~~provided, however, that the Agency's resolution of allegations of discrimination must be approved by the City's Director of Human Resources.~~ To the extent resolution of a discrimination complaint or request for accommodation involves matters or employees beyond the Agency's jurisdiction, the Agency shall coordinate with and be subject to applicable determinations of the Director of Human Resources.

(g) The Agency shall be responsible for creating and, as appropriate, modifying ~~Agency Municipal Railway~~ bargaining units for classifications designated by the Agency as "service-critical" and shall establish policies and procedures pursuant to Government Code sections 3507 and 3507.1 for creation and modification of such bargaining units. When the Agency creates or modifies a bargaining unit, employees in existing classifications placed in such bargaining unit shall continue to be represented by their current employee organizations.

(h) The Agency may create new classifications of ~~Agency~~ employees ~~doing specialized work for the Agency.~~ Such classifications shall be subject to the civil service provisions of the Charter unless exempted pursuant to Section 10.104, or subsection (i).

(i) The Agency may create new classifications and positions in those classifications exempt from the civil service system for managerial employees ~~in MTA bargaining units M and EM~~ in addition to those exempt positions provided in Section 10.104; provided, however, that the total number of such exempt ~~new managerial~~ positions ~~within the Agency~~ shall not exceed ~~7.5~~ 2.75 percent of the Agency's total workforce, exclusive of the exempt positions provided in Section 10.104. This provision shall not be utilized to eliminate personnel holding existing permanent civil service managerial positions on November 2, 1999.

Persons serving in exempt managerial positions shall serve at the pleasure of the ~~d~~Director of ~~t~~ransportation. Such exempt management employees, to the extent they request placement in a bargaining unit, shall not be placed in the same bargaining units as non-exempt employees of the Agency.

(j) The Civil Service Commission shall annually review both exempt and non-exempt classifications of the Agency to ensure compliance with the provisions of subsections (h) and (i).

(k) Upon the expiration of ~~current~~ labor contracts ~~negotiated by the Department of Human Resources and approved by the Board of Supervisors,~~ and except for retirement benefits, the wages, hours, working conditions, and benefits of the employees in classifications within the Municipal Railway designated by the Agency as "service-critical" shall be fixed by the Agency after meeting and conferring as required by the laws of the State of California and this Charter, including Sections A8.346, A8.404 and A8.409. These agreements shall utilize, and shall not alter or interfere with, the health plans established by the City's Health Service Board; provided, however, that the Agency may contribute toward defraying the cost of employees' health premiums. For any job classification that exists both as a "service-critical" classification in the ~~Agency Municipal Railway~~ and elsewhere in City service, the base wage rate negotiated by the Agency for that classification shall not be less than the wage rate set in the Citywide memorandum of understanding for that classification.

(l) Notwithstanding subsection (k), the Agency may, in its sole discretion, utilize the City's collective bargaining agreements with any employee organization representing less than 10 percent of the ~~Agency's Municipal Railway's~~ workforce.

(m) Notwithstanding any limitations on compensation contained in Section A8.404, and in addition to the base pay established in collective bargaining agreements, all agreements negotiated by the Agency relating to compensation for ~~Agency Municipal Railway~~ managers and

employees in classifications designated by the Agency as "service-critical" shall provide incentive bonuses based upon the achievement of the service standards in Section 8A.103(c) and other standards and milestones adopted pursuant to Section 8A.103. Such agreements may provide for additional incentives based on other standards established by the ~~Board of Directors Agency,~~ including incentives to improve attendance. The ~~Board of Directors Agency~~ shall also establish a program under which a component of the compensation paid to the Director of Transportation and all exempt managers shall be based upon the achievement of service standard adopted by the Board of Directors. ~~that provides incentive bonuses for all managers, including all managers exempt from the civil service system, based on the achievement of these standards and milestones.~~

(n) For employees whose wages, hours and terms and conditions of employment are set by the Agency pursuant to Sections A8.404 or A8.409 et seq., the Agency shall exercise all powers of the City and County, the Board of Supervisors, the Mayor, and the Director of Human Resources under those sections. For employees covered by Section A8.409 et seq., the mediation/arbitration board set forth in Section A8.409-4 shall consider the following additional factors when making a determination in any impasse proceeding involving the Agency: the interests and welfare of transit riders, residents, and other members of the public; and the Agency's ability to meet the costs of the decision of the arbitration board without materially reducing service. Notwithstanding the timelines described in Section A8.409-4, to be effective the beginning of the next succeeding fiscal year, all collective bargaining agreements must be submitted to the Board of Directors no later than June 15 for final adoption on or before June 30. For employees whose wages, hours and terms and conditions of employment are set by the Agency pursuant to Sections A8.404, the ~~The~~ Agency shall perform the functions of the Civil Service Commission with respect to certification of the average of the two highest wage schedules for transit operators in comparable jurisdictions pursuant to Section A8.404(a), and conduct any actuarial study necessary to implement Section A8.404(f).

(o) The voters find that unscheduled employee absences adversely affect customer service. Accordingly, not later than January 1, 2001, the agency shall create a comprehensive plan for the reduction of unscheduled absences. In addition, the Agency shall take all legally permitted steps to eliminate unexcused absences. The Agency shall have no authority to approve any memorandum of understanding or other binding agreement which restricts the authority of the Agency to administer appropriate discipline for unexcused absences.

(p) Before adopting any ~~tentative~~ collective bargaining agreement reached as a result of negotiations, mediation or arbitration, the Agency shall, no later than June 15, at a duly noticed public meeting, disclose in writing the contents of such ~~tentative~~ collective bargaining agreement, a detailed analysis of the proposed agreement, a comparison of the differences between the agreement reached and the prior agreement, and an analysis of all costs for each year of the term of such agreement. Such ~~tentative~~ agreement between the Agency and employee organization shall not be approved by the Agency until ~~30~~ 15 days after the above disclosures have been made.

SEC. 8A.105. MUNICIPAL TRANSPORTATION FUND; REVENUES FOR PUBLIC TRANSIT.

(a) There is hereby established a fund to provide a predictable, stable, and adequate level of funding for the Agency, which shall be called the Municipal Transportation Fund. The fund shall be maintained separate and apart from all other City and County funds. Monies therein shall be appropriated, expended, or used by the Agency solely and exclusively for the operation including, without limitation, capital improvements, management, supervision, maintenance, extension, and day-to-day operation of ~~the~~ the Agency, including any division; 2) the Municipal Railway; 3) upon its incorporation into the Agency; the Department of Parking and Traffic; and 4) any other division of the Agency subsequently created or incorporated into the Agency and performing transportation-related functions. Monies in the Fund may not be



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used for any other purposes than those identified in this Section.

(b) Beginning with the fiscal year 2000-2001 and in each fiscal year thereafter, there is hereby set aside to the Municipal Transportation Fund the following:

1. An amount (the "Base Amount") which shall be no less than the amount of all appropriations from the General Fund, including all supplemental appropriations, for the fiscal year 1998-1999 or the fiscal year 1999-2000, whichever is higher (the "Base Year"), adjusted as provided in subsection (c), below, for (1) the Municipal Railway; and (2) all other City and County commissions, departments and agencies providing services to the Municipal Railway, including the Department of Human Resources and the Purchasing Department, for the provision of those services. The Base Amount for the Department of Parking and Traffic and the Parking Authority shall be established in the same fashion but using fiscal years 2000-2001 and 2001-2002 for the services being incorporated into the Agency.

2. Subject to the limitations and exclusions in Sections 4.113 ~~and 4.110~~, the revenues of the Municipal Railway, and, upon their incorporation into the Agency, the revenues of the Department of Parking and Traffic, and the Parking Authority; and

3. All other funds received by the City and County from any source, including state and federal sources, for the support of the Agency Municipal Railway.

(c) The Base Amount shall initially be determined by the Controller. Adjustments to the Base Amount shall be made as follows:

1. The Base Amount shall be adjusted for each year after fiscal year 2000-2001 by the Controller based on calculations consistent from year to year, by the percentage increase or decrease in aggregate City and County discretionary revenues. In determining aggregate City and County discretionary revenues, the Controller shall only include revenues received by the City which are unrestricted and may be used at the option of the Mayor and the Board of Supervisors for any lawful City purpose. Errors in the Controller's estimate of discretionary revenues for a fiscal year shall be corrected by adjustment in the next year's estimate.

2. An adjustment shall also be made for any increases in General Fund appropriations to the Agency in subsequent years to provide continuing services not provided in the Base Year, but excluding additional appropriations for one-time expenditures such as capital expenditures or litigation judgments and settlements.

~~3. Further, when new parking revenues increase due to policy changes in fines, taxes or newly created positions, the Base Amount shall be reduced by 50 percent of such increase to reduce the Agency's reliance on the General Fund.~~

(d) The Treasurer shall set aside and maintain the amounts required to be set aside by this Section, together with any interest earned thereon, in the Municipal Transportation Fund, and any amounts unspent or uncommitted at the end of any fiscal year shall be carried forward, together with interest thereon, to the next fiscal year for the purposes specified in this Article.

(e) It is the policy of the City and County of San Francisco to use parking-related revenues to support public transit. To that end, the following parking-related revenues deposited in the Transportation Fund shall be used to support the capital and operating expenses arising from the Agency's transit functions:

1. Revenues from parking meters, except those amounts collected from parking meters operated by the Recreation and Park Department and the Port Commission and except to the extent that they are required by law to be dedicated to other traffic regulation and control functions;

2. Revenues from off-street parking facilities under the jurisdiction of the Agency (excluding facilities owned by the Parking Authority), including facilities leased to private owners and non-profit corporations, except those amounts generated from any parking on or below any land or facilities under the jurisdiction of the Recreation and Park Department and except those amounts obligated by contract executed before 1993 to pay debt service;

3. Revenues from fines, forfeited bail, or penalties for parking violations, except those amounts to be credited to the courthouse con-

struction fund as provided in Administrative Code Section 10.117-35.

(f) In addition, there is hereby set aside from the general revenues of the City and County and deposited in the Transportation Fund to support the Agency's transit services an amount equivalent to 80 percent of the revenues received from the City's tax on occupation of parking spaces. Additional amounts appropriated as a result of this subsection after July 1, 2008 which were not previously available to support transit service shall be used exclusively to:

1. support implementation of the transit service improvements recommended by the Transit Effectiveness Project or any subsequent system-wide route and service evaluation, with first priority given to the hiring of full time on-going staff and expansion of training for Agency employees, supervisors and managers; and
2. support the creation of a Labor-Management Implementation and Service Improvement Committee consisting of the Director of Transportation and a designated representative of each union representing Agency employees. This committee shall meet quarterly to discuss implementation of this Section and ongoing system challenges.

SEC. 8A.106. BUDGET.

The Agency shall be subject to the provisions of Article IX of this Charter except:

(a) No later than ~~May~~ March 1 of each even-numbered year, after professional review, public hearing and after receiving the recommendations of the Citizens' Advisory Council, the Agency shall submit its proposed budget with annual appropriation detail in a form approved by the Controller for each of the next two fiscal years ~~year~~ to the Mayor and the Board of Supervisors for their review and consideration. The Agency shall propose a base budget that is balanced without the need for additional funds over the Base Amount, but may include fare increases and decreases, and reductions or abandonment of service. The Mayor shall submit the base budget to the Board of Supervisors, without change. Should the Agency request additional general fund support over the Base Amount, it shall submit an augmentation request for those funds in the standard budget process and subject to normal budgetary review and amendment under the general provisions of Article IX.

(b) At the time the budget is adopted, the Agency shall certify that the budget is adequate in all respects to make substantial progress towards meeting the ~~goals, objectives, and~~ performance standards established pursuant to Section 8A.103 for the fiscal year covered by the budget.

(c) No later than August 1, the Board of Supervisors may allow the Agency's base budget to take effect without any action on its part or it may reject but not modify the Agency's base budget by a ~~two-thirds~~ seven-elevenths' vote. Any fare ~~or service~~ change, route abandonment, or revenue measure proposed in the base budget shall be considered accepted unless rejected by a ~~two-thirds~~ seven-elevenths' vote on the entire base budget. Should the Board reject the base budget, it shall make additional interim appropriations to the Agency from the Municipal Transportation Fund sufficient to permit the Agency to maintain all operations through the extended interim period until a base budget is adopted. Any request for appropriation of General Fund revenues in excess of the Base Amount ~~augmentation funding~~ shall be approved, modified, or rejected under the general provisions of Article IX.

(d) No later than May 1 of each odd-numbered year, the Agency shall submit any budget amendment that may be required to increase appropriations over those approved in the two year budget or as may be required by law, provided that such budget amendment shall establish a detailed plan with appropriation detail only for those anticipated revenues and expenditures exceeding those approved in the two year budget or as otherwise required by law. The Agency may submit to the Board of Supervisors such additional budget amendments or modifications during the term of the budget, including but not limited to amendments reflecting fare changes, route abandonments and revenue measures, as may be required in the discretion of the Agency. The Board of Supervisors may allow any budget amendment to take effect without any action on its part



or it may reject but not modify the budget amendment by a seven-elevenths' vote taken within 30 days after its submission to the Board of Supervisors.

(e) Notwithstanding any other provisions of this Charter or requirements of the Annual Salary Ordinance, the Controller may authorize the Agency to move funds within its budget and hire personnel without specific Controller approval so long as the Agency's periodic and verifiable projections of spending by the Agency show the Controller that the Agency's spending will be within the approved budget. However, should the projections show that the Agency spending is likely to exceed its budget, the Controller may impose appropriate controls in his or her discretion to keep the Agency within budget.

SEC. 8A.108. FARE CHANGES AND ROUTE ABANDONMENTS.

(a) *Except as otherwise provided in this Section, any proposed change in fares or route abandonments shall be submitted to the Board of Supervisors as part of the Agency's budget or as a budget amendment under Section 8A.106, and may be rejected at that time by a two-thirds seven-elevenths vote of the Board on the budget or budget amendment. Any changes in fares or route abandonments proposed by the Agency specifically to implement a program of service changes identified in a system-wide strategic route and service evaluation such as the Transit Effectiveness Project may only be rejected by a single seven-elevenths' vote of the Board of Supervisors on the budget or budget amendment.*

(b) The Agency shall base any proposed change in Municipal Railway fares on the following criteria:

1. The Municipal Railway's need for additional funds for operations and capital improvements *and optimal maintenance of assets.*
2. The extent to which the increase is necessary to meet the goals, objectives, and performance standards previously established by the Agency pursuant to Section 8A.103.
3. The extent to which the Agency has diligently sought other sources of funding for the operations and capital improvements of the Municipal Railway.
4. The need to keep Municipal Railway fares low to encourage maximum patronage.
5. The need to increase fares gradually over time to keep pace with inflation and avoid large fare increases after extended periods without a fare increase.

(c) ~~(b)~~ For purposes of this Article, a "route abandonment" shall mean the permanent termination of service along a particular line or service corridor *where no reasonably comparable substitute service is offered.* If the Agency proposes to abandon a route at any time other than as part of the budget process as provided in Section ~~8A.106~~ ~~8A.106(a)~~, it shall first submit the proposal to the Board of Supervisors. The Board of Supervisors may, after a noticed public hearing, reject the proposed route abandonment by a ~~two-thirds~~ *seven-elevenths* vote of its members taken within 30 days after the proposal is submitted by the Agency.

SEC. 8A.109. ADDITIONAL SOURCES OF REVENUE.

(a) *To the extent allowed by law, the Board of Supervisors may, by ordinance, dedicate to the Agency revenues from sources such as gas taxes, motor vehicle licensing taxes or other available motor vehicle-related revenue sources.*

(b) The Mayor, the Board of Supervisors, and the Agency diligently shall seek to develop new sources of funding for the Agency's operations, including sources of funding dedicated to the support of such operations, which can be used to supplement or replace that portion of the Municipal Transportation Fund consisting of appropriations from the General Fund of the City and County. ~~To the extent permitted by State law, Unless prohibited by preemptive state law,~~ the Agency may submit any proposal for increased or reallocated funding to support all or a portion of the operations of the Agency, including, without limitation, a tax or special assessment directly to the electorate for approval, *or to the owners of property or businesses to be specially assessed, or to any other persons or entities whose approval may be legally required,* without the further approval of the Mayor or the Board of Supervisors. The Agency

shall be authorized to conduct any necessary studies in connection with considering, developing, or proposing such revenue sources.

SEC. 8A.110. PLANNING AND ZONING.

The planning and zoning provisions of this Charter and the Planning Code, as they may be amended from time to time, shall apply to all real property owned or leased by the Agency *but shall not impede the Agency's exclusive authority to set rates and other charges pursuant to Section 8A.102(b)(5).*

SEC. 8A.112. PARKING AND TRAFFIC; ~~INCORPORATION INTO AGENCY.~~

~~(a) By July 1, 2001, the Agency and the Department of Parking and Traffic shall prepare and submit to the Mayor and the Board of Supervisors a joint plan for incorporating the Department into the Agency.~~

~~(b) Effective July 1, 2002, the Department of Parking and Traffic shall become a separate department of the Municipal Transportation Agency and Charter Section 4.116, establishing the Parking and Traffic Commission, shall be repealed. Effective that date, the Agency shall have all the same powers and duties with respect to the Department of Parking and Traffic that it has with respect to the Municipal Railway, and shall succeed to all powers and duties of the Parking and Traffic Commission.~~

~~(a) The Municipal Transportation Agency Board of Directors shall succeed to all powers and duties of the former Parking and Traffic Commission. Effective July 1, 2002, the Agency's board of directors shall also exercise all remaining powers of the Parking and Traffic Commission for all purposes, including the power of members of the Parking and Traffic Commission to serve ex officio as members of the Parking Authority Commission under Section 32657 of the Streets and Highways Code. The chair of the Agency's board of directors shall designate annually the directors to serve as members of the Parking Authority Commission. Any person may serve concurrently as a member of the Agency's board of directors and as a member of the Parking Authority Commission. It is the policy of the City and County that the Agency exercise all powers vested by State law in the Parking Authority.~~

~~(b) It shall be City policy that the offices of Director of Transportation and Parking Authority Executive Director are not incompatible offices, and the Director of Transportation may serve ex officio as Parking Authority Executive Director, but shall not receive any additional compensation for that service.~~

~~(c) Except as provided in subsection (a), no provision of this Article shall apply to the Department of Parking and Traffic prior to July 1, 2002.~~

SEC. 8A.113. PARKING AND TRAFFIC; GOVERNANCE.

(a) The Agency shall *be responsible for management of parking and traffic functions within the City, so as to manage the functions of the Department of Parking and Traffic so that the department:*

1. *Provide Provides* priority to transit services in the utilization of streets, particularly during commute hours *while maintaining the safety of passengers, pedestrians, cyclists and motorists;*
2. *Facilitate Facilitates* the design and operation of City streets to enhance alternative forms of transit, such as pedestrian, bicycle, and pooled or group transit (including taxis);
3. *Propose Proposes* and *implement implements* street and traffic changes that gives the highest priority to *public safety and to* impacts on public transit, pedestrians, commercial delivery vehicles, and bicycles;
4. *Integrate Integrates* modern information and traffic-calming techniques to promote safer streets and promote usage of public transit; ~~and~~
5. *Develop Develops* a safe, interconnected bicycle circulation network; *and*
6. *Ensure that parking policies and facilities contribute to the long term financial health of the Agency.*

(b) *It shall be City policy that the The Agency shall manage the Parking Authority so that it does not acquire or construct new or expanded parking facilities unless the Agency finds that the costs resulting from*



LEGAL TEXT OF PROPOSITION A

such acquisition, construction, or expansion and the operation of such facilities will not reduce the level of funding to the Municipal Railway from parking and garage revenues under Section 16.110 to an amount less than that provided for fiscal year 1999-2000, as adjusted by the Controller for inflation; further provided that it shall be City policy that before approving the acquisition, construction or expansion of a parking garage, the Agency's Board of Directors shall make a finding that the operation of the garage will advance or be consistent with the City's Transit First Policy.

