

The Richmond is talking . . .

Safeway at LaPlaya update: According to Natalie Mattei, Safeway real estate manager, “The Planning Department has requested Safeway submit its conditional use application so the (California Environmental Quality Act) review can be completed. Safeway has been working on the conditional use drawing package, which will include a residential unit count. We’ve also cleaned up a variety of design details and incorporated building code upgrades. I’m reviewing the final draft drawings this week and hope to submit to Planning shortly.

“I will upload everything to the project website (safewayonlaplayasf.com) upon submittal.

“If the entitlement process proceeds in a positive manner, we would anticipate reaching Planning Commission in mid-2015.”

Mountain Lake Restoration: On November 12, the last invasive species of fish in the lake were wiped out with 47 gallons of Rotenone. The lake will be monitored for toxic degradation and its effectiveness. Introduction of native aquatic vegetation will support the introduction of Threespined Stickleback fish, Western Pond turtles, and California Floater mussels. The restoration project will make the lake a home for other natural wildlife.

For more information, contact Jason Lisenby at jlisenby@presidiotrust.gov.

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SFMTA pilot tests curbside stations for car sharing in the District

Car sharing (short-term, on-demand car rental) is a simple idea that’s been around for a while; local, nonprofit City CarShare has been operating in San Francisco since 2001. More San Franciscans are becoming car-share members to reduce their parking headaches and transportation expenses while maintaining access to “just enough car” for errands and other trips.

Owning a car is an expensive proposition (the Automobile Association of America’s most recent analysis puts the cost of owning an average sedan at \$8,876 per year, not including the car’s purchase price). Car sharing can provide a practical way to have a car when you need one without all the other complications and expenses.

Car-share vehicles have been located in parking lots, gas stations and garages, where members can pick them up and drop them off, but that can mean a long walk to a semihidden location to use a car. The San Francisco Municipal Transportation Agency (SFMTA) is conducting an experiment to place shared vehicles in parking spaces right on neighborhood streets. This is a potential tool to manage parking by helping people own fewer cars and reduce the competition for scarce on-street parking.

Dozens of people already use a City CarShare car stationed on Fourth Avenue just off Clement Street, keeping the car population a bit lower as users can do things requiring a car—without having to own the car.

California law was amended in 2006 to explicitly establish car-share parking permits (see California Vehicle Code Section 22507.1 for details). Sacramento

and other California cities already have on-street car-share programs underway based on this CVC regulation. Denver, Washington DC, Portland, Austin and Tucson all have on-street car-share programs in operation.

Permitting private businesses exclusive use of the city’s curbside parking (even just a frac-

tion of a percent of the total supply) raises serious questions about equity and the public good, so the SFMTA is testing things further and collecting more data using this pilot program.

Participating car-share organizations (City CarShare, Zipcar and Getaround) will pay monthly permit fees for the parking spaces, and they’ll collect and share data with the SFMTA about how the vehicles are being used and who’s using them. At the end of the pilot study, the SFMTA will evaluate the data and, if the pilot study supports the use, may recommend making on-street car sharing a permanent program.

The phenomenon of neighbors sharing vehicles and freeing parking spaces won’t happen overnight. The SFMTA and participating car share organizations are eager for the pilot to be productive and meaningful, and they’re committed to keep working on the details through-

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Curbside stations for shared cars may become a common sight.

Winter 2015 PAR Meeting

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**Bolt and Bracing:
earthquake requirements for
residential foundations**

&

**Street Cleaning:
a presentation from the
Department of Public Works**

• • •

Wednesday, January 14

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: 1 California, 2 Clement and 38 Geary

Letter from the President

Dear PAR Members,
Last November's votes have finally been cast and counted. Now we can return to some degree of "normalcy," whatever that is!

PAR's land use committee continues to review preliminary notices of intent, to file applications for building permits and conditional use permits; to attend pre-application meetings when invited; to mediate differences of opinions; and, when it appears necessary, to sponsor applications for discretionary reviews.

One location PAR is monitoring is Da Place, a restaurant at 21st Avenue and Geary Boulevard. It appears the restaurant has been sold to a firm named Dragon Beaux, LC, with the new name Dragon Beaux. Its application for a state liquor license is similar to the previous owner's request that permitted only beer and wine. The license should be subject to the same

conditional use permit that was issued to the previous owners.

Representatives of PAR continue to work with the new owners of the Alexandria Theater at 18th Avenue and Geary Boulevard. PAR will review proposed changes to the previously approved plans of the former owners for reusing the historically significant theater and development of new housing on the large parking lot adjacent to the theater. In the meantime, decisive actions taken by the new owners prevent vandalism, break-ins and homeless encampments (see the Fall 2014 newsletter), in accordance with the conditional use permit issued to the previous owners, seem to be very effective.

