

DEC 2010/JAN 2011



DUBOCE TRIANGLE NEWSLETTER

Hand-delivered to **3000** households and businesses bi-monthly

Monday December 13

7:00 to 9:00 pm

PUBLIC MEETING

CPMC Davies Medical Center,
Auditorium, Lower Level B
North Tower (look for signs)

MEETING AGENDA:

- Meet your neighbors (7:00 - 7:30)
- Election of Board of Directors
- Outlook and Issues for 2011
- Church/Duboce MTA utility boxes art project
- AT&T proposed utility boxes citywide—presentation and discussion
- 2001 Market/Whole Foods grocery proposal
- Transportation Committee brief updates
- Land Use Committee brief updates

DATES TO REMEMBER:

Sat, Dec 11, 10 am to Noon

Friends of Duboce Park Volunteer Day.
Contact Rose at rosegillen@sbcglobal.net
or 255-8370 for more information.

Sat, Dec 11, 11 am - 3 pm

Free Handmade Holiday Gift "Bizarre."
Harvey Milk Recreation Center for the Arts.
Contact Stacy Asher at 554-8744 or at
stacy.asher@sfgov.org for more information.

Sat, Jan 8, 10 am to Noon

Friends of Duboce Park Volunteer Day.
Contact Rose at rosegillen@sbcglobal.net
or 255-8370 for more information.

Trader Joe's: The Wait Goes On



Trader Joe's pulls the plug on transportation study for a Market/Noe store, after learning of mandatory traffic queuing mitigation measures proposed by the city Planning Department.

For well over a year now, rumors have been swirling around the possible move-in of a Trader Joe's to the former Tower Records site on Market near Noe. There has been coverage along the way in the newspapers as well as in this newsletter. After an initial presentation from Trader Joe's, DTNA looked at the proposal from the perspective of our Formula Retail Matrix, and determined that there were both potential positives and negatives to the proposal.

Without taking a position, in January of this year DTNA sent correspondence to Trader Joe's outlining some possible concerns (traffic, effect on neighborhood businesses, etc.), and offered to meet and discuss the issues together. Trader Joe's preferred to wait until their

transportation study for the city was prepared. Over the many months since then, the community has heard little about the proposal other than what's been reported in the newspapers.

In early November this year, roughly a year after we began, Kent Jeffrey, the property owner and a neighborhood stalwart who has made his space available to non-profits while it remains vacant, asked for a meeting with DTNA and his broker to discuss the status of his property. At the end of the meeting, DTNA asked Kent to try to arrange a meeting between Trader Joe's and DTNA, which Kent did.

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Time To Get To Work!



Scott Wiener
San Francisco District 8
Supervisor-Elect

I am humbled that the voters of District 8 have elected me to the Board of Supervisors. I intend to work hard for you over the next four years and look forward to collaborating with the residents of Duboce Triangle to make our neighborhood as good as it can be.

Since the election, I have hit the ground running. I've hired staff and have been meeting with various neighborhood groups, department heads, and policy experts, so

that once I'm sworn in on January 8th we can immediately begin our work. I intend to focus on the basics of our city government – holding Muni accountable for reliable performance, adequately funding our infrastructure needs, working to create more jobs in San Francisco, and making smart land use decisions for our community.

Specific to Duboce Triangle, I will work closely with DTNA and others on the Duboce/Church streetscaping and rail replacement project, ensuring that the Davies expansion goes smoothly and benefits the community, and facilitating the discussions and negotiations around the proposed Trader Joe's project.

Despite the City's awful budget situation and our economic challenges, I am optimistic about the future of our neighborhood and our City. I look forward to working with you.



Hours: Tuesday through Saturday
10:00 am to 5:00 pm
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THANKS TO ALL OF OUR NEWSLETTER DISTRIBUTORS

The Duboce Triangle Neighborhood Association would like to thank the following volunteers for their commitment to our neighborhood through their dedicated, consistent, and high quality delivery of the Newsletter. They deliver over 3,000 newsletters within the Triangle six times a year. Our Newsletter informs all of us in the Triangle of local concerns and vital information. If not for their efforts, much of what we do as a neighborhood association would not be possible. So with the season of gratitude and giving upon us, I would like to take this opportunity to thank all for the gift of your time and energy. The list shows the quantity and quality of involvement in this neighborhood that calls itself the Duboce Triangle, truly one of the great neighborhoods in the City and a hub of city life.

Bob Bush, Betty Coffin, Mary Durell, Paul Thurston, Carmella Gold, Steve Kamins, Bonnie Nel-

son, Betty Levitin, David Raish, Bruce Marshall, Tom Gallot, Dennis Turner, Jahan Raissi, Chris Motley, Mark Scheuer, Peter Straus, Lili Byers, Kathy Lavicka, Sherry Hood, David Paisley, Patti Cole, Dennis Richards, David Fix, Peter Cohen, Kate Brennan, Mark Paez, Ragnar Von Schiber, Jared Vermeil, Laura Cavaluzzo, Pete Craft, Erik Honda, Frederick Baumer, Tim Dunn, Michael Harris, Katy Wilcoxon, Rachael Swann, Joe McIntyre, Bill Hill, Kenneth Wingard, Chip McAllister and David Keck.