Section 2. The San Francisco Charter is hereby amended by re-numbering Sections 16.100 and 16.102 as Sections 8A.114 and 8A.115 respectively and amending Section 8A.115 to read as follows:

SEC. ~~8A.114. 16.100.~~ CABLE CARS.

In the conduct of the public transportation system there shall be maintained and operated cable car lines as follows:

1. A line commencing at Powell and Market Streets; thence along Powell Street to Jackson Street; thence along Jackson Street to Mason Street; thence along Mason Street to Columbus Avenue; thence along Columbus Avenue to Taylor Street; thence along Taylor Street to a terminal at Bay Street; returning from Bay and Taylor Streets along Taylor Street to Columbus Avenue; thence along Columbus Avenue to Mason Street; thence along Mason Street to Washington Street; thence along Washington Street to Powell Street; and thence along Powell Street to Market Street, the point of commencement.

2. A line commencing at Powell and Market Streets; thence along Powell Street to Jackson Street; thence along Jackson Street to Hyde Street; thence along Hyde Street to a terminal at Beach; returning from Beach and Hyde Streets along Hyde Street to Washington Street; thence along Washington Street to Powell Street; thence along Powell Street to Market Street, the point of commencement.

3. A line commencing at Market and California; thence along California Street to a terminal at Van Ness Avenue; returning from Van Ness Avenue along California Street to Market Street, the point of commencement.

To fully effectuate the intent of this section, these lines shall be maintained and operated at the normal levels of scheduling and service in effect on July 1, 1971; provided, however, that nothing herein contained shall prevent the increasing of the levels of scheduling and service.

SEC. ~~8A.115. 16.102.~~ TRANSIT-FIRST POLICY.

(a) The following principles shall constitute the City and County's transit-first policy and shall be incorporated into the General Plan of the City and County. All officers, boards, commissions, and departments shall implement these principles in conducting the City and County's affairs:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.

2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.

5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

(b) The City may not require or permit off-street parking spaces for any privately-owned structure or use in excess of the number that City law would have allowed for the structure or use on July 1, 2007 unless the additional spaces are approved by a four-fifths vote of the Board of Supervisors. The Board of Supervisors may reduce the maximum parking required or permitted by this section.

Section 3. The San Francisco Charter is hereby amended by repealing Section 16.110, in its entirety.

~~SEC. 16.110. REVENUES FOR PUBLIC TRANSIT.~~

It is the policy of the City and County of San Francisco to use parking related revenues, where available, to support public transit. To the extent allowed by law, there is hereby set aside from the general revenues of the City and County for the operations and capital improvements of the Department of Public Transportation for each fiscal year an amount equivalent to the City and County's share of revenues realized from:

1. Parking meters, except those amounts to be credited to the off-street parking fund as provided in Traffic Code Section 213 and those amounts collected from parking meters operated by the Recreation and Park Department and the Port Commission;

2. City owned off street parking facilities, including facilities leased to private owners and non profit corporations, except those amounts to be credited to the off street parking fund or otherwise dedicated as provided in Traffic Code Section 213 and except those amounts generated from any parking on or below any land or facilities under the jurisdiction of the Recreation and Park Department;

3. Fines, forfeited bail, or penalties for parking violations, except those amounts to be credited to the courthouse construction fund as provided in Administrative Code Section 10.117-35; and;

4. The tax on occupation of parking spaces, except for the amounts attributable to any surcharges imposed since 1978 and except for the amounts set aside for senior citizens' programs as provided in Section 615 of Part III of the Municipal Code.

In determining the amounts to be credited to the off street parking fund as set forth in subparagraphs (1) and (2) above, sufficient revenues shall be credited to such fund to ensure adequate funding for the purposes for which such fund was created, including without limitation the following: capital outlays for the acquisition of property, construction, completion, and leasing of public parking lots, storage space, garages, structures, and other off street parking facilities; maintenance and operation of such parking facilities; public works improvements that increase the supply of on street parking; engineering and construction of on street parking bays in parking meter districts in neighborhood commercial districts; installation and maintenance of on and off street parking meters; and the administration of the parking programs of the City and County.

The Treasurer shall set aside and maintain said amounts, together with any interest earned thereon, in a special fund, and any amounts unspent or uncommitted at the end of any fiscal year shall be carried forward to the next fiscal year and, subject to the budgetary and fiscal limitations of the Charter, shall be appropriated then or thereafter for the purposes specified in this section.

To the extent allowed by law, the Board of Supervisors may, by ordinance, dedicate additional revenues to the department of public transportation from sources including, but not limited to, gas taxes,



~~motor vehicle licensing taxes or other available motor vehicle related revenue sources.~~

Section 4. The San Francisco Charter is hereby amended by amending Section A8.404, to read as follows:

SEC. A8.404. SALARIES AND BENEFITS OF CARMEN.

The wages, conditions and benefits of employment as provided for in this section of the various classifications of employment of platform employees and coach or bus operators of the municipal railway as compensation, shall be determined and fixed annually as follows:

(a) On or before the first Monday of August of each year, the civil service commission shall certify to the board of supervisors for each classification of employment the average of the two highest wage schedules in effect on July 1st of that year for comparable platform employees and coach or bus operators of other surface street railway and bus systems in the United States operated primarily within the municipalities having each a population of not less than 500,000 as determined by the then most recent census taken and published by the director of the census of the United States, and each such system normally employing not less than 400 platform employees or coach or bus operators, or platform employees, coach and bus operators.

(b) The board of supervisors shall thereupon fix a wage schedule for each classification of platform employees and coach and bus operators of the municipal railway which shall not be ~~in excess of~~ *less than* the average of the two highest wage schedules so certified by the civil service commission for each such classification.

(c) When, in addition to their usual duties, such employees are assigned duties as instructors of platform employees or coach or bus operators they shall receive additional compensation that shall be subject to negotiation in addition to the rate of pay to which they are otherwise entitled under the wage schedule as herein provided.

(d) The rates of pay fixed for platform employees and coach and bus operators as herein provided shall be effective from July 1st of the year in which such rates of pay are certified by the civil service commission.

(e) The terms "wage schedule" and "wage schedules" wherever used in this section are hereby defined and intended to include only the maximum rate of pay provided in each such wage schedule.

(f) At the time the board of supervisors fixes the wage schedule as provided in (b) above, the board of supervisors may fix as conditions and benefits of employment other than wages as compensation for platform employees and coach or bus operators of the municipal railway, conditions and benefits not to exceed those conditions and benefits granted by collective bargaining agreements to the comparable platform employees and coach or bus operators of the two systems used for certification of the average of the two highest wage schedules by the civil service commission. The board of supervisors may establish such conditions and benefits notwithstanding other provisions or limitations of this charter, with the exception that such conditions and benefits shall not involve any change in the administration of, or benefits of the retirement system, health service system or vacation allowances as provided elsewhere in this charter. For all purposes of the retirement system as related to this section, the word "compensation" as used in Section 8.509 of this charter shall mean the "wage schedules" as fixed in accordance with paragraphs (a) and (b) above, including those differentials established and paid as part of wages to platform employees and coach and bus operators of the municipal railway, but shall not include the value of those benefits paid into the fund established as herein provided. Provided that when in the two systems used for certification as provided above, vacation, retirement and health service benefits are greater than such similar benefits provided by this charter for platform employees, coach or bus operators of the municipal railway, then an amount not to exceed the difference of such benefits may be converted to dollar values and the amount equivalent to these dollar values shall be paid into a fund. The fund shall be established to receive and to administer said amounts representing the differences in values of the vacation, retirement and health service benefits, and to pay out benefits that shall be jointly determined by representatives of the city and county government and the representa-

tives of the organized platform employees and coach and bus operators of the municipal railway. The civil service commission shall adopt rules for the establishment and general administration of the fund as herein provided. Such rules shall provide for a joint administration of the fund by representatives of the city and county government, which shall include representatives of the administrator of the agency responsible for the municipal railway and representatives of the organized platform employees, coach and bus operators of the municipal railway. Such rules may provide a procedure for final and binding arbitration of disputes which may arise between representatives of the city and county government and the representatives of the organized platform employees and coach and bus operators of the municipal railway. Such rules shall provide that all investments of the fund shall be of the character legal for insurance companies in California. Such rules and any amendments thereto shall be effective upon approval by the board of supervisors by ordinance.

(g) Notwithstanding any provisions of this charter, including other subparts of this section, the board of supervisors may, after meeting and conferring with and reaching agreement with the employee organization certified as the representative for municipal railway operators, fix wages and benefits of employment other than wages for platform employees and coach and bus operators of the municipal railway under this section for periods in excess of one year. Any ordinance fixing wages and benefits of employment other than wages adopted pursuant to this section for a period of more than one year shall contain a provision to the effect that during said period of time it shall be unlawful for the employees receiving the compensation so fixed to engage in a strike, work stoppage or conduct delaying or interfering with work at city and county facilities. Wages and benefits of employment other than wages established under this section shall not in any year exceed the limits established under paragraphs (b) and (f) of this section.

(h) Not later than the 25th day of August, the board of supervisors shall have the power and it shall be its duty, subject to the fiscal provisions of the charter but, without reference or amendment to the annual budget, to amend the annual appropriation ordinance and the annual salary ordinance as necessary to include the provisions for paying the rates of compensation and conditions and benefits other than wages fixed by the board of supervisors as in this section provided for platform employees and coach or bus operators for the then current fiscal year.

On recommendation of the civil service commission the board of supervisors shall establish a rate of pay for trainee platform men and bus or coach operators at a level reflecting the current labor market but below the basic hourly rate for motorman, conductor and bus operator.

Section 5. No later than 90 days after the effective date of this measure, the Board of Supervisors shall adopt legislation deleting all provisions of the San Francisco Traffic Code that are not consistent with Article 8A of the Charter and converting such provisions to rules and regulations of the Municipal Transportation Agency Board of Directors that shall be subject to amendment or repeal by the Municipal Transportation Agency Board of Directors; provided however that such transfers shall not disturb the powers of the Port Commission pursuant to Article 13, the powers of the Police Department pursuant to Article 2, 3, 6, 9 and 14, the powers of the Department of Public Works pursuant to Article 3, the powers of the Department of Public Health pursuant to Article 14, or the powers of the Interdepartmental Staff Committee on Traffic and Transportation pursuant to Article 21.



LEGAL TEXT OF PROPOSITIONS B AND C

PROPOSITION B

Describing and setting forth a proposal to the qualified voters of the City and County of San Francisco to amend the Charter of the City and County of San Francisco by adding Section 4.101.5 to limit hold-over service by members of City boards and commissions whose terms have expired.

The Board of Supervisors hereby submits to the qualified voters of the City and County, at an election to be held on November 6, 2007, a proposal to amend the Charter of the City and County by adding Section 4.101.5 to read as follows:

Note: Additions are single-underline italics Times New Roman.

Deletions are ~~strikethrough italics Times New Roman~~.

SEC. 4.101.5. HOLD-OVER SERVICE BY BOARD AND COMMISSION MEMBERS.

(a) Application of this Section. Unless otherwise provided in this Charter or required by law, the requirements of this Section shall apply to the members of each appointive board, commission, or other unit of government of the executive branch of the City and County or otherwise created in the Charter ("Charter Commission"). Citizen advisory committees created in the Charter shall not be considered Charter Commissions for purposes of this Section. The provisions of this Section shall not apply to boards or commissions created in Article V (Executive Branch—Arts and Culture) or Article XII (Employee Retirement and Health Service Systems) of this Charter.

(b) Limitations on Hold-Over Service. Except as otherwise provided in this Charter, the tenure of a member of any Charter Commission shall terminate no later than 60 days after the expiration of the member's term, unless the member is re-appointed. A member may not serve as a hold-over member of a Charter Commission for more than 60 days after the expiration of his or her term. The tenure of any person sitting as a hold-over member on the effective date of this amendment shall terminate no later than 60 days after the effective date of this amendment.

PROPOSITION C

Describing and setting forth a proposal to the qualified voters of the City and County of San Francisco to amend the Charter of the City and County of San Francisco by amending Sections 2.113 and 3.100 to require the Mayor or four or more members of the Board of Supervisors proposing to submit an initiative to the voters to submit the measure to the Board of Supervisors first for a public hearing.

The Board of Supervisors hereby submits to the qualified voters of the City and County, at an election to be held on November 6, 2007, a proposal to amend the Charter of the City and County by amending Sections 2.113 and 3.100 to read as follows:

Note: Additions are single-underline italics Times New Roman.

Deletions are ~~strikethrough italics Times New Roman~~.

SEC. 2.113. LEGISLATIVE INITIATIVE.

(a) The Board of Supervisors, or four or more members, may submit to the voters declarations of policy, and any matter which the Board of Supervisors is empowered to pass.

Upon approval of a declaration of policy by the voters, the Board of Supervisors shall within 90 days of such approval take such actions within their powers as shall be necessary to carry such declaration ~~declarations of policy~~ into effect. A special municipal election shall not be

called with respect to a declaration of policy.

(b) In order to submit a proposed initiative measure to the voters under this section or Section 3.100(15), four or more members of the Board of Supervisors or the Mayor shall submit the proposed initiative to the Board of Supervisors no later than 45 days prior to the deadline for the submission of such initiatives to the Department of Elections. The proponent or proponents shall clearly identify the measure as a proposed initiative to be submitted at a specific election, and the proponent or proponents shall file a copy of the measure with the Department of Elections at the same time as the measure is submitted to the Board of Supervisors.

The President of the Board of Supervisors shall assign the measure to a committee of the Board, and the committee shall conduct a public hearing on the measure at least 15 days prior to the deadline for the submission of such initiatives to the Department of Elections.

Failure by the Board of Supervisors to hold a hearing on the measure prior to the Department of Elections' deadline for submittal of legislative or mayoral initiatives shall not prevent the Director of Elections from placing the initiative on the ballot. But the Director of Elections shall include a notice in the voter information pamphlet that the measure was not the subject of the required public hearing.

The proponent or proponents of an initiative measure may withdraw the proposed measure at any time prior to the Department of Elections' deadline for submission of such initiatives, subject to any requirements of the Municipal Elections Code or other City ordinance. If a measure is withdrawn, the Board of Supervisors is not required to conduct a hearing on the measure.

SEC. 3.100. POWERS AND RESPONSIBILITIES.

The Mayor shall be the chief executive officer and the official representative of the City and County, and shall serve full time in that capacity. The Mayor shall devote his or her entire time and attention to the duties of the office, and shall not devote time or attention to any other occupation or business activity. The Mayor shall enforce all laws relating to the City and County, and accept service of process on its behalf.

The Mayor shall have responsibility for:

1. General administration and oversight of all departments and governmental units in the executive branch of the City and County;
2. Coordination of all intergovernmental activities of the City and County;
3. Receipt and examination of complaints relating to the administration of the affairs of the City and County, and timely delivery of notice to the complainant of findings and actions taken;
4. Assurance that appointees to various governmental positions with the City and County are qualified and are as representative of the communities of interest and diverse population of the City and County as is reasonably practicable, and are representative of both sexes;
5. Submission of ordinances and resolutions by the executive branch for consideration by the Board of Supervisors;
6. Presentation before the Board of Supervisors of a policies and priorities statement setting forth the Mayor's policies and budget priorities for the City and County for the ensuing fiscal year;
7. Introduction before the Board of Supervisors of the annual proposed budget or multi-year budget which shall be initiated and prepared by the Mayor. The Mayor shall seek comments and recommendations on the proposed budget from the various commissions, officers and departments; and
8. Preparation of and introduction to the Board of Supervisors of supplemental appropriations.

The Mayor shall have the power to:

9. Speak and be heard with respect to any matter at any meeting of the Board of Supervisors or any of its committees, and shall have a seat but no vote on all boards and commissions appointed by the Mayor;
10. As provided in Section 3.103 of this Charter, veto any ordinance or resolution passed by the Board of Supervisors;
11. Subject to the fiscal provisions of this Charter and budgetary approval by the Board of Supervisors, appoint such staff as may be needed to perform the duties and carry out the responsibilities of the Mayor's



office, provided that no member of the staff shall receive a salary in excess of seventy percent of that paid the Mayor. For purposes of this provision, staff does not include the City Administrator, department heads or employees of departments placed under his or her direction by Section 3.104. Notwithstanding any other provisions or limitations of this Charter to the contrary, the Mayor may not designate nor may the City and County employ on the Mayor's behalf any person to act as deputy to the Mayor or any similar employment classification, regardless of title, whose responsibilities include but are not necessarily limited to supervision of the administration of any department for which the City Administrator, an elected official other than the Mayor or an appointed board or commission is assigned responsibility elsewhere in this Charter;

12. Designate a member of the Board of Supervisors to act as Mayor in the Mayor's absence from the state or during a period of temporary disability;

13. In the case of an emergency threatening the lives, property or welfare of the City and County or its citizens, the Mayor may direct the personnel and resources of any department, command the aid of other persons, and do whatever else the Mayor may deem necessary to meet the emergency;

In meeting an emergency, the Mayor shall act only with the concurrence of the Board of Supervisors, or a majority of its members immediately available if the emergency causes any member of the Board to be absent. The Mayor shall seek the Board's concurrence as soon as is reasonably possible in both the declaration of an emergency and in the action taken to meet the emergency. Normal notice, posting and agenda requirements of the Board of Supervisors shall not be applicable to the Board's actions pursuant to these provisions;

14. Make an appointment to fill any vacancy in an elective office of the City and County until a successor shall have been elected;

15. Subject to the provisions of Charter Section 2.113, submit ~~Submit~~ to the voters a declaration of policy or ordinance on any matter on which the Board of Supervisors is empowered to pass;

16. Have and exercise such other powers as are provided by this Charter or by law for the chief executive officer of a City and County;

17. Unless otherwise specifically provided, make appointments to boards and commissions which shall be effective immediately and remain so, unless rejected by a two-thirds vote of the Board of Supervisors within 30 days following transmittal of Notice of Appointment. The Notice of Appointment shall include the appointee's qualifications to serve and a statement how the appointment represents the communities of interest, neighborhoods and diverse populations of the City and County;

18. Appoint department heads subject to the provisions of this Charter; and

19. Prepare and submit schedule of rates, fees and other similar charges to the Board of Supervisors.

PROPOSITION D

Describing and setting forth a proposal to the qualified voters of the City and County of San Francisco to amend the Charter of the City and County of San Francisco by repealing the existing Section 16.109 and adding a new Section 16.109, to renew the Library Preservation Fund for fifteen years and to authorize the City and County of San Francisco to issue debt for Library purposes secured by and/or repaid from the Fund.

The Board of Supervisors hereby submits to the qualified voters of the City and County, at an election to be held on November 6, 2007, a proposal to amend the Charter of the City and County by repealing the existing Section 16.109 and adding a new Section 16.109 to read as follows:

Note: Additions are single-underline italics Times New Roman.

Deletions are ~~striketrough italics Times New Roman~~.

SEC. 16.109. LIBRARY PRESERVATION FUND

(a) Establishment of Fund. There is hereby established the Library Preservation Fund ("the Fund") to be administered by the Library Department as directed by the Library Commission. Monies therein shall be expended or used solely by the Library Department, subject to the budgetary and fiscal provisions of the Charter, to provide library services and to construct, maintain and operate library facilities.

(b) Annual Set-Aside. The City will continue to set aside from the annual property tax levy, for a period of fifteen years starting with the fiscal year 2008-2009 an amount equivalent to an annual tax of two and one-half cents (\$0.025) for each one hundred dollars (\$100) assessed valuation ("Annual Set-Aside").

