

The Richmond is talking . . .

Clement Street traffic slowing: An oversized speed hump once removed from Clement Street and 36th Avenue has returned as a smaller, gentler version and has been joined by two other speed humps between 36th and 39th Avenues, reminding drivers to slow down and observe the posted 25 mph speed limit on Clement Street.

Balboa Street improvements: Construction has been completed. Come visit Balboa Street and relax in the new parklet outside the Simple Pleasures Café.



Planter boxes with drought-resistant plants now enhance Balboa Street sidewalks.

New murals in the Richmond: Grocery Outlet now features murals by artist Bryana Fleming on the 28th Avenue side of its building. Kudos to Grocery Outlet for highlighting iconic Richmond scenes such as the Victorian

continued on page 2

Summer 2014 PAR Meeting

• • •

Concerts in Golden Gate Park

featuring speakers from

Hardly Strictly Bluegrass,
Outside Lands, Rec & Park,
SFPD, Parking & Transportation
and the Golden Gate Park Patrol.

Wednesday, July 16, 2013

7 to 9 p.m.

Richmond Recreation Center
251 18th Avenue

(between Clement & California Streets)

Paid parking is available one block away
in the lot behind the Alexandria Theatre
between Clement Street and Geary Boulevard.

Muni lines:

1 California, 2 Clement and 38 Geary



All-day parkers invading Outer Richmond—solutions sought

On any weekday, parked cars crowd Clement Street on both sides between 36th and 42nd Avenues and beyond. Parking at the Legion of Honor is nonexistent. Seal Rock and the neighboring Lands End parking lot may also be full.

The San Francisco Veterans Affairs Medical Center at Fort Miley does not have enough parking spaces for its employees, vendors, patients and contractors, who must find spaces on adjacent streets and parks.

A free shuttle to UCSF facilities in the city further encourages people to save all-day parking fees at UCSF by parking on or near Clement Street, then using the shuttle. The end result is that there are fewer parking spaces for neighbors and for Legion of Honor and Lands End visitors.

SFVAMC parking problems have been ongoing for some time, and PAR has filed suit asking these be addressed. Furthermore, the SFVAMC has plans for expansion, creating a need for even more parking. PAR has asked SFVAMC to consider putting the expanded research facilities at Mission Bay.

Information on expansion and the SFVAMC's answer to alleviating the parking crunch has been sporadic at best. William Kneitel, an outer Richmond resident, has taken action by gathering signatures and petitioning the San Francisco Municipal Transit Authority (SFMTA) for a residential parking permit zone.

Two of SFMTA's parking principles—neighborhood quality, where all day commuter parking on purely residential blocks is discouraged, and parking management, which anticipates the city's growth and change—apply directly to the parking problem caused by SFVAMC. Workers, contractors, patients and vendors can use the nearby neighborhood parking spaces

all day without restrictions (except for twice-monthly street cleaning).

SFVAMC disrupts city parking management planning because it is a federal facility exempt from local planning participation. SFVAMC has not been forthcoming with its master planning, making it difficult for the city or other surrounding government entities to plan for future parking problems.

The residential parking permit (RPP) program was created in 1978 as a way to discourage commuters and visitors from parking all day on residential blocks during the work week. The cost of a RPP permit, currently \$104, reflects only the cost of administering and enforcing the program.

The requirements for a RPP area are:

- (1) At least 250 households (one signature per household) must sign a petition submitted to SFMTA;
- (2) The proposed block(s) must meet the low- to medium-residential density requirement;
- (3) At least 50 percent of the vehicles parked on the street in the area must be non-resident vehicles; and
- (4) 80 percent or more of the legal parking spaces in the area are occupied during the day.

Upon approval, the legislation and sign-installation process takes about six months from the submission of valid petitions for new areas. The process has five steps: (1) review by SFMTA staff; (2) field study conducted; (3) engineering public hearing; (4) review by the SFMTA Board of Directors; and (5) sign installation and permit issuance.

The proposed RPP zone includes both sides of Clement Street running from 36th Avenue to 42nd Avenue; the west side of 36th Avenue to Shore View Avenue;

continued on page 3

Letter from the President

Dear PAR Members,

Thank you for your continued support of PAR. Your membership, comments, questions and suggestions are extremely important to us.