I also would like to take a moment to remember two special members of the DTNA family who died this year: Ben Gardiner for his work on the Board and the website and Brad Villers, who not only distributed the Newsletter and served on the Board, but also for his friendship and positive attitude to every one who met him.

-Tim Weeg, Distribution Manager

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Shop Local—Help Preserve Our Neighborhood's Character



Dennis Richards
DTNA President

As I walk around the neighborhood, I am seeing what appears to be an increasing number of businesses that have or are going to shut their doors this season for various reasons. There are various causes that I have heard for this, including the lingering effects of the worst economic crisis in 85 years, consumer uncertainty, a changing retail landscape, increased retail online, the proliferation of chain stores, rents that remain high even with persistent vacancies and parking issues. The fact that almost all of the new developments that will be built in Neighborhood Commercial Corridors will also have retail space also makes me take pause.

Regardless of the reasons for the business failures that we are seeing, I ask that you please think about the businesses that are located on Church, Market, Haight, Castro, Noe, and the many

other nearby streets before you spend your hard earned money. Before buying something downtown, in Colma at one of the strip malls or big box stores, online, or even in another neighborhood, you might want to consider buying it right here in our neighborhood.

Also when dining out or drinking, please consider one of the many great restaurants or bars that we have in the neighborhood as well. The same goes for the many service establishments that we have in the neighborhood such as hair salons, barbers, or shipping stores.

Our neighborhood businesses make our neighborhood such a livable, interesting and sustainable place. When you have a choice this holiday season and throughout the year, please buy local. It helps our neighborhood.

The Duboce Triangle Newsletter is published at the beginning of February, April, June, August, October and December by the Duboce Triangle Neighborhood Association (DTNA), a 501(c)(3) nonprofit corporation.

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DTNA, 2261 Market St PMB 301, SF, CA 94114 (415) 295-1530
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Coming Soon! Duboce Triangle Neighborhood Survey

It has been 5 years since the last Duboce Triangle Neighborhood Survey of its residents and businesses!

Some things have changed and some things have not. With a new Supervisor and many things happening in and around our neighborhood we want to know what is important to you! Your feedback will help us focus

on issues that you think are important to the neighborhood in working with the city and its departments, and our new District 8 Supervisor, Scott Wiener.

So please look for the survey in the next issue of the DTNA newsletter, and online (in February), and let us know what you think!

YOUR NEIGHBORHOOD ASSOCIATION NEEDS YOU!

DTNA's success in helping make Duboce Triangle one of the city's most livable communities depends on neighbors and businesses like you!

We're always looking for neighbors who are interested in fact-based, thoughtful involvement, working with DTNA, the city, and the community in the areas of:

- Development Projects/Land Use
- Transportation/Traffic/Transit
- Neighborhood Character/Public Realm
- Quality of Life
- Historic Preservation
- and more!

If you're interested in volunteering, email us at volunteer@dtna.org, or call 415/295-1530.

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Candidates for 2011 Board of Directors–December Meeting

At the December General Meeting, members of DTNA will elect the DTNA officers and Board of Directors for the coming year. Below, in no particular order, are short statements from most of the candidates. Remember, in order to vote in the election, you must have been a DTNA member for 30 days prior to the election.

Mark Scheuer

I have lived in the Triangle since 1989 and have served on both the DTNA Board and the Friends of Duboce Park Board for the past ten years. The Triangle offers the very best in urban living and one of my primary goals is to address and deal with projects or issues in the Triangle that may impact our quality of life as well as participating in projects that improve the quality of life in our neighborhood. Let's keep the Triangle great!

Erik Honda

As a resident of the Triangle since 1992, I have long taken an interest in land use issues in our neighborhood. Recently I have served on DTNA's Land Use Committee and Executive Board (as DTNA Secretary). I am honored to be asked to serve as Vice-President; I will attempt to fill the very large

and impressive shoes left by my predecessor Peter Cohen (who will continue to serve DTNA as Board member and Land Use Committee co-chair).

Carmela Gold

I have been a resident of the Triangle since 1982, serving on the DTNA Board for the last 3 years. I would like to serve another term. I also sit on the Market Octavia Citizens Advisory Board and chair the Tenderloin Economic Development Project.

David Troup

I have been on DTNA's board since 2003 and have also served as the organization's Treasurer during that time. I also serve on the Land Use and Transportation committees and have been involved with the layout and design of the newsletter. (Yes, I have worn a lot of DTNA hats!) I moved to our neighborhood in 2001, and I live in a four-unit building which I own—which also makes me a small business owner and landlord. Duboce Triangle is a special neighborhood with a unique and valuable character, which I look forward to continuing to preserve and support through DTNA's important work.