The Controller shall set aside and maintain such an amount, together with any interest earned thereon, in the Fund. Revenues obtained from the Annual Set-Aside shall be in addition to, and not in place of, any General Fund monies appropriated to the Library pursuant to subsection (c).

(c) Baseline — Maintenance of Effort. The Annual Set-Aside shall be used exclusively to increase the aggregate City appropriations and expenditures for services, materials, facilities and equipment that will be operated by the Library for Library purposes. To this end, in any of the fifteen years during which funds are required to be set aside under this Section, the City shall not reduce the Baseline for the Library Department below the fiscal year 2006-2007 Required Baseline Amount (as calculated by the Controller), except that the Baseline shall be adjusted as provided below.

The Baseline shall be adjusted for each year after fiscal year 2006-2007 by the Controller based on calculations consistent from year to year, by the percentage increase or decrease in aggregate City and County discretionary revenues. In determining aggregate City and County discretionary revenues, the Controller shall only include revenues received by the City which are unrestricted and may be used at the option of the Mayor and the Board of Supervisors for any lawful City purpose. Errors in the Controller's estimate of discretionary revenues for a fiscal year shall be corrected by adjustment in the next year's estimate. For purposes of this subsection, (i) aggregate City appropriations shall not include funds granted to the City by private agencies or appropriated by other public agencies and received by the City, and (ii) Library Department appropriations shall not include funds appropriated to the Library Department to pay for services of other City departments or agencies, except for departments or agencies for whose specific services the Library Department was appropriated funds in fiscal year 2006-2007. Within 180 days following the end of each fiscal year through fiscal year 2023-2024, the Controller shall calculate and publish the actual amount of City appropriations for the Library Department.

The Controller shall set aside and maintain such baseline amounts, together with any interest earned thereon, in the Fund.

At the end of each fiscal year, the Controller shall pro-rate any monies from the annual Baseline and the Annual Set-Aside that remain uncommitted in the Fund, and the Baseline portion of such amount shall be returned to the General Fund. The Annual Set-Aside portion of such amount shall be carried forward to the next fiscal year and shall be appropriated then or thereafter for the purposes specified in this Section.

Adjustments in the Controller's estimate of the Baseline, including any baseline changes required from increases or decreases to City revenues after budget adoption, along with adjustments to the Annual Set-Aside for a fiscal year shall be corrected by credits or adjustment to be carried forward and added to the annual City appropriation for next fiscal year and, subject to the budgetary and fiscal limitations of this Charter, shall be appropriated then or thereafter for the purposes specified in this Section.

(d) Debt Authority. Notwithstanding the limitations set forth in Sections 9.107, 9.108, and 9.109 of this Charter, the Library Commission may request, and upon recommendation of the Mayor the Board of Supervisors may authorize, the issuance of revenue bonds or other evi-



LEGAL TEXT OF PROPOSITION D

dences of indebtedness or the incurrence of lease financing or other obligations (the "Debt Obligations"), the proceeds of which are to be used for the acquisition, construction, reconstruction, rehabilitation and/or improvement of real property and/or facilities that will be operated by the Library for Library purposes and for the purchase of equipment relating to such real property and/or facilities. Such Debt Obligations shall be secured by and/or repaid from any available funds pledged or appropriated by the Board of Supervisors for such purpose, which amount may include funds in the Fund allocated under subsection (e)(3) below. Funds appropriated to pay debt service on the Debt Obligations in each fiscal year under the terms of this Section shall be set aside in an account for such use until such payment is made.

(e) Spending Priorities. The Annual Set-Aside and monies carried over from prior fiscal years in the Fund shall be expended in accordance with the following priorities:

1. Such allocations as are necessary for the Library Department to operate the Main Library, which includes a library for the blind, no fewer than 27 neighborhood branch libraries, and an auxiliary technical services facility, with 1211 permanent service hours per week system wide and the permanent service hours at each neighborhood branch library as set by the Library Commission as of November 6, 2007, which may be modified only as provided by subsection (f).

2. Such allocations as are necessary to provide for library services and collections in all formats in order to meet the current and changing needs of San Francisco communities, as the Library Commission in its sole discretion shall approve.

3. Notwithstanding the priorities set forth in this subsection, a portion of the Annual Set-Aside may be used each fiscal year to pay debt service relating to Debt Obligations issued or incurred by the City under subsection (d) above. To ensure that debt service payments do not reduce overall funding available for other Library priorities from current levels, debt service may be payable from the Annual Set-Aside in any fiscal year in an amount no greater than:

A. the annual debt service that would be payable under a financing with the term and principal amount reflected in a Library Commission request for bond issuance under subsection (d) above; and

B. the aggregate growth of the Annual Set-Aside amount and the Baseline amount over the base fiscal year 2006-07.

Amounts on deposit in the Annual Set-Aside in excess of such annual debt service shall be used according to the other priorities of this subsection.

4. To the extent there are unexpended funds remaining in the Fund after the requirements of paragraphs 1 through 3 have been satisfied, such funds may be used for any lawful purpose of the Library Department; provided that no such funds shall be used for debt service payments in any fiscal year in excess of the amount allowed under clause (3) above.

(f) Library Service Hours. Except as provided below in paragraphs 3 and 4, the Library Commission shall maintain at least 1211 permanent service hours per week system wide and the permanent hours at any neighborhood branch Library until July 1, 2013. As of that date, the Library Commission may modify permanent service hours per week system wide and at specific neighborhood branch libraries for succeeding five-year intervals, or at shorter intervals as the Commission may adopt, and in accordance with the following procedures:

1. No later than March 1, 2013, and for each service hour interval thereafter, the Library Commission shall establish a community input process, which may include an informal survey of library users and meetings with the Library Citizens Advisory Committee, Council of Neighborhood Libraries and neighborhood groups, through which citizens of the City and County of San Francisco may provide assistance to the Library Commission as it develops criteria to set system wide and branch service hours for the upcoming interval. Prior to setting service hours for the next interval, the Library Department shall conduct at least one hearing in each supervisorial district to receive and consider the public's comments about existing and potential Library service hours. The Library Commission shall ensure that at least six of these hearings, distributed geographically throughout the City, are held in the evenings

or on weekends for the public's convenience.

2. Following the hearings in Paragraph 1, and based on the public input, a comprehensive assessment of needs, and the anticipated adequacy of library resources, the Library Commission may, as of July 1, 2013, modify the system wide and individual neighborhood branch service hours for the next five-year interval or such shorter interval as the Library Commission may adopt. The Library Commission shall repeat this public process and set service hours at least once every five years for the duration of the Fund.

3. The service hours requirement set in subsection (e)(1) and any modifications thereto made pursuant to this subsection shall be temporarily reduced by the normal operating hours for any neighborhood branch temporarily closed for construction, renovation or maintenance purposes. In such cases, the Library Department shall add temporary services elsewhere by adding temporary hours at nearby branches, providing bookmobile services, securing programming partners in the affected neighborhoods, or similar means.

4. If library services at any branch or system wide are interrupted due to fire, earthquake or other emergency, the Library Department shall be relieved of these service hour requirements, provided that the Library Department shall provide service hours consistent with such exigent circumstances.

(g) Unspent Funds. All unspent funds in the Fund on November 6, 2007 shall continue to be held for the use and benefit of the Library Department. These monies shall be expended to construct, maintain and operate library facilities as provided herein.

(a) There is hereby established a fund for libraries, which shall be called the Library Preservation Fund and shall be maintained separate and apart from all other City and County funds and appropriated by annual or supplemental appropriation pursuant to this Charter. Monies therein shall be expended or used exclusively by the Library Department solely to provide library services and materials and to operate library facilities in accordance with this section.

(b) So long as the Library Preservation Fund exists as provided in this section, the following requirements shall apply:

1. The Library Department shall operate no fewer than 26 branch libraries, a main library and a library facility for the blind (which may be at a branch or main library);

2. Not later than November 1, 1994, at least one public hearing shall be held at the main and each branch library, which at least one library commissioner shall attend and which shall receive the results of a survey of users' preferences as to the facility's operating hours;

3. Effective no later than January 1, 1995, the Library Commission shall establish service hours for the main and each branch library, which shall not be reduced during the five years beginning January 1, 1995; total annual average service hours shall be at least 1028 hours per week (that is, a level approximating the total service hours during fiscal year 1986-1987);

4. The public hearing process specified in paragraph 2 shall be repeated at five year intervals, being completed no later than November 1 of the year in question; and

5. Following the subsequent public hearings, the Library Commission may modify the individual and aggregate service hours established under paragraph 3, for the five year period beginning January 1, 2000 or January 1, 2005 respectively, based on a comprehensive assessment of needs and the adequacy of library resources.

Increasing library hours throughout the system and acquiring books and materials shall receive priority in appropriating and expending fund monies to the extent the funds are not needed to meet the preceding requirements of this subsection. Any requirement of this subsection may be modified to the extent made necessary by a fire, earthquake or other event which renders compliance with the requirement impracticable.

(c) There is hereby set aside for the Library Preservation Fund, from the revenues of the property tax levy, the revenues in an amount equivalent to an annual tax of two and one-half cents (\$0.025) per one hundred dollars (\$100) of assessed valuation for each of the fifteen fiscal



~~years beginning with fiscal year 1994-1995. The Treasurer shall set aside and maintain such amount, together with any interest earned thereon, in the Fund, and any amount unspent or uncommitted at the end of any fiscal year shall be carried forward to the next fiscal year and, subject to the budgetary and fiscal limitations of this Charter, shall be appropriated then or thereafter solely for the purposes specified in this section. The Fund shall be in addition to any other funds set aside for libraries.~~

~~(d) The Fund shall be used to increase the aggregate City appropriations and expenditures for services, materials and operation of facilities provided by the Library Department. To this end, the City shall not reduce the amount of City appropriations for the Library Department (not including appropriations from the Library Preservation Fund) in any of the fifteen years during which funds are required to be set aside under this section below the amount so appropriated, including appropriations from the Children's Fund pursuant to this Charter and including all supplemental appropriations, for the fiscal year 1992-1993, adjusted as provided below. The base amount shall be adjusted for each fiscal year after 1992-1993 based on calculations consistent from year to year, by the percentage increase or decrease in aggregate City appropriations for all purposes from the base year as estimated by the Controller. Errors in the Controller's estimate of appropriations for a fiscal year shall be corrected by adjustment in the next year's estimate. For purposes of this subsection, (i) aggregate City appropriations shall not include funds granted to the City by private agencies or appropriated by other public agencies and received by the City; and (ii) Library Department appropriations shall not include funds appropriated to the Library Department to pay for services of other City departments or agencies, except for departments or agencies for whose services the Library Department was appropriated funds in fiscal year 1993-1994. Within 90 days following the end of each fiscal year through fiscal year 2008-2009, the Controller shall calculate and publish the actual amount of City appropriations for the Library Department.~~

PROPOSITION E

Describing and setting forth a proposal to the qualified voters of the City and County of San Francisco to amend the Charter of the City and County of San Francisco by amending Sections 2.103 and 3.100 to require the Mayor to appear personally at one regularly-scheduled meeting of the Board of Supervisors each month to engage in formal policy discussions with members of the Board and to authorize the Board to adopt rules and guidelines.

The Board of Supervisors hereby submits to the qualified voters of the City and County, at an election to be held on November 6, 2007, a proposal to amend the Charter of the City and County by amending Sections 2.103 and 3.100 to read as follows:

Note: Additions are single-underline italics Times New Roman.
Deletions are ~~strikethrough italics Times New Roman~~.

SEC. 2.103. MEETINGS.

The Board of Supervisors shall meet at the legislative chambers in City Hall at 12:00 noon on the eighth day in January in each odd-numbered year. Thereafter, regular meetings shall be held on such dates and at such times as shall be fixed by resolution.

The meetings of the Board shall be held in City Hall, provided that, in case of emergency, the Board, by resolution, may designate some other appropriate place as its temporary meeting place.

Notice of any special meeting shall be published at least 24 hours in advance of such special meeting.

The Board of Supervisors, by motion, may schedule special meet-

ings of the Board in locations in San Francisco other than City Hall. Notice of special meetings being convened outside of City Hall shall be published and posted in City Hall at least 15 days in advance of such special meetings. Motions to schedule special meetings of the Board in locations in San Francisco other than City Hall shall first be introduced and referred to a committee of the Board for hearing and consideration.

The Board of Supervisors, by motion, may authorize a committee of the Board of Supervisors to schedule a special meeting of the committee of the Board in a location in San Francisco other than City Hall. Notice of special committee meetings being convened outside of City Hall shall be published and posted in City Hall at least 15 days in advance of such special meetings.

The Board of Supervisors, in consultation with the Mayor, shall provide by ordinance for rules and guidelines governing the conduct of appearances by the Mayor under Section 3.100(7).

SEC. 3.100. POWERS AND RESPONSIBILITIES.

The Mayor shall be the chief executive officer and the official representative of the City and County, and shall serve full time in that capacity. The Mayor shall devote his or her entire time and attention to the duties of the office, and shall not devote time or attention to any other occupation or business activity. The Mayor shall enforce all laws relating to the City and County, and accept service of process on its behalf.

The Mayor shall have responsibility for:

1. General administration and oversight of all departments and governmental units in the executive branch of the City and County;
2. Coordination of all intergovernmental activities of the City and County;
3. Receipt and examination of complaints relating to the administration of the affairs of the City and County, and timely delivery of notice to the complainant of findings and actions taken;
4. Assurance that appointees to various governmental positions with the City and County are qualified and are as representative of the communities of interest and diverse population of the City and County as is reasonably practicable, and are representative of both sexes;
5. Submission of ordinances and resolutions by the executive branch for consideration by the Board of Supervisors;
6. Presentation before the Board of Supervisors of a policies and priorities statement setting forth the Mayor's policies and budget priorities for the City and County for the ensuing fiscal year;

7. Appearance, in person, at one regularly-scheduled meeting of the Board of Supervisors each month to engage in formal policy discussions with members of the Board.

~~8. Introduction before the Board of Supervisors of the annual proposed budget or multi-year budget which shall be initiated and prepared by the Mayor. The Mayor shall seek comments and recommendations on the proposed budget from the various commissions, officers and departments; and~~

~~9. Preparation of and introduction to the Board of Supervisors of supplemental appropriations.~~

The Mayor shall have the power to:

10. Speak and be heard with respect to any matter at any meeting of the Board of Supervisors or any of its committees, and shall have a seat but no vote on all boards and commissions appointed by the Mayor;

~~11. As provided in Section 3.103 of this Charter, veto any ordinance or resolution passed by the Board of Supervisors;~~

~~12. Subject to the fiscal provisions of this Charter and budgetary approval by the Board of Supervisors, appoint such staff as may be needed to perform the duties and carry out the responsibilities of the Mayor's office, provided that no member of the staff shall receive a salary in excess of seventy percent of that paid the Mayor. For purposes of this provision, staff does not include the City Administrator, department heads or employees of departments placed under his or her direction by Section 3.104. Notwithstanding any other provisions or limitations of this Charter to the contrary, the Mayor may not designate nor may the City and County employ on the Mayor's behalf any person to act as deputy to the Mayor or any similar employment classification, regardless of title,~~



LEGAL TEXT OF PROPOSITIONS E AND F

whose responsibilities include but are not necessarily limited to supervision of the administration of any department for which the City Administrator, an elected official other than the Mayor or an appointed board or commission is assigned responsibility elsewhere in this Charter;

~~13~~ ~~42~~. Designate a member of the Board of Supervisors to act as Mayor in the Mayor's absence from the state or during a period of temporary disability;

~~14~~ ~~43~~. In the case of an emergency threatening the lives, property or welfare of the City and County or its citizens, the Mayor may direct the personnel and resources of any department, command the aid of other persons, and do whatever else the Mayor may deem necessary to meet the emergency;

In meeting an emergency, the Mayor shall act only with the concurrence of the Board of Supervisors, or a majority of its members immediately available if the emergency causes any member of the Board to be absent. The Mayor shall seek the Board's concurrence as soon as is reasonably possible in both the declaration of an emergency and in the action taken to meet the emergency. Normal notice, posting and agenda requirements of the Board of Supervisors shall not be applicable to the Board's actions pursuant to these provisions;

~~15~~ ~~44~~. Make an appointment to fill any vacancy in an elective office of the City and County until a successor shall have been elected;

~~16~~ ~~45~~. Submit to the voters a declaration of policy or ordinance on any matter on which the Board of Supervisors is empowered to pass;

~~17~~ ~~46~~. Have and exercise such other powers as are provided by this Charter or by law for the chief executive officer of a City and County;

~~18~~ ~~47~~. Unless otherwise specifically provided, make appointments to boards and commissions which shall be effective immediately and remain so, unless rejected by a two-thirds vote of the Board of Supervisors within 30 days following transmittal of Notice of Appointment. The Notice of Appointment shall include the appointee's qualifications to serve and a statement how the appointment represents the communities of interest, neighborhoods and diverse populations of the City and County;

~~19~~ ~~48~~. Appoint department heads subject to the provisions of this Charter; and

~~20~~ ~~49~~. Prepare and submit schedule of rates, fees and other similar charges to the Board of Supervisors.

PROPOSITION F

Describing and setting forth a proposal to the qualified voters of the City and County of San Francisco to amend the Charter of the City and County of San Francisco by amending Sections A8.506-2 and A8.597-11(a) to authorize the Board of Supervisors to amend a contract with the Public Employees Retirement System in order to transfer to the San Francisco Employees' Retirement System the assets and liabilities of certain airport police officers, and by adding Section A8.597-10(d) to include time worked as an airport police officer in the calculation for retirement benefits for police department employees.

The Board of Supervisors hereby submits to the qualified voters of the City and County, at an election to be held on November 6, 2007, a proposal to amend the Charter of the City and County by amending Sections A8.506-2 and A8.597-11(a), and by adding Section A8.597-10(d) to read as follows:

Note: Additions are single-underline italics Times New Roman.
Deletions are ~~strikethrough italics Times New Roman~~.

SEC. A8.506-2. MISCELLANEOUS SAFETY EMPLOYEES.

Notwithstanding any other provisions of this charter, the Board of Supervisors or the Community College Board shall have the power to

contract with the Board of Administration of the Public Employees' Retirement System of the State of California to provide that the probation officers, airport police officers, district attorney and public defender investigators, medical examiner investigators, juvenile court counselors, institutional police, fire safety inspectors and fire protection engineers who are not members of the Section 8.588 plans, shall be members of the Public Employees' Retirement System, and the Board of Supervisors, the Community College Board and the Retirement Board shall have the power to perform all acts necessary to carry out the terms and purposes of such contract.

The Board of Supervisors shall have the power to amend such a contract to terminate the participation of certain airport police officers in the Public Employees' Retirement System and to transfer to the San Francisco Employees' Retirement System the accumulated assets and liabilities relating to the airport police officers that make such an election, and to exempt such a contract amendment from the cost-neutrality requirements of this Section 8.506-2, provided that the present value of any additional costs associated with said transfer and the related benefits under the San Francisco Employees' Retirement System does not exceed \$670,000 in the aggregate. All additional costs in the form of actuarial liability associated with said transfer and said benefits that exceed \$670,000 in the aggregate shall be paid by the airport police officers that elect to terminate their participation in the Public Employees' Retirement System and transfer the accumulated assets and liabilities relating to their service to the San Francisco Employees' Retirement System. The Board of Supervisors and the Retirement Board shall have the power to perform all acts necessary to carry out the amendment of such contract.

Except as provided in this Section 8.506-2, contracts and contract amendments shall be cost-neutral and employee bargaining units shall be permitted to trade salary or other employee paid benefits to achieve cost-neutrality. The Board of Supervisors or the Community College Board is empowered to determine compliance under this Section. As provided in Section A8.409-5 of the City Charter, disputes under this paragraph shall not be subject to the dispute resolution procedures contained in Charter Section A8.409-4.