Plan to attend the next meeting of the members on Wednesday, July 16, where issues relating to this summer's two largest annual events in Golden Gate Park—the Hardly Strictly Bluegrass Concert and the Outside Lands Concert—and possibly other events in the Richmond District will be presented and discussed.

The San Francisco Veterans Affairs Medical Center

Representatives of PAR, of Friends of Lands End and of People for the Golden Gate National Recreation Area (P4GGNRA) continue to meet regularly with representatives of the San Francisco Veterans Affairs Medical Center

(SFVAMC) and others to review the potential effects of its latest long-range development plan on the national historic landmark districts on the SFVAMC campus and on the adjacent Fort Miley parklands of the GGNRA. Where necessary, proposed mitigations of those effects have been and will continue to be considered.

The next draft of an environmental impact statement (EIS) regarding potential impacts on the SFVAMC campus, the neighboring GGNRA parklands, Lincoln Park (including the Legion of Honor) and on the adjacent neighborhoods and the SFVAMC's proposed impact mitigations is scheduled for publication, public review and comment later this summer.

An application for the establishment of a residential parking permit zone for the Lincoln Manor neighborhood adjacent to the SFVAMC has been filed with the San Francisco Planning Department.

While currently proposed to cover the blocks from 36th to 42nd Avenues on Clement Street, both sides of Shore View Avenue between 36th and 38th Avenues, the east side of 38th Avenue and the west side of 36th Avenue between Clement Street and Shore View Avenue, it is our understanding that, if the establishment of that zone results in an overflow of parking from the SFVAMC into adjoining blocks in the neighborhood, then the zone could be considered for subsequent expansion.

AT&T's Sidewalk Cabinets

In May, the California Court of Appeals affirmed a lower court's decision upholding the SF Board of Supervisors' July 2012 exemption of AT&T's proposed sidewalk cabinets from any environmental review. Because the state defines AT&T as a "public utility" and because state law categorically exempts all public utilities from environmental reviews, local governments had few, if any, options.

However, at the end of July, the supervisors unanimously adopted, and the mayor signed, proposed local legislation that will supersede and modify local regulations that had governed the process for AT&T to apply for and obtain a permit to install each of those sidewalk cabinets.

In summary, that new legislation will require AT&T to:

- Propose more than just one location on the public sidewalks as a site for each cabinet;
- Place an 800-telephone number on all of its cabinets to report graffiti and post a time limit for having it removed;
- Mitigate the environmental impact of each cabinet by surrounding it with plants or art (approved by the immediate neighbors and the San Francisco Art Commission) or other means and maintain those mitigations and
- Hold the adjoining residents and businesses harmless from any liabilities.

The Gateway Project over the East Tunnel on the new Presidio Parkway

The Presidio Trust has developed a new public review and comment process for the eventual design of the Gateway Project that will be on top of the eastern-most tunnel of the Doyle Drive replacement (to be known as the Presidio Parkway). Details will be forthcoming and PAR will post them on at sfpar.org.

Transportation 2030

At community meetings in May, Supervisors Eric Mar and Mark Farrell along with Ed Reiskin, the Executive Director of the San Francisco Municipal Transportation Agency, introduced and discussed Transportation 2030, a new effort to address and resolve the persistent parking, public transit and traffic calming issues in the Richmond District and the city. PAR will post information about these efforts and any community meetings about them on its website.

Please let us know if you have any comments, questions or suggestions about any of these issues or activities of your neighborhood organization.

Ray Holland
president@sfpar.org

Richmond is talking

continued from first page

Cliff House, the Golden Gate Park windmills and Green Apple bookstore on the store wall.

The drought continues: Wondering if you could be using water more efficiently? The SFPUC lists tips and tools for saving water at www.sfwater.org.