PAR representatives also continue to review and participate in the planning activities of the four agencies (i.e., the Golden Gate National Recreation Area Conservancy, the National Park Service, the Presidio Trust and the San Francisco Veterans Affairs Medical Center) that coordinate and manage the variety of federal properties located along the northern and western edges of the Richmond District.

PAR board members on the Neighborhood Association for Presidio Planning (NAPP) meet monthly to advise the Presidio Trust, the National Park Service and the Golden Gate National Recreation Area (GGNRA) Conservancy on issues regarding the maintenance and development of the Presidio. NAPP serves as a community advisory board and includes representatives from the ten neighborhoods (including the Richmond District) surrounding the Presidio. The Presidio is the only self-sustaining portion of the GGNRA which is already one of the most-visited national parks in the country.

Drawing the most attention is the new Presidio Parklands Project, which is now in its design phase. The Parklands will encompass the 13 acres that will emerge on top of the tunnels of the new Presidio

Parkway (aka Doyle Drive). This area will eventually provide a direct connection between the Visitors Center and the Transit Center on the Presidio's Main Post and Crissy Field. The Trust had solicited preliminary design concepts from five international architectural land-use firms and from the public and selected James Corner of Field Operations, a New York firm, to lead that project. Most of 2015 will be spent refining those concepts in a public process and projecting future uses for the area. You are invited to join PAR and others in that process. For more information go to newpresidioparklands.org.

The San Francisco Veterans Medical Center (SfVAMC) 29-acre campus in Richmond District continues to demand a lot of PAR's time. In recent years, the demands for the three main groups of the SfVAMC's services (i.e., clinical health care services for veterans, the education of health care professionals and research) have increased significantly. In the past,

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Officers & Directors

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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

Resolved:

Actions taken by PAR

At its October Board meeting, the PAR Board of Directors voted to donate \$1,000 to the Friends of Mountain Lake Park Playground for construction of a new state-of-the-art playground.

Richmond is talking

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Sinkholes reappear on Lake Street:

On December 3, a sinkhole opened up at the intersection of Lake Street and Sixth Avenue. It is unclear if the sewer pipe beneath the street broke and caused the sinkhole or if the sand supporting the pipe caused the pipe to break.

In 2013, a sinkhole appeared on Lake Street and Second Avenue when a centuries-old sewer line ruptured. Aware of the need to replace aging sewer pipes, the city has proposed the Sewer System Improvement Program, a 20-year, multibillion-dollar, citywide investment required to upgrade the sewer infrastructure to ensure a reliable and seismically safe sewer system for generations to come.

For more information on SSIP, go to sfwater.org

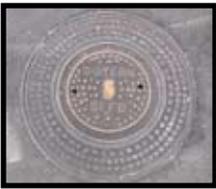
311 city services help line: Got a question about noisy neighbors, barking dogs, sidewalk maintenance, graffiti vandals, Muni routes and services or ADA accessibility?

Dial 311 (within San Francisco only) for round-the-clock help in resolving these issues and more. Outside the city, call 415-701-2311; for TTY, dial 415-701-2323, or access help online at sf311.org.

New underground cistern vital part of safety plan

A cistern at Geary Boulevard and Funston Avenue has been completed and will become part of San Francisco's emergency firefighting water system.

Cisterns are an additional backup to underground emergency firefighting water piping system. They are independent water storage tanks varying in size from 75,000 to 200,000 gallons. Cisterns are usually located in or near intersection and are identified by an outline of bricks on the pavement. There are two manholes clearly marked "Cistern SFFD." Once completed,



tested and filled with water, this cistern will be an emergency water source for the next earthquake or natural disaster.

The San Francisco Public Utilities Commission continues to expand and improve the emergency firefighting water system (also known as the Auxiliary Water Supply System or AWSS). An emergency response bond,

approved by San Francisco voters, included money for repair and replacement of vulnerable components of the underground pipe system and approximately 30 additional cisterns, including this one at Geary Boulevard and Funston Avenue.

The emergency water system was first proposed in 1903 by the San Francisco Fire Department chief engineer and comprises pump stations, cistern suction connections and fireboats acting as emergency backups to the city's fire hydrants. Construction started in 1909 and finished in 1923. The need for an emergency water system became evident when, on April 18, 1906, a magnitude 7.8 earthquake along the San Andreas Fault occurred.