Any person who shall become a member of the Public Employees' Retirement System pursuant to such contract shall have the right to be a member of the health service system and the Health Service Board shall make provision for the participation in the benefits of the health service system by such persons.

SEC. A8.597-10. COMPUTATION OF SERVICE.

The following time shall be included in the computation of the service to be credited to a member of the police department for the purposes of determining whether such member qualified for retirement and calculating benefits, excluding, however, any time, the contributions for which were withdrawn by said member upon termination of his or her service while he or she was a member under any other charter section, and not redeposited upon re-entry into service:

(a) Time during and for which said member is entitled to receive compensation because of services as a member of the police or fire department.

(b) Time prior to January 1, 2003, during which said member was entitled to receive compensation while a member of the police or fire department under any other section of the charter, provided that accumulated contributions on account of such service previously refunded are redeposited with interest from the date of refund to the date of redeposit, at times and in the manner fixed by the retirement board; and solely for the purpose of determining qualification for retirement under Section A8.597-3 for disability not resulting from injury received in or illness caused by performance of duty, time during which said member serves and receives compensation because of services rendered in other offices and departments.

(c) Time during which said member is absent from a status included in Subsection (a) next preceding, by reason of service in the armed forces of the United States of America, or by reason of any other



service included in Sections A8.520 and A8.521 of the charter, during any war in which the United States was or shall be engaged or during other national emergency, and for which said member contributed or contributes to the retirement system or for which the City and County contributed or contributes on his or her account.

(d) Time during which said member earned compensation as an airport police officer, provided that said member does not receive a retirement allowance from the Public Employees' Retirement System or receive credit from the Public Employees' Retirement System for the same service, and provided further that the accumulated assets with interest and accrued liability for the past service relating to each said member is transferred from the Public Employees' Retirement System to his or her Section A8.597 account, or if previously refunded, is redeposited into his or her Section A8.597 account with interest from the date of refund to the date of redeposit, at times and in the manner fixed by the Retirement Board. The Retirement Board shall require that each said member execute a waiver consenting to the transfer so that any airport police officer service covered by Section A8.597 is not also covered by other pension provisions in this charter, and so that any such member is not receiving either a retirement allowance or service credit from the Public Employees' Retirement System for the same service, and agree to pay for any required costs allocable to such member under Section A8.506-2. Members of the police department on November 6, 2007, who are members of the retirement system under Section A8.597 shall execute and file said waiver on or before February 1, 2008. Failure to file a timely waiver shall bar any application to have such airport police officer service treated as safety service under this subsection.

The additions to this section A8.597-10, approved by the electorate on November 6, 2007, shall not apply to any member of the retirement system who separated from service, retired, or died before November 6, 2007, or to his or her continuant.

SEC. A8.597-11. SOURCES OF FUNDS.

All payments provided for members under Section A8.597 shall be made from funds derived from the following sources, plus interest earned on said funds:

(a) There shall be deducted from each payment of compensation made to a member under Section A8.597 a sum equal to seven percent of such payment of compensation *plus the member's allocable share, if any, of the costs required under Section A8.506-2.* The sum so deducted shall be paid forthwith to the retirement system. Said contribution shall be credited to the individual account of the member from whose salary it was deducted, and the total of said contributions, together with interest credited thereon in the same manner as is prescribed by the board of supervisors for crediting interest to contributions of other members of the retirement system, shall be applied to provide part of the retirement allowance granted to, or allowance granted on account of said member, or shall be paid to said member or his or her estate or beneficiary as provided in Sections A8.597-8, A8.597-9 and A8.597-10. A member's individual account under Section A8.597 shall include all monies previously credited to the member's account under Section A8.586. *The individual accounts of members who were also airport police officers that terminated their participation in the Public Employees' Retirement System as provided in Section A8.506-2 shall also include that portion of the accumulated assets transferred to the San Francisco Employees' Retirement System that represents their contributions to the Public Employees' Retirement System plus interest.*

(b) The City and County shall contribute to the retirement system such amounts as may be necessary, when added to the contributions referred to in Subsection (a) of this Section A8.597-11, to provide the benefits payable to members under Section A8.597. Such contributions of the City and County to provide the portion of the benefits hereunder shall be made in annual installments, and the installment to be paid in any year shall be determined by the application of a percentage to the total compensation paid during said year to persons who are members under Section A8.597 in accordance with the provisions of Section A8.510.

(c) To promote the stability of the retirement system through a

joint participation in the result of variations in the experience under mortality, investment and other contingencies, the contributions of both members and the City and County held by the system to provide benefits for members under Section A8.597, shall be a part of the fund in which all other assets of said system are included.

(d) Any year in which, based upon the retirement system's annual actuarial valuation, the employer contribution rate exceeds 0%, the employee organizations representing safety members shall jointly meet and confer with City representatives to implement a cost sharing arrangement between the City and employee organizations. Such arrangement will effect a material reduction of the cost impact of employer contributions on the City's general fund.

The dollar value of the cost sharing arrangement shall not exceed the total annual cost to the retirement system of improving the police and fire safety retirement plans to the 3% @ 55 benefit level or the total employer contribution required by the retirement system, whichever is lesser. Such cost sharing arrangement shall not require an employee contribution in excess of the limits set elsewhere in this charter.

The meet and confer process, including all impasse procedures under section A8.590-1 et seq., shall be concluded not later than April 1st except by mutual agreement of the parties. The cost sharing arrangement must be finalized to permit implementation effective July 1.

The retirement board's authority under charter section 12.100 and in section A8.510 concerning the annual setting of the rates of contribution are not subject to the meet and confer process, including all impasse procedures under section A8.590-1 et seq.

PROPOSITION G

Ordinance amending the San Francisco Administrative Code by adding Section 10.100 254, to establish a fund for donations to the Golden Gate Park stables and provide for a City match of \$1.00 for every \$3.00 donated to the fund, up to \$750,000, and appropriating up to \$750,000 to the fund.

Note: Additions are single-underline italics Times New Roman;
 deletions are ~~strikethrough italics Times New Roman~~.
 Board amendment additions are double underlined.
 Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. The San Francisco Administrative Code is hereby amended by adding Section 10.100-254, to read as follows:

SEC. 10.100-254. RECREATION AND PARK GOLDEN GATE PARK STABLES MATCHING FUND.

(a) Establishment of Fund. The Golden Gate Park Stables Fund is hereby established as a category four fund to receive donations of money, property, or personal services for the Golden Gate Park stables.

(b) Matching Funds. Subject to the appropriation of funds for this purpose, for every \$3.00 in donations of money, property, or personal services received and accepted by the City between April 1, 2008 and March 31, 2009, the City will deposit \$1.00 in the fund, up to a total of \$750,000.

(c) Use of Fund. This fund shall be used exclusively for any costs related to the renovation, repair and maintenance of the Golden Gate Park stables.

(d) Administration of Fund. Subject to appropriation by the Board of Supervisors, the General Manager of the Recreation and Park



LEGAL TEXT OF PROPOSITIONS G AND H

Department shall administer this fund and authorize expenditures solely for any costs related to the renovation, repair and maintenance of the Golden Gate Park stables, subject to all contracting requirements applicable to the Recreation and Park Department.

Section 2. The City hereby appropriates up to \$750,000 from any legally-available source to the Recreation and Park Golden Gate Park Stables Matching Fund.

PROPOSITION H

Ordinance amending sections 102.9, 102.23, 150, 151, 151.1, 153, 155, 159, 160, 161, 166, 167, 204.5 and 309.1, and renumbering existing sections 102.23 through 102.28 of the San Francisco Planning Code to adopt a responsible system of regulating off-street parking in the City.

Note: Additions to the San Francisco Municipal Code are single-underline italics Times New Roman; deletions are ~~strikethrough italics Times New Roman~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Title. This ordinance shall be known as and may be cited as the "Parking for Neighborhoods Initiative."

Section 2. The San Francisco Planning Code is hereby amended by amending Section 102.9 to read as follows:

SEC. 102.9. FLOOR AREA, GROSS.

In districts other than C-3, the sum of the gross areas of the several floors of a building or buildings, measured from the exterior faces of exterior walls or from the centerlines of walls separating two buildings. Where columns are outside and separated from an exterior wall (curtain wall) which encloses the building space or are otherwise so arranged that the curtain wall is clearly separate from the structural members, the exterior face of the curtain wall shall be the line of measurement, and the area of the columns themselves at each floor shall also be counted.

In C-3 Districts and the Van Ness Special Use District, the sum of the gross areas of the several floors of a building or buildings, measured along the glass line at windows at a height of four feet above the finished floor and along a projected straight line parallel to the overall building wall plane connecting the ends of individual windows; provided, however, that such line shall not be inward of the interior face of the wall.

(a) Except as specifically excluded in this definition, "gross floor area" shall include, although not be limited to, the following:

- (1) Basement and cellar space, including tenants' storage areas and all other space except that used only for storage or services necessary to the operation or maintenance of the building itself;
- (2) Elevator shafts, stairwells, exit enclosures and smoke-proof enclosures, at each floor;
- (3) Floor space in penthouses except as specifically excluded in this definition;
- (4) Attic space (whether or not a floor has been laid) capable of being made into habitable space;
- (5) Floor space in balconies or mezzanines in the interior of the building;
- (6) Floor space in open or roofed porches, arcades or exterior balconies, if such porch, arcade or balcony is located above the ground floor or first floor of occupancy above basement or garage and is used as the primary access to the interior space it serves;
- (7) Floor space in accessory buildings, except for floor spaces used for accessory off-street parking or loading spaces as

described in Section 204.5 of this Code, and driveways and maneuvering areas incidental thereto; and

(8) Any other floor space not specifically excluded in this definition.

(b) "Gross floor area" shall not include the following:

- (1) Basement and cellar space used only for storage or services necessary to the operation or maintenance of the building itself;
- (2) Attic space not capable of being made into habitable space;
- (3) Elevator or stair penthouses, accessory water tanks or cooling towers, and other mechanical equipment, appurtenances and areas necessary to the operation or maintenance of the building itself, if located at the top of the building or separated therefrom only by other space not included in the gross floor area;
- (4) Mechanical equipment, appurtenances and areas, necessary to the operation or maintenance of the building itself (i) if located at an intermediate story of the building and forming a complete floor level; or (ii) in C-3 Districts, if located on a number of intermediate stories occupying less than a full floor level, provided that the mechanical equipment, appurtenances and areas are permanently separated from occupied floor areas and in aggregate area do not exceed the area of an average floor as determined by the Zoning Administrator;
- (5) Outside stairs to the first floor of occupancy at the face of the building which the stairs serve, or fire escapes;
- (6) Floor space used for accessory off-street parking and loading spaces as described in Section 204.5 of this Code ~~and up to a maximum of one hundred fifty percent (150%) of the off-street accessory parking permitted by right in Section 151.1 of this Code for C-3 Districts~~, and driveways and maneuvering areas incidental thereto;
- (7) Arcades, plazas, walkways, porches, breezeways, porticos and similar features (whether roofed or not), at or near street level, accessible to the general public and not substantially enclosed by exterior walls; and accessways to public transit lines, if open for use by the general public; all exclusive of areas devoted to sales, service, display, and other activities other than movement of persons;
- (8) Balconies, porches, roof decks, terraces, courts and similar features, except those used for primary access as described in Paragraph (a)(6) above, provided that:
 - (A) If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the clear space is less than 15 feet in either dimension, the area shall not be excluded from gross floor area unless it is fully open to the sky (except for roof eaves, cornices or belt courses which project not more than two feet from the face of the building wall).
 - (B) If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high), or by such walls and interior lot lines, and the clear space is 15 feet or more in both dimensions, (1) the area shall be excluded from gross floor area if it is fully open to the sky (except for roof eaves, cornices or belt courses which project no more than two feet from the face of the building wall), and (2) the area may have roofed areas along its perimeter which are also excluded from gross floor area if the minimum clear open space between any such roof and the opposite wall or roof (whichever is closer) is maintained at 15 feet (with the above exceptions) and the roofed area does not exceed 10 feet in depth; (3) in addition, when the clear open area exceeds 625 square feet, a canopy, gazebo, or similar roofed structure without



walls may cover up to 10 percent of such open space without being counted as gross floor area.

(C) If, however, 70 percent or less of the perimeter of such an area is enclosed by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the open side or sides face on a yard, street or court whose dimensions satisfy the requirements of this Code and all other applicable codes for instances in which required windows face upon such yard, street or court, the area may be roofed to the extent permitted by such codes in instances in which required windows are involved;

(9) On lower, nonresidential floors, elevator shafts and other life-support systems serving exclusively the residential uses on the upper floors of a building;

(10) One-third of that portion of a window bay conforming to the requirements of Section 136(d)(2) which extends beyond the plane formed by the face of the facade on either side of the bay but not to exceed seven square feet per bay window as measured at each floor;

(11) Ground floor area in the C-3-0, C-3-O(SD), C-3-S, C-3-S(SU) and C-3-G Districts devoted to building or pedestrian circulation and building service;

(12) In the C-3-0, C-3-O(SD), C-3-S, C-3-S(SU) and C-3-G Districts, space devoted to personal services, restaurants, and retail sales of goods intended to meet the convenience shopping and service needs of downtown workers and residents, not to exceed 5,000 occupied square feet per use and, in total, not to exceed 75 percent of the area of the ground floor of the building plus the ground level, on-site open space. Said uses shall be located on the ground floor, except that, in order to facilitate the creation of more spacious ground floor interior spaces, a portion of the said uses, in an amount to be determined pursuant to the provisions of Section 309, may be located on a mezzanine level;

(13) An interior space provided as an open space feature in accordance with the requirements of Section 138;

(14) Floor area in C-3, RED, RSD, SPD, SLR, SLI, and SSO Districts devoted to child care facilities provided that:

(A) Allowable indoor space is no more or no less than 3,000 square feet and no more than 6,000 square feet, and

(B) The facilities are made available rent free, and

(C) Adequate outdoor space is provided adjacent, or easily accessible, to the facility. Spaces such as atriums, rooftops or public parks may be used if they meet licensing requirements for child care facilities, and

(D) The space is used for child care for the life of the building as long as there is a demonstrated need. No change in use shall occur without a finding by the City Planning Commission that there is a lack of need for child care and that the space will be used for a facility described in Subsection 15 below dealing with cultural, educational, recreational, religious, or social service facilities;

(15) Floor area in C-3, RED, RSD, SPD, SLR, SLI, and SSO Districts permanently devoted to cultural, educational, recreational, religious or social service facilities available to the general public at no cost or at a fee covering actual operating expenses, provided that such facilities are:

(A) Owned and operated by a nonprofit corporation or institution, or

(B) Are made available rent free for occupancy only by nonprofit corporations or institutions for such functions. Building area subject to this subsection shall be counted as occupied floor area, except as provided in Subsections 102.10(a) through (f) of this Code, for the purpose of calculating the off-street parking and freight

loading requirements for the project;

(16) In C-3 Districts, floor space used for short-term parking and aisles incidental thereto when ~~required~~ *approved* pursuant to Section 309 in order to replace short-term parking spaces displaced by the building or buildings;

(17) Floor space in mezzanine areas within live/work units where the mezzanine satisfies all applicable requirements of the San Francisco Building Code;

(18) Floor space suitable primarily for and devoted exclusively to exhibitions or performances by live/work tenants within the structure or lot, provided that such facilities will be available rent-free to live/work tenants within the property for the life of the structure; ~~and~~

(19) In South of Market RED, RSD, SPD, SLR, SLI and SSO Districts, live/work units and any occupied floor area devoted to mechanical equipment or appurtenances or other floor area accessory to live/work use provided that:

(A) The nonresidential use within each live/work unit shall be limited to uses which are principal permitted uses in the district or otherwise are conditional uses in the district and are approved as a conditional use,

(B) The density, enforcement, open space, parking and freight loading and other standards specified in Sections 124(j), 135.2, 151 and 152.1 shall be satisfied, along with all other applicable provisions of this Code, and

(C) For the purpose of calculating the off-street parking and freight loading requirement for the project, building area subject to this subsection shall be counted as occupied floor area, except as provided in Subsections 102.10(a) through (f) of this Code; ~~and~~

(20) Floor space dedicated to any of the following uses:

(A) Off-street car-share parking spaces as defined under Section 166(b)(4);

(B) Off-street parking spaces for low-emission vehicles, as defined under Section 155(t);

(C) Class 1 or Class 2 bicycle parking spaces, as defined under Section 155.1(a), or shower and clothes locker facilities for short-term use of the tenants or employees of the building;

(D) Off-street parking spaces for a motorcycle; or

(E) Any combination of the uses listed in this subsection 102.9(b)(20).

Section 3. The San Francisco Planning Code is hereby amended by adding new Section 102.23, and renumbering existing sections 102.23 through 102.28, to read as follows:

SEC. 102.23. QUADRANTS.

(a) "Northeast Quadrant" shall mean that portion of the territory of the City defined by the Metropolitan Transportation Commission as of the date of this ordinance as Superdistrict 1, and including Transportation Analysis Zones 1 through 42.

(b) "Northwest Quadrant" shall mean that portion of the territory of the City defined by the Metropolitan Transportation Commission as of the date of this ordinance as Superdistrict 2, and including Transportation Analysis Zones 43 through 89.

(c) "Southeast Quadrant" shall mean that portion of the territory of the City defined by the Metropolitan Transportation Commission as of the date of this ordinance as Superdistrict 3, and including Transportation Analysis Zones 90 through 167.

(d) "Southwest Quadrant" shall mean that portion of the territory of the City defined by the Metropolitan Transportation Commission as of the date of this ordinance as Superdistrict 4, and including Transportation Analysis Zones 168 through 190.

SEC. 102.2324. STORY.

That portion of a building, except a mezzanine as defined in the Building Code, included between the surface of any floor and the surface of the next floor above it, or if there is no floor above it, then the space



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between the surface of the floor and the ceiling next above it.

SEC. 102.2425. STORY, GROUND.

The lowest story of a building, other than a basement or cellar as defined in the Building Code.

SEC. 102.2526. STREET.

A right-of-way, 30 feet or more in width, permanently dedicated to common and general use by the public, including any avenue, drive, boulevard, or similar way, but not including any freeway or highway without a general right of access for abutting properties.

SEC. 102.2627. STRUCTURE.

Anything constructed or erected which requires fixed location on the ground or attachment to something having fixed location on the ground.

SEC. 102.2728. STRUCTURAL ALTERATIONS.

Any change in the supporting members of a building, such as bearing walls, columns, beams or girders.

SEC. 102.2829. USE.

The purpose for which land or a structure, or both, are designed, constructed, arranged or intended, or for which they are occupied or maintained, let or leased.

Section 4. The San Francisco Planning Code is hereby amended by amending Section 150 to read as follows:

SEC. 150. OFF-STREET PARKING AND LOADING REQUIREMENTS.

(a) **General.** This Article 1.5 is intended to assure that off-street parking and loading facilities are provided in amounts and in a manner that will be consistent with the objectives and policies of the San Francisco ~~Master~~ *General* Plan, as part of a balanced transportation system that makes suitable provision for use of both private vehicles and transit. With respect to off-street parking, this Article is intended to require needed facilities but discourage excessive amounts of parking, to avoid adverse effects upon surrounding areas and uses, and to encourage effective use of public transit as an alternative to travel by private automobile.

