

# SFLCV November 2020 Election Board of Supervisors Questionnaire

Thank you for participating in San Francisco League of Conservation Voters' endorsement process. Please limit answers to the below questions to 2-3 paragraphs at most (250 words). We are accepting responses until June 24, 2020.

Please enter your contact info here (Name, District, Campaign contact, Phone, Email, FPPC#) \*

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1. Affordable Housing: What are your top priorities around supporting infill development within your district and throughout the City? How will you respond to pushback from your constituents regarding height, density and affordability? What have you done to advance housing initiatives in your district, neighborhood, SF? \*

District 3 is the densest district in San Francisco, but we cannot let that absolve us from doing more. In the last 10 years, less than 150 net new affordable housing units have been produced in D3. This is unacceptable.

We need to start with a plan and strategy: District 9 recently set an affordable housing goal of 5,000 in the next 10 years. We don't know the appropriate number in D3 because a similar effort has never been undertaken.

We know there is room in underutilized lots and spaces. Specifically, I have called for housing at the MUNI Kirkland Yard near Fisherman's Wharf. We can pursue a project similar to what is happening at Potrero Yard, where they are producing 50% affordable housing above with bus facilities on the ground floor.

And I'll advocate far beyond District 3 to make sure areas, specifically, the west-side, produced new housing that is affordable for our families and workforce through rezoning to allow for apartment buildings, streamlined permitting, and incentivizing new construction techniques.

Neighbors can and should have a voice in development, but we need to make sure the feedback process is transparent and equitable. Specifically, Discretionary Review has too frequently been weaponized to keep everything from affordable housing to ice cream shops from having a chance to open. Community feedback is vital, but one individual with lots of money is not my idea of community voices. Let's raise the bar for what it takes to file a DR.

I've fought for housing both personally and within my role as President of North Beach Neighbors, a neighborhood association with 300+ dues-paying members. Most notably, I've supported and engaged on housing at 88 Broadway in our District, where we recently broke ground on 178 affordable apartments despite neighborhood opposition.

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2. Walkable and Bikeable Streets: What are your top priorities for better and safer streets for pedestrians and bicyclists? How do you intend to advance those priorities if elected? How will you work with constituents who are opposed to bike/ped infrastructure improvements in your district (such as traffic calming, bike lanes, and bike share docking stations)? What have you done to champion these efforts up to now? \*

We cannot accept that last year we lost more than 30 people from violence on our roads when we know this is preventable if we make the choice to prioritize people over private vehicles. Right now, District 3's streets are slow and roads dangerous by its own choice.

This starts with infrastructure and design. District 3 has not seen new protected bike lanes even as other neighborhoods have improved. I will prioritize protecting the meager set of bike lanes we currently do have, particularly North Point and Embarcadero, and then identify a true protected bike network to connect our northern neighborhoods to downtown centers.

We also need to fight for a package that includes approval of dozens of miles of daylighting starting with our high-injury corridor. This simple technique saves lives at a minimal cost, and the spaces can be reimaged for use as bike and scooter parking or sidewalk gardens.

We know from experience that street changes can be tumultuous and take too long. For that reason, I support starting with lightweight changes in the spirit of tactical urbanism to show how beautiful and effective our streets can be when we open the back up to people.

I've been working to bring block-by-block improvements to District 3 for almost a decade. I've successfully lobbied our local police station to roll out speed trailers along high-velocity corridors to bring awareness to speed, have won day-lighting and design changes at dangerous intersections, and led the successful installation of two new bike share stations in my neighborhood. Additionally, I've been at the table on city-wide transformative projects through my seat as on the Citizen's Advisory Committee of Better Market Street.

3. Reliable, Fossil Free Public Transit: What are your top priorities for improving local and regional transit? How would you advance your priorities if elected? What have you done to improve transit operations, access to transit, passenger experience, etc.? \*

We must accelerate our work to deliver world-class transit in San Francisco. Our economy and planet depend on it. The current status quo pushes residents to private cars and ride-sharing. This is a predictable result in a district that has no true rapid bus route, has swept proposed transit plans under the rug, and who is home to a beleaguered, poorly designed segment of the Central Subway that will open a half-decade behind schedule.

The path forward must include rapid bus lanes, the extension of the Central Subway, extension of high-speed rail and Caltrain to downtown, and real progress on a second BART tube. To fuel this work, we must identify new sources of funding, namely congestion pricing in the downtown core and increased development in and around transit stations. This must all be carried out with regional coordination in the spirit of Assemblymember David Chiu's Seamless Bay Area work.

We also need to think critically about housing for our transit operators. Pre-COVID, this was the #1 issue SFMTA Director Tumlin identified as holding our public transportation systems back. To that end, I've proposed redeveloping the MUNI Kirkland Yard near Fisherman's Wharf into a bus-facility on the ground floor and hundreds of affordable housing units above (similar to the Potrero Yard redevelopment) to build the types of units that our MUNI operators can actually afford to live in.

I've advocated for this work through my membership in San Francisco Transit Riders and as a leader within the SF Next Stop organization which advocates for the Central Subway extension. I also live this experience as I do not own a car, and split travel between MUNI and my bike.

4. Green Energy Policy: What are your top priorities for improving energy conservation, household efficiency and renewable power, and how would you advance these efforts? What have you done to promote energy conservation in these areas? Are you, personally, a CleanPowerSF SuperGreen customer? \*

When it comes to household efficiency, we must first focus on natural gas, where approximately 84% of emissions in residential buildings comes from. San Francisco and other Bay Area cities have successfully moved to ban natural gas in new construction, but now we must set our sights on a timeline for transitioning away from natural gas in existing buildings. This will be a major shift that will have to be done over a period of years, but the need is clear given that more than 80% of our residential units were constructed before 1980.