Officers & Directors

Officers

Raymond Holland, President
Nicholas Belloni, Co-Vice President
Richard Corriea, Co-Vice President
Brenda Altman, Secretary
Christopher Wright, Treasurer

Directors

Fred Altshuler	Margie Hom-Brown
Dan Baroni	Jason Jungreis
Gene Brodsky	Brian Larkin
Julie Burns	Claire Myers
Eliote Durham	Marjan Philhour
Herb Elliott	Cheryl Schultz
Paul Epstein	Bill Shepard
Robert Fries	Andy Thornley
Sharon Gadberry	Peter Winkelstein

Emeritus Directors

Lynn Altshuler • Jim Lazarus • Ron Miguel
Paul Rosenberg • Michele Stratton

PAR Representatives in Other Organizations:

Friends of Mountain Lake Park Playground:
Claire Myers
Housing Action Coalition: Dan Baroni
Kaiser Permanente Citizens Task Force:
Peter Winkelstein
Neighborhood Associations for Presidio
Planning: Paul Epstein, Sharon Gadberry,
Ray Holland
Neighborhood Working Group for Presidio
Master Plan: Ray Holland
Ocean Beach Master Planning Committee:
Julie Burns
Presidio Restoration Advisory Board:
Julie Cheever
Richmond Community Coalition: Ray Holland,
Nick Belloni

Presidio contamination cleanup certified a success

This May, the Presidio achieved a milestone in the cleanup of environmental contamination left from Army days: The program to remove or treat pollution in soil and water was completed. The achievement was made official when the two state agencies that regulate hazardous waste and petroleum pollution certified that their cleanup orders for the 1,491-acre base were successfully carried out.

Among other projects, 12 former military waste landfills at Crissy Field, Baker Beach and elsewhere have been excavated and restored to natural areas. Mountain Lake has been dredged to remove lead-contaminated sediment. Petroleum leaked from Army motor pool operations and former home-heating-oil pipelines has been removed. Other hazards addressed include lead-based paint flakes in soil around buildings, waste from Army incinerators and lead in the ground at former shooting ranges.

While the Presidio was not one of the most seriously polluted military bases in the nation, years of Army use took a toll. One concern was the large landfills deposited around the base by the Army between the 1920s and 1960s. They were typically one to four acres in size and contained municipal-

type waste and building debris mixed with soil.

Although these non-engineered landfills were legal and considered harmless at the time, the material was later found to contain metals and organic compounds at hazardous levels. Unfortunately for the future transformation of the Presidio into a national park, convenient dumpsites included the spectacular bluffs along Baker Beach and ravines in the Presidio interior that contained streams and important ecological habitat.

The Army began the cleanup in the early 1990s, starting with petroleum sites, including removal of heating-oil storage tanks and pipelines that once crisscrossed the base. It retained responsibility for the cleanup after the base was transferred to the National Park Service in 1994, but, in an innovative agreement in 1999, the Presidio Trust took over the remainder of the remediation in exchange for \$100 million from the Army (later increased in value by interest and insurance and legal settlements).

From 1995 until we disbanded this spring, I had the privilege of representing PAR on a citizens committee called the Restoration Advisory Board, or RAB. This group was one of 300 such boards created

at military bases around the nation and was intended as a public forum for discussion of cleanup plans among community, military and government agency representatives. One of the goals of the citizen members of our RAB was to advocate a cleanup appropriate for a national park, including “clean closure,” or full excavation, of landfills and other sites.

In 1997, a record number of civic groups, including PAR, as well as the National Park Service, submitted formal comments opposing an Army plan to leave the landfills and other hazardous waste sites mostly in place, in some cases with restrictions on future land use.

After taking over the program, the Presidio Trust opted for removing most of the remaining contamination, thus making possible an increase in open space and natural areas in the new park. Some of the cleanup sites located closest to the Richmond District include Mountain Lake Park, Nike Missile Site, Baker Beach Landfills, a 100,000 gallon storage tank and Landfills 8 & 10.

Details of these sites will be in the fall issue of PAR quarterly newsletter.

—Julie Cheever

All-day parking crunch largely due to SFVAMC

continued from page 1

both sides of Shore View Avenue from 36th Avenue to 38th Avenue; and the east side of 38th Avenue from Shore View Avenue to Clement Street.

This new RPP zone was discussed at a recent PAR Board of Directors meeting and concerns were expressed about the areas not covered by the proposed RPP.