(b) **Spaces Required.** Off-street parking and loading spaces, according to the requirements stated in this Article 1.5, shall be provided for any structure constructed, and any use established, whether public or private, after the original effective date of any such requirement applicable to such structure or use. Where a project is proposed to provide a quantity of off-street parking within the range permitted as "accessory" under Sections 151, 151.1 and 204.5 of this Code, without the express requirement of an exception under Sections 309 or 309.1 of this Code, such quantity of off-street parking shall be approved regardless of whether (i) any portion of such accessory parking is in a configuration other than independently accessible, except as expressly required under Section 155 of this Code, (ii) such accessory parking is proposed to be at a location other than the lot where the project that it is intended to serve is located under Section 159 of this Code, or (iii) such accessory parking is located in a collective and/or joint-use parking facility under Sections 159 and 160 of this Code.

(c) Additions to Structure and Uses.

(1) For any structure or use lawfully existing on ~~such effective date~~ the original effective date of any parking requirement applicable to such structure or use, off-street parking and loading spaces need be provided only in the case of a major addition to such structure or use, and only in the quantity required for the major addition itself. In order to provide accessory parking spaces on the same site for smaller residential structures within residential neighborhoods, any residential structure containing up to four dwelling units lawfully existing within an R District as of April 1, 2007 shall be permitted to convert a portion of that structure, or to modify that structure, to include at least one accessory parking space, provided that such conversion or modification is consistent with all applicable development standards for the district where such structure is located, without regard to: (A) whether the existing structure is located along a Transit Preferential Street, Primary Pedestrian Street, or Bicycle Street;

(B) any potential effect on transit stops, bicycle or primary pedestrian streets; or (C) any potential effect on an existing Significant Tree or street tree, so long as the conversion or modification includes one-to-one replacement of such tree with a new tree no smaller than 15-gallon size within 1,000 feet. Any lawful deficiency in off-street parking or loading spaces existing on ~~such effective date~~ the original effective date of any parking requirement applicable to such structure or use may be carried forward for the structure or use, apart from such major addition.

(2) For these purposes, a "major addition" is hereby defined as any enlargement, alteration, change of occupancy or increase in intensity of use which would increase the number of off-street parking spaces required for dwelling units by one or more spaces; which would increase the number of off-street parking spaces required for uses other than dwelling units by at least 15 percent or by at least five spaces, whichever is greater; or which would increase the requirement for off-street loading spaces by at least 15 percent.

(3) Successive additions made after the effective date of an off-street parking or loading requirement shall be considered cumulative, and at the time such additions become major in their total, off-street parking and loading spaces shall be provided as required for such major addition.

(d) **Spaces to be Retained.** Except where relocated to an off-site location as permitted under Sections 159 and/or 160 of this Code, ~~once~~ Once any off-street parking or loading space has been provided which wholly or partially meets the requirements of this Code, such off-street parking or loading space shall not thereafter be reduced, eliminated or made unusable in any manner; provided, however, that (i) in the Outer Clement Neighborhood Commercial District a maximum of one off-street parking space may be used for the storage of materials for a commercial use if the commercial use is on a lot contiguous to the lot on which the parking space is located and if access between the commercial use and the storage is available without the use of a public sidewalk or other public right-of-way and if the storage occurred prior to 1985, (ii) any non-required off-street parking space may be granted or leased for a term of not less than ninety years to serve as an accessory off-street parking space for any dwelling unit located within no more than 1,000 feet of such parking space, as provided under Section 159 of this Code, or (iii) any required residential parking space may be leased or rented on a monthly basis to serve the resident of any dwelling unit within 1,000-feet, as provided under Section 204.5(b)(2) of this Code, and such lease or rental shall not be considered a reduction or elimination of required spaces.

(e) **Conditional Use Cases.** When authorizing a conditional use under Section 303 of this Code, the ~~City~~ Planning Commission may require such additional off-street parking and loading spaces, and apply such other standards in addition to those stated in this Article 1.5, as are in its opinion necessary to secure the objectives of this Code. As provided in subsection 150(a), where a proposed development is otherwise subject to conditional use authorization, so long as the proposed quantity of parking is permitted as accessory under Sections 151, 151.1 and 204.5 of this Code without the need for conditional use authorization or for an exception under Sections 309 or 309.1, then such quantity of off-street parking shall not be required to be reduced.

Section 5. The San Francisco Planning Code is hereby amended by amending Section 151 to read as follows:

SEC. 151. SCHEDULE OF REQUIRED OFF-STREET PARKING SPACES.

(a) Off-street parking spaces shall be provided in the minimum quantities specified in the following table, with the sole exceptions of (i) as otherwise provided for DTR and C-3 districts in Section 151.1 of this Code, and (ii) where exemptions exist under Section 161 of this Code.

(b) Where the building or lot contains uses in more than one of the categories listed, parking requirements shall be calculated in the manner provided in Section 153 of this Code.

(c) Where off-street parking is provided which exceeds ~~certain~~



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~~amounts in relation to the quantities specified in this table, as set forth in the quantities that may be classified as an accessory use under 204.5~~ of this Code, such parking shall be classified not as accessory parking but as either a principal or a conditional use, depending upon the use provisions applicable to the district in which the parking is located. In considering an application for a conditional use for any such parking, due to the amount being provided, the ~~City~~ Planning Commission shall consider the criteria set forth in Section 157 of this Code.

(d) Any off-street parking space dedicated for use as a car-share parking space, as defined in Section 166, or for use by a low-emission vehicle, as defined in Section 155(t), shall not be counted toward the maximum quantities of off-street parking allowed as accessory under this Section and Section 204.5.

**Table 151
OFF-STREET PARKING SPACES REQUIRED**

Use or Activity	<u>Minimum</u> Number of Off-Street Parking Spaces Required
Dwelling, except as specified below, and except in the Bernal Heights Special Use District as provided in Section 242	One for each dwelling unit.
Dwelling, RC-4 and RSD Districts, except in the Van Ness Special Use District	One for each four dwelling units.
Dwelling, specifically designed for and occupied by senior citizens or physically handicapped persons, as defined and regulated by Section 209.1(m) of this Code	One-fifth the number of spaces specified above for the district in which the dwelling is located.
Group housing of any kind	One for each three bedrooms or for each six beds, whichever results in the greater requirement, plus one for the manager's dwelling unit, if any, with a minimum of two spaces required.
SRO units	In the South of Market base area, one for each 20 units, plus one for the manager's dwelling unit, if any, with a minimum of two spaces.
Hotel, inn or hostel in NC Districts	0.8 for each guest bedroom.
Hotel, inn or hostel in districts other than NC	One for each 16 guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's dwelling unit, if any.
Motel	One for each guest unit, plus one for the manager's dwelling unit, if any.
Mobile home park	One for each vehicle or structure in such park, plus one for the manager's dwelling unit if any.
Hospital or other inpatient medical institution	One for each 16 guests excluding bassinets or for each 2,400 square feet of gross floor area devoted to sleeping rooms, whichever results in the greater requirement, provided that these requirements shall not apply if the calculated number of spaces is no more than two.
Residential care facility	One for each 10 residents, where the number of residents exceeds nine.
Child care facility	One for each 25 children to be accommodated at any one time, where the number of such children exceeds 24.
Elementary school	One for each six classrooms.
Secondary school	One for each two classrooms.
Post-secondary educational institution	One for each two classrooms.
Church or other religious institutions	One for each 20 seats by which the number of seats in the main auditorium exceeds 200.
Theater or auditorium	One for each eight seats up to 1,000 seats where the number of seats exceeds 50 seats, plus one for each 10 seats in excess of 1,000.
Stadium or sports arena	One for each 15 seats.
Medical or dental office or outpatient clinic	One for each 300 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
Offices or studios of architects, engineers, interior designers and other design professionals and studios of graphic artists	One for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.



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Other business office	One for each 500 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet, except one for each 750 square feet within the SSO District, where the occupied floor area exceeds 5,000 square feet.
Restaurant, bar, nightclub, pool hall, dance hall, bowling alley or other similar enterprise	One for each 200 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture	One for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
Greenhouse or plant nursery	One for each 4,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
Other retail space	One for each 500 square feet of occupied floor area up to 20,000 where the occupied floor area exceeds 5,000 square feet, plus one for each 250 square feet of occupied floor area in excess of 20,000.
Service, repair or wholesale sales space, including personal, home or business service space in South of Market Districts	One for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
Mortuary	Five.
Storage or warehouse space, and space devoted to any use first permitted in an M-2 District	One for each 2,000 square feet of occupied floor area, where the occupied floor area exceeds 10,000 square feet.
Arts activities and spaces except theater or auditorium spaces	One for each 2,000 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet.
Other manufacturing and industrial uses	One for each 1,500 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet.
Live/work units	One for each 2,000 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet, except in RH or RM Districts, within which the requirement shall be one space for each live/work unit.

Section 6. The San Francisco Planning Code is hereby amended by amending Section 151.1 to read as follows:

SEC. 151.1. PERMITTED OFF-STREET PARKING IN DOWNTOWN RESIDENTIAL (DTR) AND C-3 DISTRICTS.

(a) Downtown Residential (DTR) and C-3 Districts shall be located solely within the Northeastern Quadrant.

(#b) For any use in DTR and C-3 Districts, the minimum and maximum quantities of off-street accessory parking for such uses shall not be required as specified in this Section 151.1 herein. The quantities specified designated in Table 151.1 by "(P)" shall serve as the maximum amount of off-street accessory parking that may be provided as accessory to the uses specified of right; those quantities designated by "(E)" shall mean the maximum amount of off-street parking allowed by the Planning Commission through an exception pursuant to Section 309 in a C-3 District or Section 309.1 in a DTR District, based on affirmative findings of consistency with subsection (d) of this Section 151.1; and those quantities designated by "(NP)" shall not be permitted as accessory to the uses specified. For uses in DTR districts not described in Table 151.1, the off street requirements specified in Table 151 and set forth in Section 204.5 of this Code shall serve as maximums for the total amount of accessory parking that may be provided. For uses in C-3 Districts not described in Table 151.1, Section 204.5 shall determine the maximum permitted accessory parking that may be provided. Variances may not be granted in the DTR or C-3 Districts above the maximum accessory parking specified in this

Section 151.1. Where off-street parking is provided that exceeds the maximum quantities specified in Table 151.1 or as set forth in Section 204.5 of this Code, such parking shall be classified not as accessory parking but as either a principally permitted or conditional use, depending upon the use provisions applicable to the district in which the parking is located. ~~In considering an application for a conditional use for any such parking due to the amount being provided, the Planning Commission shall consider the criteria set forth in Section 157 of this Code.~~

~~(b) Where a number or ratio of spaces are described in Table 151.1, such number or ratio shall refer to the total number of parked cars accommodated in the project proposal, regardless of the arrangement of parking, and shall include all spaces accessed by mechanical means, valet, or non independently accessible means. For the purposes of determining the total number of cars parked, the area of an individual parking space, except for those spaces specifically designated for persons with physical disabilities, may not exceed 185 square feet, including spaces in tandem, or in parking lifts, elevators or other means of vertical stacking.~~

(c) Any off-street parking space dedicated for use as a car-share parking space, as defined in Section 166, *or for use by a low-emission vehicle, as defined in Section 155(t)*, shall not be counted toward the total parking allowed as accessory in this Section.



Table 151.1
OFF-STREET PARKING ALLOWED AS ACCESSORY

Use or Activity	Number of Off-Street Car Parking Spaces or Space Devoted to Off-Street Car Parking Permitted <u>Minimum Number of Off-Street Parking Spaces Required</u>	<u>Maximum Number of Off-Street Parking Spaces Permitted as of Right (P), Permitted by Exception (E) or Not Permitted (NP)</u>
Dwelling units in DTR Districts; <i>except as specified below</i>	P up to one car for each two dwelling units; up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1 (d); NP above one space per unit <u>None.</u>	<u>P up to three for every four dwelling units; E greater than three for every four dwelling units; NP above one per dwelling unit.</u>
Dwelling units in C-3 Districts; <i>except as specified below</i>	P up to one car for each four dwelling units; up to 0.75 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(e); NP above 0.75 cars for each dwelling unit <u>None.</u>	<u>P up to three for every four dwelling units; E greater than three for every four dwelling units; NP above one per dwelling unit.</u>
Dwelling units in C-3 Districts with at least 2 bedrooms and at least 1,000 square feet of occupied floor area	P up to one car for each four dwelling units; up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1(e); NP above one car for each dwelling unit	
Group housing of any kind	P up to one car for each three bedrooms or for each six beds, whichever results in the greater requirement, plus one for the manager's dwelling unit if any. NP above <u>None.</u>	<u>P up to three for each nine bedrooms or one per nine, beds, whichever results in the greater amount, plus one for the manager's dwelling unit, if any; E greater than three for each nine bedrooms or one for each nine beds, whichever results in the greater amounts, plus one for the manager's dwelling unit, if any; NP above one for each three bedrooms or for each six beds, whichever results in the greater amount, plus one for the manager's dwelling unit, if any.</u>
SRO units	P up to one car for each 20 units, plus one for the manager's dwelling unit, if any. NP above <u>None.</u>	<u>P up to one for each 30 units, plus one for the manager's dwelling unit, if any; E greater than one for each 20 units, plus one for the manager's dwelling unit, if any; NP greater than one for each 20 units, plus one for the manager's dwelling unit.</u>
<i>Hotel, inn or hostel</i>	<u>None.</u>	<u>P up to one for each 16 guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's dwelling unit, if any; NP above one for each 16 guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's dwelling unit, if any.</u>
<i>Motel</i>	<u>None.</u>	<u>P up to one for each guest unit, plus one for the manager's dwelling unit, if any; NP above one for each guest unit, plus one for the manager's dwelling unit, if any.</u>
<i>Hospital or other inpatient medical institution</i>	<u>None.</u>	<u>P up to one for each 16 guests excluding bassinets or for each 2,400 square feet of gross floor area devoted to sleeping rooms, whichever results in the greater quantity; NP above one for each 16 guests excluding bassinets or for each 2,400 square feet of gross floor area devoted to sleeping rooms, whichever results in the greater quantity.</u>
<i>Residential care facility</i>	<u>None.</u>	<u>P up to one for each 10 residents, where the number of residents exceeds nine; NP above one for each 10 residents.</u>



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<u>Child care facility</u>	<u>None.</u>	<u>P up to one for each 25 children to be accommodated at any one time, where the number of such children exceeds 24; NP above one for each 25 children to be accommodated at any one time.</u>
<u>Elementary school</u>	<u>None.</u>	<u>P up to one for each six classrooms; NP above one for each six classrooms.</u>
<u>Secondary school</u>	<u>None.</u>	<u>P up to one for each two classrooms; NP above one for each six classrooms.</u>
<u>Post-secondary educational institution</u>	<u>None.</u>	<u>P up to one for each two classrooms; NP above one for each six classrooms.</u>
<u>Church or other religious institutions</u>	<u>None.</u>	<u>P up to one for each 20 seats by which the number of seats in the main auditorium exceeds 200; NP above one for each 20 seats.</u>
<u>Theater or auditorium</u>	<u>None.</u>	<u>P up to one for each eight seats up to 1,000 seats where the number of seats exceeds 50 seats, plus one for each 10 seats in excess of 1,000; NP above one for each eight seats up to 1,000 seats, plus one for each 10 seats in excess of 1,000.</u>
<u>Medical or dental office or outpatient clinic</u>	<u>None.</u>	<u>P up to one for each 500 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet; NP above one for each 500 square feet of occupied floor area.</u>
All office uses	P up to seven percent of the gross floor area of such uses; NP above None.	<u>P up to one for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet; E greater than one for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000; NP greater than one for each 750 square feet of occupied floor area, or where the occupied floor area does not exceed 5,000 square feet.</u>
<u>Restaurant, bar, nightclub, pool hall, dance hall, bowling alley or other similar enterprise</u>	<u>None.</u>	<u>P up to one for each 500 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet; NP above one for each 500 square feet of occupied floor area.</u>
<u>Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture</u>	<u>None.</u>	<u>P up to one for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet; NP above one for each 1,000 square feet of occupied floor area.</u>
<u>Greenhouse or plant nursery</u>	<u>None.</u>	<u>P up to one for each 4,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet; NP above one for each 4,000 square feet of occupied floor area.</u>
<u>Other retail space</u>	<u>None.</u>	<u>P up to one for each 500 square feet of occupied floor area up to 20,000 where the occupied floor area exceeds 5,000 square feet, plus one for each 250 square feet of occupied floor area in excess of 20,000; NP above one for each 500 square feet of occupied floor area up to 20,000, plus one for each 250 square feet of occupied floor area in excess of 20,000.</u>



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<i>Service, repair or wholesale sales space</i>	<i>None.</i>	<i>P up to one for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet; NP above one for each 1,000 square feet of occupied floor area.</i>
<i>Mortuary</i>	<i>None.</i>	<i>P up to five; NP above eight.</i>
<i>Storage or warehouse space</i>	<i>None.</i>	<i>P up to one for each 2,000 square feet of occupied floor area, where the occupied floor area exceeds 10,000 square feet; NP above one for each 2,000 square feet of occupied floor area.</i>
<i>Arts activities and spaces except theater or auditorium spaces</i>	<i>None.</i>	<i>P up to one for each 2,000 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet; NP above one for each 2,000 square feet of occupied floor area.</i>
<i>Other manufacturing and industrial uses</i>	<i>None</i>	<i>P up to one for each 1,500 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet; NP above one for each 1,500 square feet of occupied floor area.</i>
<i>Live/work units</i>	<i>None.</i>	<i>P up to one for each 2,000 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet; NP above one for each 2,000 square feet of occupied floor area.</i>

(d) In DTR districts, any request for accessory parking in excess of what is permitted by right shall be reviewed on a case-by-case basis by the Planning Commission, subject to the procedures set forth in Section 309.1 of this Code. In granting approval for parking accessory to residential uses above that permitted by right in Table 151.1, the Commission shall make the following affirmative findings:

(1) All parking in excess of that allowed by right for dwelling units is stored and accessed by mechanical means, valet, or non-independently accessible method that maximizes space efficiency and discourages use of vehicles for commuting or daily errands;

(2) Vehicle movement on or around the project site associated with the excess accessory parking in excess of that allowed by right does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district;

(3) Accommodating excess accessory parking in excess of that allowed by right does not substantially degrade the overall urban design quality of the project proposal development that the accessory parking would serve;

(4) All parking in the project is set back from facades facing streets and alleys and lined with active uses, and that the project sponsor is not requesting any exceptions or variances requiring such treatments elsewhere in this Code; and

(5) Excess accessory accommodating parking in excess of that allowed by right does not substantially diminish the quality and viability of existing or planned streetscape enhancements.

(e) In C-3 Districts, any request for accessory parking in excess of what is permitted by right in Table 151.1, shall be reviewed on a case-by-case basis by the Planning Commission, subject to the procedures set forth in Section 309 of this Code. In granting approval for parking accessory to residential uses above that permitted by right in Table 151.1, the Planning Commission shall make the following affirmative findings:

(1) For projects with 50 units or more dwelling units, all residential accessory parking in excess of 0.5 parking spaces for each dwelling unit shall be stored and accessed by mechanical stackers or lifts, valet, or other space efficient means that allows

more space above ground for housing, maximizes space efficiency and discourages use of vehicles for commuting or daily errands. The Planning Commission may authorize the request for additional parking notwithstanding that the project sponsor cannot fully satisfy this requirement provided that the project sponsor demonstrates hardship or practical infeasibility (such as for retrofit of existing buildings) in the use of space efficient parking given the configuration of the parking floors within the building and the number of independently accessible spaces above 0.5 spaces per unit is de minimus and subsequent valet operation or other form of parking space management could not significantly increase the capacity of the parking space above the maximums in Table 151.1. All parking in excess of that allowed by right for dwelling units is stored and accessed by mechanical means, valet or non-independently accessible method that maximizes space efficiency and discourages use of vehicles for commuting; and

(2) For any project with residential accessory parking in excess of 0.375 parking spaces for each dwelling unit, the project complies with the housing requirements of Sections 315 through 315.9 of this Code except as follows: the inclusionary housing requirements that apply to projects seeking conditional use authorization as designated in Section 315.3(a)(2) shall apply to the project.