CleanPowerSF has been a tremendous success, between saving customers money annually and the ~800 million pounds of greenhouse gases it has saved collectively since 2016. We should continue to expand the program to be opt-out by default for more customers, and push to sit back down at the table with PG&E and California PUC to minimize exit fees that have slowed the expansion of the program.

Finally, we should grow the GoSolarSF program to prioritize renewable energy in buildings across the city. This expansion should be carried out in tandem with a jobs training program with OEWD where we start a track of the CityBuild program specifically for solar installation.

5. Water Sustainability & Conservation: What are your priorities for improving the sustainability of San Francisco's drinking and wastewater systems? If elected, what steps will you take to enhance the City's water resiliency and reduce its reliance on imported water? What have you done to promote conservation in this area? \*

Responsible utilization of our water, and by extension, wastewater systems are critical to meet climate and sustainability goals. Much progress has been made in recent years on commercial buildings, but we need to shift our focus quickly given the post-COVID behavior changes which have resulted in spikes of residential usage and drops in office building usage. Our programs and legislation must be nimble enough to change focus as well.

In District 3, the average year of a home was constructed is 1920. This underscores the need for our programs to include rehabilitation of existing homes and not only rely on legislation for newer buildings. We should be considering rebates for everything from greywater recycling at home to more water-efficient toilets. We need robust outreach and community efforts to actually scale these programs to make an impact, from neighborhood associations to tenants' rights organizations and building and trades councils.

I support the city's recent efforts to diversify its water source and import water more responsibly, be it from recycled water usage or from new sources like the Westside Groundwater Basin. We know diversity is the best choice when it comes to long-term sustainability and minimizing impacts from seismic events.

I've focused my conservation work in this area on keeping toxic waste out of water. Over the past few years, I've worked with the Surfrider organization to secure funding for a dozen "ash cans," cigarette canisters that we've placed outside of bars and hotspots in the neighborhood. These cans alone are estimated to have diverted almost 100,000 toxic cigarette butts into recycling and away from parks, streams, and the Bay.

6. Zero Waste: How can the city advance its Zero Waste goals in light of the temporary (we hope) move to suspend programs such as the required fee for grocery store bags that previously incentivized customers to reuse bags and containers, or purchase foodstuffs from bulk-stocked bins? What are your thoughts around recent legislation to reduce waste and what more can we do? How will you make it happen? What have you done to promote zero waste? \*

We need to be in communication with other health departments across the country to truly understand the risk of spreading COVID-19 by bringing in personal grocery bags to stores. We cannot have years of advocacy and behavior change turned back and retreat to using plastic bags again. In fact, we need to move forward and I believe the modifications of a "Plastic Bag Ban 2.0" that former Supervisor Valle Brown proposed are the way to do so (raising fee to 25cents).

I support recent efforts aimed at reducing waste particularly Supervisor Safai's work to allow for audits of waste and consequences for the largest buildings that do not comply with guidelines.

Given the shift in consumer activity, the focus of my legislation would be on improving zero waste behavior in residential buildings, where we know waste is likely to be up 30% (Source - Republic Services) since the beginning of the pandemic. Provided that Supervisor Safai's audit legislation is successful, we should consider a similar effort in our largest apartment buildings. We also need to push forward with mobile recycling pilots to relieve the burden the city's closed facilities are putting on small businesses that are forced to act as redemption sites.

I've been an advocate for Zero Waste through my work to bring Big Belly trash cans to North Beach. After years of research and conversation, I helped secure a pilot of 5 trash "smart trash cans" (since expanded to 10) with the Mayor's Office and another nonprofit, North Beach Citizens. We know that these trash cans are more efficient, result in less waste, and promote good behavior. Additionally, with the North Beach Farmers Market, which I led the effort to start 3 years ago and now co-organize, we are making plans to go plastic-free next year and move to utilizing reusable bags at the market for all produce.

7. Your Environmental Vision: Why should the San Francisco League of Conservation Voters endorse you? How will protecting the environment shape your agenda given the potential for ongoing pandemic conditions? How will you continue the efforts and gains despite significant economic hardship? \*

I would be honored to earn the endorsement of the San Francisco League of Conservation Voters. I believe I can be a champion for our environment because I understand, and have demonstrated, the need to work on both short-term and long-term projects.

I have led on the environment by always standing up for transit and affordable, infill housing even when there has been neighborhood opposition. And, I've rolled up my sleeves to do the work of securing funding for a dozen cigarette Ash Cans, Big Belly trash cans, and starting our neighborhood's Adopt-A-Street program which draws dozens of neighbors to quarterly street and park cleanups.

Looking forward, I'm ready to do the bold work that our city and environment demand. We cannot accept that over 40% of our city's greenhouse gas emissions come from private auto travel. Yet, when we look at District 3 itself and see the poor track record we have of supporting transit and safe streets, we should not be surprised. I will also prioritize affordable housing, especially projects that bring people closer to transit and job centers. To this end, I supported SB50 last year alongside the California League of Conservation Voters, and will carry this spirit forward by pursuing legislation to prioritize development along transit corridors.

We cannot let our economic recovery stand in the way of our environmental goals. In fact, we should forge forward with our environmental goals front and center. Many of the projects that can fuel our economy are the same ones that can save our environment. For example, extending the Central Subway to Fisherman's Wharf will create new jobs and provide a permanent transit link that moves thousands of cars off the streets. Similarly, new home construction will bolster property tax revenue while also bringing new energy-efficient living units online.

I look forward to working with The League of Conservation Voters to shape a better, more sustainable San Francisco for years to come.





# San Francisco League of Conservation Voters

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