During the 1906 earthquake, more than 300 water mains feeding San Francisco's fire hydrants were ruptured. The fires, started by broken gas mains, electrical wires and other sources, ran rampant throughout the city. Firemen who had access to water were able to fight the fire, but many fire hydrants were dry.



After months of construction, the District has a new cistern at Funston Avenue and Geary Boulevard.

Cisterns are a valuable backup source of water because earthquakes can wreak havoc on underground water mains. Following the recent 6.0 Napa earthquake, more than 150 leaks and breaks in Napa's water system were reported.

It isn't a question of will an earthquake occur—it is when will it occur? The city is doing its best to be prepared.

For more information on cisterns, the 2010 Safety and Emergency Bond, and the AWSS, go to sfwater.org.

Progress slow on Bus Rapid Transit project

At the most recent Geary BRT Citizens Advisory Committee meeting on November 13, Project Manager Chester Fong updated the membership on the three items:

- **Draft EIR/EIS Schedule:** The San Francisco Municipal Transportation Authority (SFMTA) circulated its Administrative Draft Environmental Document to other local agencies for review and comment from July to September. They received more than 550 comments and are now completing revisions based on those comments. The SFMTA will be submitting the draft EIR/EIS to the Federal Transit Administration (FTA) this month in the hope that a review is completed in time for the SFMTA to release the document for public review in February 2015.

- **Near Term Improvements:** In promoting BRT for the Geary Corridor, the

SFMTA said that it could be implemented more cheaply and more quickly than light rail transit and offer almost the same improvement in service.

As it has been more than a decade since the project started, and revenue service is several years away, the quick implementation has not materialized. In recognizing that, the SFMTA is planning a phased implementation concept consisting of "early delivery" elements after the EIR is certified, sometime in 2015. Those improvements are one to two miles of transit-only lanes, more bus bulbs and the addition of up to 15 right-turn pockets.

In the meantime, the SFMTA has colorized existing transit-only lanes to improve compliance and installed transit signal priority at 86 intersections to reduce bus delays. Next year, the SFMTA will be

making several service changes independent of the BRT project, including low-floor buses, changing the 38L to the 38 Rapid and increasing its service frequency.

- **Budget & Funding:** The current total project budget is from \$320 million to \$325 million. The SFMTA has \$44 million of committed Proposition K funds and plans to get \$75 million in FTA Small Start funds (the maximum amount the Small Starts program will provide). That leaves a shortfall of about \$200 million. The SFMTA hopes to make up that shortfall by an additional sales tax, increased bridge tolls and other potential sources.

Local Safety Initiatives

Supervisor Eric Mar's office is working on its plans to use its share of the Neighborhood Transportation Improvement Program funds. The funds are only for planning purposes and will be used to plan for pedestrian and bicycle safety improvements along Arguello Boulevard and Fulton Street. The improvements along Fulton Street will be at its intersections with Eighth, 15th and 22nd Avenues—where residents find access to Golden Gate Park daunting.

Car share comes to the Richmond

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out the pilot study to ensure all parties benefit.

For more information about the SFMTA's on-street car-share pilot, including a map of proposed and approved

locations, visit the car share pilot project website at <http://sfmta.com/projects-planning/projects/car-sharing-policy-and-pilot-project> or contact Andy Thornley at 415-701-4213.

by Andy Thornley

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)			
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E-Mail <i>PAR respects your privacy and will not share your email.</i>			
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 online!
sfpar.org/site/join-par-via-paypal.html
to join, contribute or pay your dues the easy, electronic way!

Letter from the President

SFVAMC's expansion plans have been piecemeal, resulting in undesirable environmental impacts on the neighborhood and in damages to historic buildings and the historic landmark district. Changes in the SFVAMC's management suggest that the planning process is becoming more comprehensive, more rational and more responsive to internal needs and needs of its neighbors.

One area that will be demanding more attention during 2015 and subsequent years, for the Richmond District and all of these federal properties as the new Presidio Parkway nears completion, will be integrating and rationalizing the current inconsistencies between their respective parking and transportation policies which are automobile-centric to San Francisco's "transit first" policies.

For the latest developments, please check out PAR's website (sfpar.org). To ask questions or leave your suggestions, please drop us a note or leave us a voice mail message at 415-541-5652.

Ray Holland
 president@sfpar.org

Don't miss a single
 PAR meeting in 2015
 Wednesdays • 7 to 9 p.m.
 Jan. 14 • Apr. 15
 Jul. 15 • Oct. 7
 Richmond Recreation Center
 251 18th Avenue

SFPAR.ORG

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