(3) The findings of Section 151.1(d)(2), (d)(3) and (d)(5) are satisfied;

(4) All parking meets the active use and architectural screening requirements in Sections 155(s)(1)(B) and 155(s)(1)(C) and the project sponsor is not requesting any exceptions or variances requiring such treatments elsewhere in this Code.

Section 7. The San Francisco Planning Code is hereby amended by amending Section 153 to read as follows:

SEC. 153. RULES FOR CALCULATION OF REQUIRED SPACES.

(a) In the calculation of off-street parking and freight loading spaces required under Sections 151, 152 and 152.1, the following rules shall apply:

(1) Except as permitted for joint-use parking facilities under Section 160 of this Code, in the case of mixed uses in the



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same structure, on the same lot or in the same development, or more than one type of activity involved in the same use, the total requirements for off-street parking and loading spaces shall be the sum of the requirements for the various uses or activities computed separately, including fractional values.

(2) Where an initial quantity of floor area, rooms, seats or other form of measurement is exempted from off-street parking or loading requirements, such exemption shall apply only once to the aggregate of that form of measurement. If the initial exempted quantity is exceeded, for either a structure or a lot or a development, the requirement shall apply to the entire such structure, lot or development, unless the contrary is specifically stated in this Code. In combining the requirements for use categories in mixed-use buildings, all exemptions for initial quantities of square footage for the uses in question shall be disregarded, excepting the exemption for the initial quantity which is the least among all the uses in question.

(3) Where a structure or use is divided by a zoning district boundary line, the requirements as to quantity of off-street parking and loading spaces shall be calculated in proportion to the amount of such structure or use located in each zoning district.

(4) Where seats are used as the form of measurement, each 22 inches of space on benches, pews and similar seating facilities shall be considered one seat.

(5) When the calculation of the required number of off-street parking or freight loading spaces results in a fractional number, a fraction of 1/2 or more shall be adjusted to the next higher whole number of spaces, and a fraction of less than 1/2 may be disregarded.

(6) In C-3, DTR, and South of Market Districts, substitution of two service vehicle spaces for each required off-street freight loading space may be made, provided that a minimum of 50 percent of the required number of spaces are provided for freight loading. Where the 50-percent allowable substitution results in a fraction, the fraction shall be disregarded.

(b) The requirements for off-street parking and loading for any use not specifically mentioned in Sections 151 and 152 shall be the same as for a use specified which is similar, as determined by the Zoning Administrator.

(c) In DTR and C-3 districts, the rules of calculation established by subsection (a) shall apply to the determination of maximum permitted spaces allowed by Section 151.1.

Section 8. The San Francisco Planning Code is hereby amended by amending Section 155 to read as follows:

SEC. 155. GENERAL STANDARDS AS TO LOCATION AND ARRANGEMENT OF OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE FACILITIES.

Required off-street parking and freight loading facilities shall meet the following standards as to location and arrangement. In addition, facilities which are not required but are actually provided shall meet the following standards unless such standards are stated to be applicable solely to required facilities. In application of the standards of this Code for off-street parking and loading, reference may be made to provisions of other portions of the Municipal Code concerning off-street parking and loading facilities, and to standards of the Bureau of Engineering of the Department of Public Works. Final authority for the application of such standards under this Code, and for adoption of regulations and interpretations in furtherance of the stated provisions of this Code shall, however, rest with the Planning Department of City Planning.

(a) Every required off-street parking or loading space shall be located on the same lot as the use served by it, except as provided in Sections 159, 160 and 161 of this Code.

(b) Every required off-street parking or loading space shall be located in its entirety within the lot lines of private property, except as provided in Sections 159, 160 and 161 of this Code.

(c) Every off-street parking or loading space shall have adequate

means of ingress from and egress to a street or alley. Every required off-street parking or loading space shall be independently accessible, with the exception of: (i) any such space within a DTR and C-3 districts, at the discretion of the sponsor of the project and as required under Section 151.1(e)(1) of this Code; or (ii) a parking space for a minor second dwelling unit in an RH-1(S) District; or (iii) as otherwise provided by the Bernal Heights Special Use District set forth in Section 242. In C-3 Districts, if it is found, in accordance with the provisions of Section 309, that independently accessible spaces are infeasible due to site constraints, or in In South of Market Districts, if it is found, in accordance with the provisions of Section 307(g) of this Code, that independently accessible spaces for nonresidential activities any uses are infeasible due to site constraints or that valet parking mechanical means, valet or other non-independently accessible means would provide a more convenient and efficient means of serving business clients, the substitution of attendant parking spaces for independently accessible spaces may be approved by the Planning Department, where such accessory parking is permitted as of right, and by the Planning Commission where such accessory parking requires conditional use authorization. Access to off-street loading spaces shall be from alleys in preference to streets.

(1) Adequate reservoir or queuing space shall be provided on private property for entrance of vehicles to off-street parking and loading spaces, except with respect to spaces independently accessible directly from the street.

(2) For residential uses located anywhere within the City, independently accessible off-street parking spaces shall include spaces accessed by automated garages, or car elevators, provided that no car needs to be moved under its own power to access another car.

(d) All off-street freight loading and service vehicle spaces in the C-3-O, C-3-R, C-3-G, and South of Market Districts shall be completely enclosed and access from a public street or alley shall be provided by means of a private service driveway, which is totally contained within the structure. Such a private service driveway shall include adequate space to maneuver trucks and service vehicles into and out of all provided spaces, and shall be designed so as to facilitate access to the subject property while minimizing interference with street and sidewalk circulation. Any such private service driveway shall be of adequate width to accommodate drive-in movement from the adjacent curb or inside traffic lane but shall in no case exceed 30 feet. Notwithstanding the foregoing, if an adjacent street or alley is determined to be primarily used for building service, pursuant to the provisions of Section 309 in a C-3-O, C-3-R or C-3-G District, or the provisions of Section 307(g) in a South of Market District, up to four spaces may be allowed to be individually accessible directly from such a street or alley.

(e) In a DTR, C-3 or South of Market District, where site constraints would make a consolidated freight loading and service vehicle facility impractical, service vehicle spaces required by Sections 153(a)(6) and 154(b)(3) of this Code may be located in a parking garage for the structure or other location separate from freight loading spaces.

(f) In a DTR, C-3 or South of Market District, whenever off-street freight loading spaces are provided, freight elevators immediately accessible from the loading dock shall be provided to all floors which contain uses that are included in the calculation of required number of freight loading spaces. If freight loading facilities are subterranean, the location and operation of freight elevators shall be designed, where feasible, to discourage use of freight elevators for deliveries from the ground floor. Directories of building tenants shall be provided at all freight elevators. A raised loading dock or receiving area shall be provided with sufficient dimensions to provide for short-term storage of goods. All required freight loading and service vehicle spaces shall be made available only to those vehicles at all times, and provision shall be made to minimize interference between freight loading and service operations, and garbage dumpster operations and storage.

(g) In order to discourage long-term commuter parking, any off-street parking spaces provided for a structure or use other than residential or hotel in a DTR or C-3 District, whether classified as an accessory



or conditional use, which are otherwise available for use for long-term parking by downtown workers shall maintain a rate or fee structure for their use such that the rate charge for four hours of parking duration is no more than four times the rate charge for the first hour, and the rate charge for eight or more hours of parking duration is no less than 10 times the rate charge for the first hour. Additionally, no discounted parking rate shall be permitted for weekly, monthly or similar time-specific periods.

(h) The internal layout of off-street parking and loading spaces, driveways, aisles and maneuvering areas shall be according to acceptable standards, and all spaces shall be clearly marked.

(i) For each 25 off-street parking spaces provided, one such space shall be designed and designated for handicapped persons.

(j) Except as provided by Section 155.1 and Section 155.2 below, for each 20 off-street parking spaces provided, one space shall be provided for parking of a bicycle. The most restrictive provisions of 155(j) or 155.4 shall prevail.

(k) Off-street parking and loading facilities shall be arranged so as to prevent encroachments upon sidewalk areas and adjacent properties, in the maneuvering, standing and storage of vehicles, by means of the layout of facilities and by use of bumper or wheel guards or such other devices as are necessary.

(l) Driveways crossing sidewalks shall be no wider than necessary for ingress and egress, and shall be arranged, to the extent practical, so as to minimize the width and frequency of curb cuts, to maximize the number and size of on-street parking spaces available to the public, and to minimize conflicts with pedestrian and transit movements.

(m) Every off-street parking or loading facility shall be suitably graded, surfaced, drained and maintained.

(n) Off-street parking and loading spaces shall not occupy any required open space, except as specified in Section 136 of this Code.

(o) No area credited as all or part of a required off-street parking space shall also be credited as all or part of a required off-street loading space, or used as all or part of an ~~unrequired~~*non-required* off-street loading space. No area credited as all or part of a required off-street loading space shall also be credited as all or part of a required off-street parking space, or used as all or part of an ~~unrequired~~*non-required* off-street parking space.

(p) Any off-street freight loading area located within 50 feet of any R District shall be completely enclosed within a building if such freight loading area is used in regular night operation.

(q) Rooftop parking shall be screened as provided in Section 141(d) of this Code.

(r) **Protected Pedestrian- and Transit-Oriented Street Frontages.** In order to preserve the pedestrian character of certain downtown and neighborhood commercial districts and to minimize delays to transit service, garage entries, driveways or other vehicular access to off-street parking or loading shall be regulated as follows on the following street frontages:

(1) Folsom Street, from Essex Street to ~~the~~*The* Embarcadero, not permitted except as set forth in Section 827.

(2) The entire portion of Market Street in the C-3 Districts, not permitted.

(3) The entire portion of California Street, The Embarcadero, Folsom Street, Geary Street, Mission Street, Powell Street and Stockton Street in the C-3 Districts, and Grant Avenue from Market Street to Bush Street and Montgomery Street from Market Street to Columbus Avenue, not permitted except with a conditional use permit.

(4) In C-3 Districts, no curb cuts accessing off-street parking or loading shall be created or utilized on street frontages identified along any Transit Preferential, Citywide Pedestrian Network or Neighborhood Commercial Streets as designated in the Transportation Element of the General Plan or official city bicycle routes or bicycle lanes, where an alternative frontage is available. For bicycle lanes, the prohibition on curb cuts applies to the side or sides of the street where bicycle lanes are located; for one-way bicycle routes or lanes, the prohibition on curb cuts

shall apply to the right side of the street only, unless the official-ly adopted alignment is along the left side of the street. Where an alternative frontage is not available, parking or loading access along any Transit Preferential, Citywide Pedestrian Network or Neighborhood Commercial Streets as designated in the Transportation Element of the General Plan or official city bicycle lane or bicycle route, may be allowed as an exception in the manner provided in Section 309 in cases where it can be clearly demonstrated that the final design of the parking access minimizes negative impacts to transit movement and to the safety of pedestrians and bicyclists to the fullest extent feasible.

(s) **Off-Street Parking and Loading in C-3 Districts.** ~~As~~*Solely* *in* C-3 Districts, restrictions on the design and location of off-street parking and loading and access to off-street parking and loading are necessary to reduce their negative impacts on neighborhood quality and the pedestrian environment.

(1) **Ground floor or below-grade parking and street frontages with active uses.**

(A) All off-street parking in C-3 Districts (both as accessory and principal uses) shall be built no higher than the ground-level (up to a maximum ceiling height of 20 feet from grade) unless an exception to this requirement is granted in accordance with Section 309 and subsection 155(s)(2) or a conditional use is authorized in accordance with Section 303 and subsections 155(s)(2) or 155(s)(3) below.

(B) Parking at the ground-level to the full height of the ground-level parking shall be lined with active uses, as defined by Section 145.4(e), to a depth of at least 25 feet along all street frontages, except for space allowed for parking and loading access, building egress, and access to mechanical systems. So as not to preclude conversion of parking space to other uses in the future, parking at the ground-level shall not be sloped and shall have a minimum clear ceiling height of nine feet.

(i) Where a non-accessory off-street parking garage permitted under Section 223(m)--(p) is located in the Mid-Market area described below in subsection 155(s)(3)(B) and fronts more than one street of less than 45 feet in width, a conditional use may be granted in accordance with Section 303 that allows an exception to this requirement for one of the street frontages. The above provision authorizing such conditional use shall sunset eight years from the effective date of the ordinance enacting this subsection 155(s)(1)(A)(i).

(C) Parking allowed above the ground-level in accordance with an exception under Section 309 or a conditional use in accordance with Section 303 as authorized by subsections 155(s)(2) or 155(s)(3) shall be entirely screened from public rights-of-way in a manner that accentuates ground floor retail and other uses, minimizes louvers and other mechanical features and is in keeping with the overall massing and architectural vocabulary of the building's lower floors. So as not to preclude conversion of parking space to other uses in the future, parking allowed above the ground-level shall not be sloped and shall have a minimum clear ceiling height of nine feet.

(2) **Residential accessory parking.** For residential accessory off-street parking in C-3 Districts, two additional floors of above-grade parking beyond the at-grade parking allowed by Section 155(s)(1), to a maximum ceiling height of 35 feet from grade, may be permitted subject to the provisions of subsections 155(s)(2)(A) or 155(s)(2)(B) below:

(A) In a manner provided in Section 309 of this Code provided it can be clearly demonstrated that ~~trans-~~*portation*~~existing~~ easements or ~~contaminated~~ soil condi-



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tions make it practically infeasible to build parking below-ground. The determination of practical infeasibility based on existing easements shall be made by the City Attorney. The determination of practical infeasibility based on soil conditions shall be made based on an independent, third-party geotechnical assessment conducted by a licensed professional and funded by the project sponsor. The Planning Director shall make a determination as to the objectivity of the soils study prior to the Planning Commission's consideration of the exception application under Section 309.

(B) As a conditional use in accordance with the criteria set forth in Section 303 of this Code, provided it can be clearly demonstrated that constructing the parking above-grade instead of underground would allow the proposed housing to meet affordability levels for which actual production has not met ABAG production targets as identified in the Housing Element of the General Plan.

(3) **Non-accessory off-street parking garages.** For non-accessory off-street parking garages in C-3 Districts permitted under Section 223(m)--(p), two additional floors of above-grade parking beyond the at-grade parking allowed by Section 155(s)(1), to a maximum ceiling height of 35 feet from grade, may be permitted subject to the provisions of subsections 155(s)(3)(A) or 155(s)(3)(B) below:

(A) As a conditional use in accordance with the criteria set forth in Section 303, provided it can be clearly demonstrated that ~~transportation~~existing easements or ~~contaminated~~ soil conditions make it practically infeasible to build parking below-ground. The determination of practical infeasibility based on existing easements shall be made by the City Attorney. The determination of practical infeasibility based on soil conditions shall be made based on an independent, third-party geotechnical assessment conducted by a licensed professional and funded by the project sponsor. The Planning Director shall make a determination as to the objectivity of the soils study prior to the Planning Commission's consideration of the conditional use permit application.

(B) As a conditional use in accordance with the criteria set forth in Section 303, provided the site contains an existing non-accessory off-street surface parking lot with valid permits for such parking as of the effective date of the ordinance enacting this subsection and the site is located in the following Mid-Market area: Assessor's Block 0341, Lots 4 through 9 and 13; Block 0342, Lots 1, 2, 4, 7, 11, 12 and 13; Block 0350, Lots 1 through 4; Block 0355, Lots 3 through 12 and 15; Block 3507, Lot 39; Block 3508, Lots 1, 13, 18, 19, 22, 24 through 27, 39 and 40; Block 3509, Lots 18, 19, 36, 37 and 40 through 43; Block 3510, Lot 1; Block 3701, Lots 5, 8, 10, 11, 12, 20 through 24, 53, 59, 60, 63 and 64; Block 3702, Lots 1, 2, 37, 38, 39, 44, 44A, 45, 46, 47, 48, 48A, 51, 52, 53, 54, 56; Block 3703, Lots 1, 2, 3, 7, 10, 11, 12, 25, 26, 33, 40, 41, 50, 53, 56 through 68, 70, 74, 75, 76, 78 through 81, 84, 85 and 86; Block 3704, Lots 1, 3, 6, 9 through 13, 15, 17 through 22, 24, 35, 38, 39, 42, 43, 45, 62 and 67 through 79, Block 3725, Lot 78, 82, 86 through 91 and 93; Block 3727, Lot 1, 91, 94, 96, 97, 109, 117, 118, 120, 134, 168 and 173; Block 3728, Lot 1, 72, 75, 76, 81, 82, 83, 89, 103 and 105; and Block 0351, Lots 1, 22, 32, 33, 37, 39, 41, 43, 46, 47, 49, 50 and 51. This subsection 155(s)(3)(B) shall sunset eight years from the effective date of the ordinance enacting this subsection.

(4) Parking lots permitted in C-3 Districts as temporary uses according to Section 156(h) and expansions of existing above-grade publicly accessible parking facilities are not subject

to the requirements of subsections 155(s)(1)--(3).

(5) **Parking and Loading Access.**

(A) **Width of openings.** Any single development is limited to a total of two facade openings of no more than 11 feet wide each or one opening of no more than 22 feet wide for access to off-street parking and one facade opening of no more than 15 feet wide for access to off-street loading. Shared openings for parking and loading are encouraged. The maximum permitted width of a shared parking and loading garage opening is 27 feet.

(B) **Porte cocheres** to accommodate passenger loading and unloading are not permitted except as part of a ~~hotel, inn or hostel~~residential, hotel or institutional use. For the purpose of this Section, a "porte cochere" is defined as an off-street driveway, either covered or uncovered, for the purpose of passenger loading or unloading, situated between the ground floor facade of the building and the sidewalk.

(t) **Low-Emission Vehicles.** In newly constructed buildings containing 25 or more dwelling units or existing buildings to which 25 or more dwelling units are being added, for each 25 off-street parking spaces provided, one such space shall be designed and designated for, a "low-emission vehicle," which shall mean a vehicle meeting any of the following standards, as they are defined under Section 5205.5 of the California Vehicle Code:

(1) California Super Ultra-Low Emission Vehicle (SULEV) standard for exhaust emissions;

(2) California Ultra-Low Emission Vehicle (ULEV) standard for exhaust emissions;

(3) California Advanced Technology Partial Zero-Emission Vehicle (ATPZEV) standard for criteria pollutant emissions;

(4) Federal Inherently Low Emission Vehicle Standard (ILEV) evaporative emission standard; or

(5) Any other vehicle determined by the California Air Resources Board to be eligible for single-occupant use of High Occupancy Vehicle (HOV) lanes pursuant to Sections 5205.5 and 21655.9 of the California Vehicle Code.

Section 9. The San Francisco Planning Code is hereby amended by amending Section 159 to read as follows:

SEC. 159. REQUIRED OFF-STREET PARKING NOT ON THE SAME LOT AS THE STRUCTURE OR USE SERVED.

(a) Required off-street parking spaces for one-family and two-family dwellings in R Districts shall be located on the same lot as the dwelling served, or in a community garage as described in Section 209.7(a) of this Code.

(b) Required off-street parking spaces for all other dwellings shall be located on the same lot as the dwelling served, as an accessory use; or within a walking distance of ~~600~~1,000 feet, as ~~either (i) an accessory use if located within any structure or at any surface lot that is already used lawfully for off-street parking at the time that such off-street parking is required, or (ii) as either a principal or a conditional use, depending upon the use provisions applicable to the district in which such parking is located, if located within any structure or at any surface lot that is not yet used lawfully for off-street parking at the time that such off-street parking is required.~~

(c) Required off-street parking spaces for all uses other than dwellings shall be located on the same lot as the use served, as an accessory use; or within a walking distance of 800 feet, as ~~either (i) an accessory use if located within any structure or at any surface lot that is already used lawfully for off-street parking at the time that such off-street parking is required, or (ii) as either a principal or a conditional use, depending upon the use provisions applicable to the district in which such parking is located, if located within any structure or at any surface lot that is not yet used lawfully for off-street parking at the time that such off-street parking is required.~~

(d) Walking distance for purposes of Subsections (b) and (c) above shall mean the distance from an outside entrance of a structure or



use or part thereof, to each off-street parking space assigned to such structure or use or part thereof, along the shortest, most convenient pedestrian walkway open to the user or users of such off-street parking space.