If approved, the RPP zone might solve parking for residents, but the deficit parking problem at the SFVAMC will still exist. Inevitably, those seeking free all-day parking

can be expected to migrate into nearby non-RPP covered areas, pushing farther south of the Geary Boulevard and Point Lobos Avenue and inundating 48th Avenue along Sutro Park.

Hopefully the SFVAMC will consider PAR’s proposal to move the planned research facilities on the Fort Miley campus to Mission Bay.

For further information on RPPs for new and existing areas, permits and requirements, go to sfmta.com/services/permits.



Congested parking crowds the SFVAMC entrance at Clement Street and 42nd Avenue.

Street Smarts program makes safety #1 goal for all

This year, on April 10, a four-year-old boy and his baby sitter were hit by a truck while crossing with the green light on Fulton Street and 37th Avenue.

Two months earlier, on February 6, an elderly woman pedestrian was injured at 10th Avenue and Clement Street. These accidents happened despite traffic signals operating at each location.

The Richmond District Community Police Advisory Board (CPAB) in

partnership with Safety Awareness for Everyone (SAFE) has initiated Street Smarts, a safety program that builds awareness about traffic safety and personal responsibility. It addresses safety problems at their source: the inattentiveness of drivers, cyclists, and pedestrians.

Street Smarts targets five problems: (1) speeding, (2) running red lights and rolling through stop signs, (3) crosswalk safety, (4) distracted driving—especially when using

mobile devices and (5) bicyclist safety and compliance with rules of the road.

The one-year program, started in the spring of 2014, consists of several elements—an outdoor media campaign, educational materials for schools and the community and SFPD enforcement zones and media outreach.

Five different traffic safety messages will be hung on street pole banners

continued on last page

Join PAR now and make your voice heard.

Membership is open to all persons living, working, or owning property in the Richmond District of San Francisco. PAR is a 501(c)(3) non-profit corporation. Your contribution is tax-deductible as provided by law.

Yes! I/we want to support the Richmond District.

First name(s)		Last name	
Name of business (for business members)			
Address			
City		State	Zip
Primary phone		Cell/other phone	
E-Mail PAR respects your privacy and will not share your email.			
Membership		<input type="checkbox"/> Individual	<input type="checkbox"/> Business
<input type="checkbox"/> Supporting membership, \$15.00/year and above			
<input type="checkbox"/> Subscribing membership, \$25.00/year and above			
<input type="checkbox"/> Sponsor membership, \$50.00/year and above			
<input type="checkbox"/> Patron membership, \$100.00/year and above			

Please complete and cut out this form and mail it together with your check (payable to the *Planning Association of the Richmond*) to

PAR
5758 Geary Boulevard, Box 356
San Francisco, CA 94121-2112

THANKS for helping to support the quality of life in San Francisco's Richmond District.

Pay Your PAR dues on online!

www.sfpar.org/site/join-par-via-paypal.html

to join, contribute or pay your dues the easy, electronic way!

Street Smarts for all

continued from page 5

throughout the Richmond District at problem areas. Fence banners will be provided to schools.

The messages are: Thank you for slowing down; Stopping is part of driving; Let pedestrians cross, then take your turn; DNT TXT NDRV; and Same road, same rules.



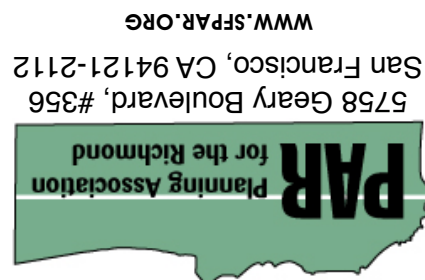
Street Smarts will also hand out flyers to drivers, pedestrians and bicyclists. Additional flyers will be distributed to schools, community centers and senior centers. Flyers will be available in English, Spanish, Chinese and Russian.

Safety is everyone's business—pay attention whether you are driving, bicycling or walking.

Don't miss a single
PAR meeting in 2014
July 16 • October 15
Wednesdays • 7 to 9 p.m.
Richmond Recreation Center
251 18th Avenue

WWW.SFPAR.ORG

The date code above your name on the mailing label indicates when your membership expires.



5758 Geary Boulevard, #356
San Francisco, CA 94121-2112