(e) In order to be credited toward the requirements of this Code, any off-street parking space located as above on a lot other than the lot on which the structure or use to be served is located must be available for the actual lifetime of the structure or use to be served, which shall be deemed to be no fewer than 90 years. Such availability shall be assured either by ownership of both the lot containing the structure or use to be served and the lot containing the off-street parking space by at least one common owner, or by a lease or other legal instrument, such as an easement, providing for the availability of the parking space for not less than the actual lifetime of the structure or use to be served; an attested copy of any such instrument shall be filed with the ~~Planning Department of City Planning~~ prior to approval by said Department of any building permit application affected by this arrangement for provision of required off-street parking. In addition, in either case, a document in a form approved by the City Attorney shall be executed by the parties concerned, and by the Zoning Administrator, and recorded in the office of the County Recorder, serving as a notice of the restrictions under this Code applying to both the lot containing the structure or use to be served and to the lot containing the off-street parking space, by virtue of this arrangement for provision of required off-street parking.

Section 10. The San Francisco Planning Code is hereby amended by amending Section 160 to read as follows:

SEC. 160. COLLECTIVE PROVISION AND JOINT USE OF REQUIRED OFF-STREET PARKING.

(a) Collective provision of off-street parking spaces at the same location to meet the requirements of this Code for two or more structures or uses ~~may shall~~ be permitted as of right pursuant to this Section 160, where the total quantity of spaces provided is at least equal to the total of the required spaces for all such structures or uses when computed separately, and within the walking distances required under Section 159 of this Code.

(b) Joint use of the same off-street parking spaces to meet the requirements of this Code for two or more structures or uses ~~may shall~~ be permitted as of right, where the normal hours of operation of such structures or uses are such as to assure the feasibility of such joint use of parking, and where pursuant to subsection (a) of this Section 160 the total quantity of spaces provided is at least equal to the total of the required spaces for the structures or uses in operation at any given time.

(c) In order to be credited toward the requirements of this Code, any off-street parking space made available for collective or joint use and located on a lot other than the lot on which the structure or use to be served is located must be available for the actual lifetime of the structure or use to be served, which shall be deemed to be no fewer than 90 years, and such availability shall be assured in the manner provided for in Section 159(e) above. In addition, in the case of joint use of parking, an attested copy of a contract ~~among or other legal instrument involving~~ all the parties concerned, setting forth their agreement to such joint use shall be filed with the ~~Planning Department of City Planning~~ prior to approval by said Department of any building permit application affected by the arrangement for joint use of parking, and in any such case a notice of restrictions upon the affected properties shall be executed and recorded in the manner provided for in Section 159(e) above, making specific reference to said contract and describing the arrangement for joint use of parking.

(d) Notwithstanding any provision of this Code to the contrary, although collective and/or joint use of parking facilities that already exist lawfully shall be permitted as of right, the construction and use of a new collective and/or joint-use parking facility, or the conversion of an existing structure or lot to lawful use for collective and/or joint-use parking, remains a principal, conditional or non-permitted use as specified in this Code, depending upon the district within which it would be located.

Section 11. The San Francisco Planning Code is hereby amended by amending Section 161 to read as follows:

SEC. 161. EXEMPTIONS FROM OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE REQUIREMENTS.

The following exemptions shall apply to the requirements for off-street parking and loading spaces set forth in Sections 151 through 155 of this Code. These provisions, as exemptions, shall be narrowly construed.

(a) No off-street parking shall be required for a one-family or two-family dwelling where the lot on which such dwelling is located is entirely inaccessible by automobile because of topographic conditions.

(b) No off-street loading shall be required where access to the lot cannot be provided other than by means of a driveway across a sidewalk 25 feet or more in width from the curb to the front lot line which would cause serious disruption to pedestrian traffic.

(c) In recognition of the compact and congested nature of the downtown area and portions of Chinatown, the accessibility of this area by public transit, and programs for provision of public parking facilities on an organized basis at specific locations, no off-street parking shall be required for any use, in any DTR or C-3 Districts, or for any use other than dwellings units where a requirement is specified, in any Chinatown Visitor Retail, or Chinatown Residential Neighborhood Commercial Districts.

(d) In recognition of the small scale of development, the desirability of retention and conversion of many existing buildings of established character, the need to relieve congestion, and the provision of public parking facilities on an organized basis at specific locations, no off-street parking shall be required for any use other than dwellings in the Washington Broadway Special Use District Numbers 1 and 2 as described in Section 239 of this Code and in the Chinatown Community Business District, where the size of the lot does not exceed 20,000 square feet.

(e) In recognition of the close neighborhood orientation of the uses provided for in Residential-Commercial Combined Districts of high density, no off-street parking shall be required for any principal use in an RC-4 District for which the form of measurement is occupied floor area, where the occupied floor area of such use does not exceed 10,000 square feet.

(f) In recognition of the policies set forth in the Northeastern Waterfront Plan, a part of the General Plan, the unique nature of the area and the difficulty of providing vehicular access thereto, the Planning Department or Planning Commission in specific cases may determine an appropriate reduction in off-street parking requirements in Waterfront Special Use District Numbers 1 and 3 as described in Sections 240.1 and 240.3 of this Code, in authorizing any principal or conditional use, respectively, under those sections. In considering any such reduction, the Planning Department for principal uses, and the Planning Commission for conditional uses, shall consider the following criteria:

- (1) The anticipated parking demand to be generated by the particular use contemplated;
- (2) Accessibility to the proposed site from freeway ramps or from major thoroughfares;
- (3) Minimization of conflict of vehicular and pedestrian movements;
- (4) The service patterns of forms of transportation other than the automobile;
- (5) The pattern of land uses and the availability of parking in the vicinity;
- (6) The policies set forth in the Northeastern Waterfront Plan, including policies concerning the relative emphasis that should be given to pedestrian and vehicular movement; and
- (7) Such other criteria as may be deemed appropriate in the circumstances of the particular case.

(g) In instances in which ~~all public agencies involved have certified by resolution that the requirements of this Code (i) will be satisfied in whole or in part by public off-street parking facilities constructed or authorized to be constructed for a special assessment district or upon any other basis, or (ii) in C-3 and NC Districts will be satisfied by a requirement of a cash contribution in an amount deemed sufficient to provide for the future construction of the required number of parking stalls, off-street parking required for individual buildings and uses may be correspondingly reduced if the total off-street parking supply in the area will~~



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~~nevertheless meet the requirements of this Code for all buildings and uses in the area~~ the Planning Commission finds that:

(1) The off-street parking requirements of this Code would be satisfied by public off-street parking facilities constructed or authorized to be constructed for a special assessment district or upon any other basis; or

(2) In NC Districts, the requirements of this Code will be satisfied by the payment of a one-time fee of \$15,000.00 for each off-street parking space for which the requirement is waived or modified. Such fee shall be deposited to the Off-Street Parking Revenue Account of the Off-Street Parking Fund solely for the purpose of: (A) acquiring property or rights to property, through lease, purchase, or other means, or the design, improvement and maintenance of such property, for the general purpose of providing publicly accessible parking facilities within the Quadrant in which the off-street parking space would have been located; or (B) funding the City's "SFgo" program administered by the San Francisco Municipal Transportation Agency. Said fee, and any interest accrued by such fee, shall be used only for the purposes stated herein. The amount of the one-time fee shall be adjusted annually effective April 1st of each calendar year by the percentage of change in the Building Cost Index used by the San Francisco Department of Building Inspection). The fee shall be paid in full to the City prior to the issuance of any temporary or other certificate of occupancy for the subject project.

(h) The off-street parking requirements for dwelling units in the North of Market Residential Special Use District, as described in Section 249.5 of this Code, may be reduced by the Planning Commission pursuant to the procedures for conditional use authorization set forth in Section 303 of this Code. In acting upon any application for a reduction of requirements, the Planning Commission shall consider the criteria set forth below in lieu of the criteria set forth in Section 303(c), and may grant the reduction if it finds that:

(1) The reduction in the parking requirement is justified by the reasonably anticipated auto usage by residents of and visitors to the project; and

(2) The reduction in the parking requirement will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity.

(i) In recognition of the fact that site constraints in C-3 Districts may make provision of required freight loading and service vehicle spaces impractical or undesirable, a reduction in or waiver of the provision of freight loading and service vehicle spaces for uses in C-3 Districts may be permitted, in accordance with the provisions of Section 309 of this Code. In considering any such reduction or waiver, the following criteria shall be considered:

(1) Provision of freight loading and service vehicle spaces cannot be accomplished underground because site constraints will not permit ramps, elevators, turntables and maneuvering areas with reasonable safety;

(2) Provision of the required number of freight loading and service vehicle spaces on-site would result in the use of an unreasonable percentage of ground-floor area, and thereby preclude more desirable use of the ground floor for retail, pedestrian circulation or open space uses;

(3) A jointly used underground facility with access to a number of separate buildings and meeting the collective needs for freight loading and service vehicles for all uses in the buildings involved, cannot be provided; and

(4) Spaces for delivery functions can be provided at the adjacent curb without adverse effect on pedestrian circulation, transit operations or general traffic circulation, and off-street space permanently reserved for service vehicles is provided either on-site or in the immediate vicinity of the building.

(j) The off-street parking requirements for dwelling units in NC Districts, as described in Article 7 of this Code, may be reduced by the Planning Commission pursuant to the procedures for conditional use

authorization set forth in Section 303 of this Code. In acting upon any application for a reduction of requirements, the Planning Commission shall consider the criteria set forth below in lieu of the criteria set forth in Section 303(c), and may grant the reduction if it finds that:

(1) The reduction in the parking requirement is justified by the reasonably anticipated auto usage by residents of and visitors to the project;

(2) The reduction in the parking requirement will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity;

(3) The project is consistent with the existing character and pattern of development in the area; and

(4) The project is consistent with the description and intent of the neighborhood commercial district in which it is located.

(k) For arts activities in the RED, RSD, SPD, SLR, SLI or SSO Districts which will operate primarily during evenings and weekends, the Zoning Administrator may reduce or waive the off-street parking requirement when he or she determines pursuant to Section 307(g) that within an 800 foot walking distance from the site the anticipated demand from the proposed project, in combination with the existing nighttime and/or weekend demand for parking within the same geographic area at the time of the permit application, would not exceed 90 percent of the on-street or off-street parking spaces available to the public within the subject area. The applicant shall provide to the Zoning Administrator an acceptable parking survey and study which shows evidence of existing parking resources and demand and anticipated demand generated by the proposed project and nearby land uses. The Zoning Administrator may impose conditions on reduction or waiver of the requirement, including, but not limited to, advertising of nearby transit and parking facilities, requiring valet parking services and/or leasing parking spaces on nearby lots during performance or exhibition activities.

(l) Beginning on the effective date of Ordinance No. 412-88 (effective October 10, 1988), within any South of Market District, the Zoning Administrator, upon application pursuant to Section 307(g), may waive or reduce the required off-street parking for any nonresidential use where he or she determines that: (1) sufficient spaces to replace the waived or modified requirement will be provided within a parking facility open to the public sponsored by the San Francisco Parking Authority or the City and County of San Francisco; (2) it is anticipated that the replacement spaces will be available not more than 10 years after the parking would otherwise first be required to be available; (3) the facility in question is within a walking distance, as defined in Section 159(d), of one-half mile; and (4) the applicant agrees to pay a one-time fee of \$15,000.00 (this amount shall be adjusted annually effective April 1st of each calendar year by the percentage of change in the Building Cost Index used by the San Francisco Department of Building Inspection) for each space as to which the requirement is waived or modified, which fee shall be deposited to the Off-Street Parking Revenue Account of the Off-Street Parking Fund for the purpose of acquiring property or rights to property, through lease, purchase, or other means, and design, improvement and maintenance of property, for the general purpose of providing publicly accessible parking within the South of Market Base District, as defined in City Planning Code Section 820 and identified on Sectional Map 3SU of the Zoning Map of the City and County of San Francisco, which parking is reasonably expected to be used by persons who live, work, shop, do business or visit in the South of Market Base District. Said fee, and any interest accrued by such fee, shall be used only for the purposes stated herein ~~unless it is demonstrated that it is no longer needed.~~ This payment shall be paid in full to the City prior to the issuance of any temporary or other certificate of occupancy for the subject property.

(m) Within the South of Market Base District, the required off-street parking for any nonresidential principal or conditional use in structures designated as landmarks, as contributory buildings within a historic district identified in the approved South of Market Plan or as significant or contributory buildings pursuant to Article 11 of this Code, may be modified or waived by the Zoning Administrator pursuant to Section 307(g) of this Code when the Landmark Preservation Advisory Board



advises that the provision of parking would adversely affect the landmark, significant or contributory character of the structure or that modification or waiver would enhance the economic feasibility of preservation of the landmark or structure.

(n) With respect to dwelling units in the Chinatown Mixed Use Districts, the parking requirement may be reduced to not less than one space for each four dwelling units, if the Zoning Administrator determines pursuant to Section 307(g) that the reduced parking requirement is sufficient to serve the reasonably anticipated auto ownership by residents of and auto usage by visitors to the project.

(o) Within the South of Market Base District, upon approval by the Zoning Administrator pursuant to Section 307(g), the required off-street parking for bars, restaurants, arts, nighttime entertainment, pool halls, and neighborhood-serving retail or personal service activities may be modified, reduced or waived through participation in a Parking Management Program approved by the Zoning Administrator which may include, but need not be limited to, participation in ~~an a-coordinated~~ satellite collective and/or joint parking facilities program/facility pursuant to Section 160 of this Code, shuttle service, specified signage and designated advertising procedures.

Section 12. The San Francisco Planning Code is hereby amended by amending Section 166 to read as follows:

SEC. 166. CAR SHARING.

(a) **Findings.** The Board hereby finds and declares as follows: One of the challenges posed by new development is the increased number of privately-owned automobiles it brings to San Francisco's congested neighborhoods. Growth in the number of privately-owned automobiles increases demands on the City's limited parking supply and often contributes to increased traffic congestion, transit delays, pollution and noise. Car-sharing can mitigate the negative impacts of new development by reducing the rate of individual car-ownership per household, the average number of vehicle miles driven per household and the total amount of automobile-generated pollution per household. Accordingly, car-sharing services should be supported through the Planning Code when a car-sharing organization can demonstrate that it reduces: (i) the number of individually-owned automobiles per household; (ii) vehicle miles traveled per household; and (iii) vehicle emissions generated per household.

(b) **Definitions.** For purposes of this Code, the following definitions shall apply:

(1) A "car-share service" is a mobility enhancement service that provides an integrated citywide network of neighborhood-based motor vehicles available only to members by reservation on an hourly basis, or in smaller intervals, and at variable rates. Car-sharing is designed to complement existing transit and bicycle transportation systems by providing a practical alternative to private motor vehicle ownership, with the goal of reducing over-dependency on individually owned motor vehicles. Car share vehicles must ~~be located at unstaffed, self-service locations (other than any incidental garage valet service), and~~ generally be available for pick-up by members 24 hours per day. A car share service shall provide automobile insurance for its members when using car share vehicles and shall assume responsibility for maintaining car share vehicles.

(2) A "certified car-share organization" is any public or private entity that provides a membership-based car-share service to the public and manages, maintains and insures motor vehicles for shared use by individual and group members. To qualify as a certified car-share organization, a car-share organization shall submit a written report prepared by an independent third party academic institution or transportation consulting firm that clearly demonstrates, based on a statistically significant analysis of quantitative data, that such car-sharing service has achieved two or more of the following environmental performance goals in any market where they have operated for at least two years: (i) lower household automobile ownership among members than the market area's general population; (ii) lower annual vehicle miles traveled per member household than the market area's general popu-

lation; (iii) lower annual vehicle emissions per member household than the market area's general population; and (iv) higher rates of transit usage, walking, bicycling and other non-automobile modes of transportation usage for commute trips among members than the market area's general population. This report shall be called a Car-sharing Certification Study and shall be reviewed by Planning Department staff for accuracy and made available to the public upon request. The Zoning Administrator shall only approve certification of a car-share organization if the Planning Department concludes that the Certification Study is technically accurate and clearly demonstrates that the car-share organization has achieved two or more of the above environmental performance goals during a two-year period of operation. The Zoning Administrator shall establish specific quantifiable performance thresholds, as appropriate, for each of the three environmental performance goals set forth in this subsection.

(3) The Planning Department shall maintain a list of certified car-share organizations that the Zoning Administrator has determined satisfy the minimum environmental performance criteria set forth in subsection 166(b)(2) above. Any car-share organization seeking to benefit from any of the provisions of this Code must be listed as a certified car-share organization.

(4) An "off-street car-share parking space" is any parking space generally complying with the standards set forth for the district in which it is located and dedicated for current or future use by any car share organization through a deed restriction, condition of approval or license agreement. Such deed restriction, condition of approval or license agreement must grant priority use to any certified car-share organization that can make use of the space, although such spaces may be occupied by other vehicles so long as no certified car-share organization can make use of the dedicated car-share spaces. Any off-street car-share parking space provided under this Section must be provided as an independently accessible parking space. In new parking facilities that do not provide any independently accessible spaces other than those spaces required for disabled parking, off-street car-share parking may be provided on vehicle lifts or by other mechanical or valet means so long as the parking space is easily accessible ~~on a self-service basis~~ 24 hours per day to members of the certified car-share organization. Property owners may enact reasonable security measures to ensure such 24-hour access does not jeopardize the safety and security of the larger parking facility where the car-share parking space is located so long as such security measures do not prevent practical and ready access to the off-street car-share parking spaces.

(5) A "car-share vehicle" is a vehicle provided by a certified car share organization for the purpose of providing a car share-service.

(6) A "property owner" refers to the owner of a property at the time of project approval and its successors and assigns.

(b)(c) Requirements for Provision of Car-Share Parking Spaces.

(1) In newly constructed buildings containing residential uses or existing buildings being converted to residential uses, if parking is provided, car-share parking spaces shall be provided in the amount specified in Table 166.

**Table 166
REQUIRED CAR-SHARE PARKING SPACES**

Number of Residential Units	Number of Required Car-Share Parking Spaces
0—49	0
50— 200 150	1
201 151 or more	1, plus 1 for every 200 150 dwelling units over 200 150



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(2) The required car-share spaces shall be made available, at no cost, to a certified car-share organization for purposes of providing car-share services for its car-share service subscribers. At the election of the property owner, the car-share spaces may be provided (i) on the building site, (ii) on another off-street site within ~~800~~1,000 feet of the building site.

(3) Off-Street Spaces. If the car-share space or spaces are located on the building site or another off-street site:

(A) The parking areas of the building shall be designed in a manner that will make the car-share parking spaces accessible to non-resident subscribers from outside the building as well as building residents;

(B) Prior to Planning Department approval of the first building or site permit for a building subject to the car share requirement, a Notice of Special Restriction on the property shall be recorded indicating the nature of requirements of this Section and identifying the minimum number and location of the required car-share parking spaces. The form of the notice and the location or locations of the car-share parking spaces shall be approved by the Planning Department;

(C) All car-share parking spaces shall be constructed and provided at no cost concurrently with the construction and sale of units; and

(D) ~~If~~ it is demonstrated to the satisfaction of the Planning Department that no certified car-share organization can make use of the dedicated car-share parking spaces, the spaces may be occupied by non-car-share vehicles; provided, however, that upon ninety (90) days of advance written notice to the property owner from a certified car-sharing organization, the property owner shall terminate any non car-sharing leases for such spaces and shall make the spaces available to the car-share organization for its use of such spaces.

(~~ed~~) Provision of a required car-share parking space shall not be counted against the number of parking spaces allowed by this Code as a principal use, an accessory use, or a conditional use.

(~~de~~) The Planning Department shall maintain a publicly-accessible list, updated quarterly, of all projects approved with required off-street car share parking spaces. The list shall contain the Assessor's Block and Lot number, address, number of required off-street car share parking spaces, project sponsor or property owner contact information and other pertinent information as determined by the Zoning Administrator.

Section 13. The San Francisco Planning Code is hereby amended by amending Section 167 to read as follows:

SEC. 167. PARKING COSTS SEPARATED FROM HOUSING COSTS IN NEW RESIDENTIAL BUILDINGS.

(a) In DTR and C-3 Districts, all off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more, or in new conversions of non-residential buildings to residential use of 10 dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space. Renters or buyers of on-site inclusionary affordable housing units provided pursuant to Section 315 shall have an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwelling units, which means, also, that the maximum sale or rental price of such on-site inclusionary affordable housing units shall exclude the cost of buying or renting a parking space, but such space shall be offered at a commensurately reduced price.

(b) **Exception.** The Planning Commission may grant an exception from ~~this requirement~~the requirements of subsection 167(a) for those projects which include financing for affordable housing that requires that costs for parking and housing be bundled together.

Section 14. The San Francisco Planning Code is hereby amended by amending Section 204.5 to read as follows:

SEC. 204.5. PARKING AND LOADING AS ACCESSORY USES.

In order to be classified as an accessory use, off-street parking and loading shall meet all of the following conditions:

(a) Such parking or loading facilities shall be located on the same lot as the structure or use served by them, except as provided in. ~~(For provisions concerning required parking on a separate lot as a principal or conditional use, see Sections 156, 159, 160 and 161 of this Code.)~~

(b) Unless designated for joint use pursuant to Section 160 of this Code or rented on a monthly basis to serve a dwelling unit within 1,000-foot pursuant to Section 204.5(b)(2) below, Accessory accessory parking or loading facilities shall be for use by the occupants, patrons, employees or services of the structure or use to which they are accessory, whether at the same lot or at another lot as permitted under Section 159. Accessory parking facilities for any dwelling in any R District shall be limited, further, to storage of private passenger automobiles, private automobile trailers and boats, and trucks of a rated capacity not exceeding 3/4 ton. Notwithstanding any provision of this Code to the contrary, the following shall be permitted as an accessory use:

- (1) Grant or lease of a lawfully existing, non-required parking space for a term of not less than ninety years as required under Section 159(e) to serve any dwelling unit within 1,000 feet of such space; and
- (2) Lease, for a term of no less than one month, of a lawfully existing off-street parking space that is required to serve a dwelling unit on the same lot, to serve instead as a non-required off-street parking space for any dwelling unit located on a different lot within 1,000 feet of such space.

(c) Accessory parking facilities shall include only those facilities ~~which~~that do not exceed the ~~following~~ amounts for a structure, lot or development stated in Table 204.5, below, for those zoning districts subject to the Section 151, and for the DTR and C-3 Districts, which are subject to Section 151.1: ~~three spaces where one space is required by this Code; four spaces where two spaces are required by this Code; 150 percent of the required number of spaces where three or more spaces are required by this Code; and, in all districts other than NC, 15 spaces or seven percent of the total gross floor area of the structure or development, whichever is greater, or in NC Districts, three spaces, where no off-street parking spaces are required by this Code. For purposes of calculation under the last provision just stated, gross floor area shall be as defined by this Code, and the area considered to be devoted to parking shall be only the parking spaces and aisles, excluding entrance and exit driveways and ramps.~~

**Table 204.5
MAXIMUM AMOUNTS OF ACCESSORY PARKING**

<u>Zoning Districts Subject to Section 151</u>	<u>DTR and C-3 Districts, Which Are Subject to Section 309.1</u>
<u>Three spaces where one space is required</u>	<u>All spaces approved as of right or by exception under Sections 309 or 309.1, where one space is permitted as of right</u>
<u>Four spaces where two spaces are required</u>	<u>All spaces approved as of right or by exception under Sections 309 or 309.1, where two spaces are permitted as of right</u>
<u>150 percent of the required number of spaces where three or more spaces are required</u>	<u>All spaces approved as of right or by exception under Sections 309 or 309.1, where three or more spaces are permitted as of right</u>

(d) Off-street parking facilities ~~which~~that exceed the amounts stated in ~~this~~ Subsection (c) shall be classified as either a principal or a



conditional use, depending upon the use provisions applicable to the district in which such facilities are located.

Section 15. The San Francisco Planning Code is hereby amended by amending Section 309.1 to read as follows:

SEC. 309.1. PERMIT REVIEW IN DOWNTOWN RESIDENTIAL DISTRICTS.

The provisions and procedures set forth in this Section shall govern the review of project authorization and building and site permit applications for the construction or substantial alteration of structures in Downtown Residential districts, the granting of exceptions to requirements of this Code, and the imposition of modifications necessary to achieve the objectives and policies of the General Plan and the purposes of this Code as provided for in Section 827 and elsewhere. When any action authorized by this Section is taken, any determination with respect to the proposed project required or authorized pursuant to CEQA may also be considered.

(a) Design Review.

(1) In addition to the standard permit review process, the design of projects greater than 50,000 gross square feet or 85 feet in height shall be subject to design review and approval by Department staff. A detailed design review will be initiated by Department staff working with the project sponsor, at the time an application for 309.1 review or building permit is filed, and may take place in advance of filing a building permit application. This comprehensive review shall resolve issues related to the project's design, including the following:

- (A) Overall building massing and scale;
- (B) Architectural treatments, facade design and building materials;
- (C) The design of lower floors, including building setback areas, townhouses, entries and parking and loading access;
- (D) On sloping sites, parking provided above ground pursuant to Section 827(7)(A);
- (E) The provision of required open space, both on- and off-site;
- (F) Streetscape and other public improvements, including tree planting, street furniture, and lighting;
- (G) Circulation, including streets, alleys and mid-block pedestrian pathways
- (H) Other changes necessary to bring a project into conformance with the Rincon Hill Plan and other elements and area plans of the General Plan.

(2) If the project sponsor opposes project modifications and conditions recommended by the Director of Planning pursuant to the design review, the Director shall prepare a report of recommended modifications which shall be presented to the Planning Commission for a hearing pursuant to Subsection (e) and which shall be available to the public upon mail notification of said hearing.

(b) Exceptions.

(1) Exceptions to the following provisions of this Code may be granted as provided for below:

- (A) Exceptions to the tower separation requirements of Section 270(e), pursuant to the criteria described in Section 270(e)(3) and 270(e)(4).
- (B) Provision for exceeding ~~an~~*the quantity of accessory residential parking ratio of 0.5 off-street car parking spaces per dwelling unit, up to a maximum of one car parking space per dwelling unit that is permitted as of right*, pursuant to the criteria described in Section 151.1.
- (C) Exceptions to the lot coverage requirements of Section 827(d)(2) for conversions of existing non-residential structures to residential use.
- (D) Reductions in the dwelling unit exposure requirements of Section 140.
- (E) Allowing parking access from Folsom Street, pursuant to 827(d)(7) and 155(r).
- (F) Reduction of required on-site residential open

space of 36 square feet per unit described in Section 827(e)(2)(A) to create additional off-site publicly-accessible open space and superior building design.

(G) Design, location, and size of publicly-accessible open space as allowed by Section 827(e) and equivalence of proposed publicly-accessible open space in size and quality with required on-site open space.

(H) Modifications to the required upper story setback above a height of 45 feet on the north side of mid-block pedestrian pathways as allowed in Section 827(d)(4)(C)(i).

(c) Hearing and Determination on Design Modifications and Applications for Exceptions.

(1) **Hearing.** The Planning Commission shall hold a public hearing for all projects greater than 50,000 gross square feet, for all projects 85 feet in height or greater, and for applications that require exceptions as provided in Subsection (b).

(2) **Notice of Hearing.** Notice of such hearing shall be mailed not less than 10 days prior to the date of the hearing to the project applicant, to property owners within 300 feet of the project that is the subject of the application, using for this purpose the names and addresses as shown on the citywide Assessment Roll in the Assessor's Office, and to any person who has requested such notice. Such notice shall also be published at least once in an official newspaper of general circulation at least 10 days prior to the date of the hearing. The notice shall state that the written recommendation of the Director of Planning regarding design modifications to the project and regarding any requests for exceptions is available for public review at the office of the Planning Department.

(3) **Director's Recommendations on Modifications and Exceptions.** At the hearing, the Director of Planning shall review for the Commission key urban design issues related to the project based on the design review pursuant to Subsection (a) and recommend to the Commission modifications to the project and conditions for approval as necessary. The Director shall also make recommendations to the Commission on any proposed exceptions pursuant to Subsection (b).

(4) **Decision and Imposition of Conditions.** The Commission may, after public hearing and, after making appropriate findings, approve, disapprove or approve subject to conditions, the project and any applications for exception. In addition to the requirements set forth in this Code, additional requirements, modifications, and limitations may be imposed on a proposed project, through the imposition of conditions, in order to achieve the objectives and policies of the General Plan or the purposes of this Code, including any modifications recommended by the Planning Director arising from design review. If pursuant to the provisions of this Section, the Planning Commission determines that conditions should be imposed on the approval of a building or site permit application or an application for exceptions to conform the building to the standards and intent of the Rincon Hill Plan and other elements of the General Plan and the applicant agrees to comply, the Commission may approve the application subject to those conditions.

(5) **Appeal.** The decision of the Planning Commission on the granting of any exceptions pursuant to Subsection (b) may be appealed to the Board of Appeals by any person aggrieved within 15 days after the date of the decision by filing a written notice of appeal with that body, setting forth wherein it is alleged that there was an error in the interpretation of the provisions of this Code or abuse of discretion on the part of the Planning Commission.

(6) **Decision on Appeal.** Upon the hearing of an appeal, the Board of Appeals may, subject to the same limitations as are placed on the Planning Commission by Charter or by this Code, approve, disapprove or modify the decision appealed from the Planning Commission. If the determination of the Board differs from that of the Commission it shall, in a written decision, specify



LEGAL TEXT OF PROPOSITIONS H AND I

the error in interpretation or abuse of discretion on the part of the Commission and shall specify in the findings, as part of the written decision, the facts relied upon in arriving at its determination.

(7) **Discretionary Review.** No requests for discretionary review, other than through the procedures set forth in this Subsection, shall be accepted by the Planning Department or heard by the Planning Commission for permits in a DTR district.

(d) **Change of Conditions.** Authorization of a change in any condition previously imposed pursuant to this Section shall require an application for a change in conditions, which application shall be subject to the procedures set forth in this Section.

(e) **Unbuilt Tower Projects; Progress Requirement and Approval Revocation.**

(1) Construction of any development in an "R" bulk district containing a building taller than 110 feet (herein referred to as a "tower project") shall commence within 24 months of the date the tower project is first approved by the Planning Commission or Board of Appeals pursuant to the provisions of this Section. For tower projects that contain more than one tower structure, each tower structure shall be considered as a separate phase of development, with a requirement for commencement of construction for each subsequent tower phase of 18 months beginning after the Certificate of Final Completion and Occupancy is issued on the previous tower phase. Failure to begin construction work within that period, or thereafter to carry the development diligently to completion, shall be grounds for the Planning Commission to revoke approval of the tower project or phase. Neither the Department of Public Works nor the Board of Permit Appeals shall grant any extension of time inconsistent with the requirements of this Subsection (e)(1). For the purposes of this Subsection, "carry the development diligently to completion" shall mean continuous construction work without significant stoppage toward the completion of a tower structure beyond any site clearance, grading, excavation, or demolition of existing buildings on the project site.

(2) The Department of Building Inspection shall notify the Planning Department in writing of its approval for issuance and issuance of a site or building permit for any tower project and of the revocation, cancellation, or expiration of any such permit.

(3) At the first regularly scheduled Planning Commission meeting after the time period described in Subsection (e)(1) or this Subsection (e)(3) has elapsed for any tower project or tower phase, the Planning Commission shall hold a hearing requiring the tower project sponsor to report on the construction progress of the subject tower project or phase. If the Commission finds that the tower project or phase does not meet the progress requirement of Subsection (e)(1), the Commission may revoke or extend, up to a maximum of 12 months for each extension, the approvals for the tower project or phase.

(4) Appeals of Planning Commission decisions pursuant to this Subsection (e) shall be conducted pursuant to the procedures of Subsections (c)(5) and (c)(6).

Note: Additions are single-underline italics Times New Roman;
deletions are ~~striketrough italics Times New Roman~~.

Board amendment additions are double underlined.

Board amendment deletions are ~~striketrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. The San Francisco Administrative Code is hereby amended by adding Section 2A.241, to read as follows:

SEC. 2A.241. OFFICE OF SMALL BUSINESS.

(a) Duties and Functions. *The Office of Small Business, which shall be a City department under the direction of the Small Business Commission, shall perform the following functions to assist small businesses located in San Francisco with a total workforce of 100 or fewer fulltime employees:*

1. Centralize and coordinate the information and advice services to small businesses managed by other City departments.

2. Operate a Small Business Assistance Center, which shall support the full diversity of San Francisco's small businesses with information concerning:

(A) business structure and formation, obtaining necessary licenses, accessing financial resources, and finding appropriate real estate;

(B) obtaining City permits;

(C) bidding on government contracts and participating in the City purchasing process;

(D) complying with government laws and regulations; and

(E) adopting "green" and sustainable business practices.

3. Perform such other duties and functions to benefit small businesses as directed by the Small Business Commission or as assigned by the Mayor under Charter section 4.132; and

4. Report by March 1 and September 1 of each year to the Mayor and Board of Supervisors on the numbers of small businesses served by case managers and the Office of Small Business, types of services provided, numbers of small businesses obtaining City contracts and their dollar amount and on other performance measures as determined by the Small Business Commission.

(b) Assistance and Support from Other Departments. *The following City departments shall provide information and staff assistance to the Office of Small Business regarding compliance with the laws and regulations administered by their departments that impact small businesses: Assessor, Building Inspection, Environment, Fire, Human Rights Commission, Mayor's Office of Community Development, Office of Labor Standards Enforcement, Parking and Traffic, Planning, Police, Public Health, Public Works, Purchasing, Treasurer/Tax Collector, and such other departments as directed by the Mayor. Within four months of the initial hiring of any new staff, the Office of Small Business shall issue a report that analyzes the existing laws, regulations, roles, procedures and responsibilities of all city departments that impact small businesses and makes recommendations regarding the streamlining and consolidation of such departmental functions under the Office of Small Business.*

(c) Annual Survey. *The Office of Small Business, in coordination with the Controller's Office, shall create and administer an annual survey of small businesses that use the Small Business Assistance Center to evaluate the Center's performance in serving small businesses.*

Section 2. **Uncodified Provisions for FY 2007-08.** The following uncodified provisions are also adopted as part of this initiative ordinance:

(a) **Staffing for FY 2007-08.** During fiscal year 2007-2008, the Office of Small Business shall be staffed, at a minimum, with the following personnel: a Director (0961 Department Head I), a Deputy Director/Community Outreach Manager (1824 Principal Administrative Analyst), and three Case Managers (1823 Senior Administrative Analyst) who shall act as liaisons between city departments and small businesses,

PROPOSITION I

Ordinance amending the San Francisco Administrative Code by adding Section 2A.241, to: define the functions and duties of the Small Business Commission's Office of Small Business, require it to operate a Small Business Assistance Center and conduct an annual small business survey; and, specify staffing levels for the Office of Small Business for FY 2007-08 and appropriate \$750,000 of General Fund monies to the Office of Small Business for FY 2007-08.



in addition to existing personnel assigned to the Small Business Commission.

(b) **Funding for FY 2007-08.** The City and County hereby appropriates \$750,000 to fund the first year of operations of the Office of Small Business and the Small Business Assistance Center. The Controller is hereby authorized and directed to reflect the budgetary impact by transferring amounts from any legally available funds.

PROPOSITION J

It is the policy of the People of the City and County of San Francisco that:

(1) The City should provide a wireless broadband Internet access network ("Wi-Fi Network") serving all parts of San Francisco equally;

(2) The Wi-Fi Network should provide free Internet access for all of the City's residents, businesses, institutions, and visitors;

(3) The Wi-Fi Network's free service should operate at a high speed that fully supports typical home, educational and civic uses of the Internet;

(4) The City should initially provide the Wi-Fi Network through a public-private partnership that utilizes expertise of the high technology sector and minimizes financial risk to the City;

(5) The City should ensure that any private entities with which it contracts to provide Wi-Fi service adhere to privacy policies that offer strong safeguards against the unauthorized sharing of personal information with third parties and against the unnecessary retention of information about Wi-Fi users' locations; and

(6) The City should approve all agreements necessary for providing a City-wide Wi-Fi Network and should implement such agreements as quickly as possible consistent with applicable law.

(7) Private entities negotiating with the City and County should consider in good faith adopting the strongest privacy safeguards against the unauthorized sharing of personal information with third parties and against the unnecessary retention of information about Wi-Fi users' locations, adopting clear service standards for Wi-Fi users prior to finalization of a contract with the City and County, and adopting a reasonable term of contract that avoids a franchise relationship between private entity and the City and County and is beneficial to both parties.

The following factors support the need for a citywide free Wi-Fi Network in San Francisco:

- As technology and telecommunications have advanced, the Internet has become a key tool that individuals use to communicate, access information, and improve their standard of living and quality of life. Broadband Internet access provides individuals efficient access to this life-changing technology.
- Since 2001, the United States has fallen from fourth to fifteenth in the world in the number of broadband subscribers per 100 inhabitants.
- Highly skilled jobs have been exported to countries that have exploited advances in technology and telecommunications.
- These trends, if allowed to continue, will inevitably lead to higher unemployment, loss of competitiveness, and less consumer choice for City residents.
- According to a recent survey conducted by the City Controller, approximately twenty percent of San Francisco residents lack any Internet and computer access at home, resulting in a "Digital Divide" between households with Internet access and those without such access. San Francisco's non-white population is substantially less likely to have home computers and Internet access than the City's white population. Studies further show that limited English-speaking and disabled populations are much less likely to use the Internet and own home computers.

- Lack of computer access, knowledge and skills create a roadblock to obtaining a good education, a better paying job, and a higher standard of living. Free Wi-Fi service can play a significant role in erasing the Digital Divide and fostering Digital inclusion.
- Increasing broadband Internet access will foster community development, economic development, and government efficiency, and will better equip San Franciscans to compete in the global economy.
- The City can further foster Digital Inclusion through Wi-Fi access combined with expanding programs that offer free or low-cost computers, training, and specialized content for those now lacking Internet access.
- A City-wide Wi-Fi Network will ensure that all parts of San Francisco are equally served, not just the scattered "hot spots" that now offer Wi-Fi Service.

PROPOSITION K

The voters declare that the proliferation of advertising in the public right-of-way contributes to urban blight and visual clutter, as well as the commercialization of public spaces within the City. It is the policy of the voters of San Francisco as follows:

1. There shall be no increase in the number of general advertising signs on street furniture on the public right-of-way, including, but not limited to, transit shelters, kiosks, benches and newspaper racks, over the number authorized by City law and City contracts as of July 1, 2007.
2. There shall be no increase in the number of general advertising signs visible to the public on the exterior of City-owned buildings over the number in place as of December 1, 2007.