Peter Cohen

I have been an active member of the DTNA board for six years and would like to continue for another term. My focus tends to be on development and land use issues, and I am currently the co-chair of DTNA's Land Use Committee which has addressed the Market/Octavia Plan, the Davies medical office building, the Trader Joe's project, the Upper Market charette process, the Duboce Ave transit improvements, and a range of other projects and issues. I am married and have two young children, one of whom goes to McKinley elementary school, so I bring a family perspective to the neighborhood association as well.

Guy Carson

I am the Managing Member of the Cafe DuNordPartners, LLC, which has owned the Cafe DuNord and operated the SwedishAmerican Hall at 2174 Market Street since 2003. I have been running nightclubs for the best part of 20 years as well as producing and/or promoting a wide variety of local, national, and international events including rodeos, fundraisers, beer festivals, and large outdoor concerts. Although I do not live in Duboce Triangle, I have a large stake in the vitality of our neighborhood and hope that my perspective may be useful to the group.

Continues on page 5

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Candidates for 2011 Board of Directors

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I'm keenly interested in our local economy, public safety, and homelessness issues as well as facilitating good relations between residents and the nightlife industry, in general.

Curt Holzinger

I have served on the Board for 4 years and am proud of what DTNA has accomplished for the neighborhood. My primary interest is to accept changes coming our way, for example, new buildings and businesses, but to insure they benefit the neighborhood and are a good fit.

Pat Tura

I believe I can help build and represent a voice in our community that represents a commitment to building a livable sustainable neighborhood. I'm committed to working in a collaborative way with our community, city agencies, non-profit organization to make our vision a reality.

Dennis Richards

I am running for president of DTNA for another year to continue the work that we have started these past 5 years. I want to continue to help make Duboce Triangle the best place to live in San Francisco through fact-based and thoughtful actions that make the neighborhood livable and sustainable.

Betty Levitin

I have lived in the Triangle since 1974. Serving on the board for the last 6 years, I

have focused on the Market Octavia Plan and land use issues, as well as issues of diversity and community. I want to continue to work to sustain Duboce Triangle as a livable neighborhood, not a venue or a destination or an historical theme park, but a community in which people live. I also edit this newsletter. I would like to continue to do all these things.

Ken Wingard

I have lived in the Triangle since 1989, and own the Kenneth Wingard store at 2319 Market St. I moved to the neighborhood when I

was 24 years old and it was quite a different place. I've seen it grow and change over the last 20-odd years, and want to be involved in the change that happens over the next 20 years.

Tim Dunn

I have served on the DTNA board for the last several years. I also serve on the board of Livable City where I work to provide affordable housing.



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2001 Market Street/Whole Foods Project Plan Finalized

Concerns Persist Over Traffic Congestion, Lack of Community Benefits

If all goes as proposed, Whole Foods Market, the nation's leading retailer of natural and organic foods, will anchor the project at 2001 Market St. with a 30,000 square foot store on the ground floor and 82 residential condominiums above

For the traffic study, nine intersections in the vicinity of the site were analyzed for intersection Level of Service. Data was collected on 5 non-continuous days of study. Of the nine intersections studied only two were projected to

that the increase of traffic could be accommodated and would continue to be acceptable. It does not appear that crossings between Safeway and the site were considered hazardous or a potential problem.

Pedestrian market users would access the entrance at the corner of Market and Dolores Streets. Residential users would access their entrance via the residential lobby located mid-block on Dolores Street. The increase in pedestrian volumes would be accommodated on the existing sidewalks adjacent to the project site.

Bicycles

The project proposes a total of 50 bicycle parking spaces; 18 within the parking garage and parking for 32 bikes on Market St. There is cur-

rently a bike lane that travels east on 14th St. right by the project site. It is on the south side of 14th St so it is not in direct conflict with the commercial loading zones. However, Whole Foods proposes to have personnel controlling the area while trucks are maneuvering into and out of the loading dock.

There will be an increase in bicycle traffic to and from the project. The major hazard is the total increase of vehicles and commercial traffic in the vicinity, which would increase the potential of automobile and bicycle conflicts.

Commercial Loading

A commercial loading survey of delivery/service vehicles was conducted at the Whole Foods Market store

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The combined deficit in parking for both residential and Whole Foods is 139 on weekdays and 157 on the weekends. Where will these cars go?

the store. The Prado Group is seeking the entire project's planning approval at the Planning Commission hearing scheduled on December 16, 2010. If successful, construction will start in the fall of 2011 with completion targeted at the end of 2012.

After much delay, the Planning Department finally released the final transportation impact study. The study examines the project's impact on vehicle traffic, pedestrians, bicycles, emergency vehicles, the impact of commercial unloading, construction, the impact on parking supply, requirements, and demand conditions, and off-site improvement variants.

All the traffic studies were conducted during the weekday peak hours of 4 and 6 p.m. and Saturday midday peak hours of noon and 2 p.m.

be affected. The impact was very minimal and expected to have no significant impact on traffic in the area. The traffic study only included private vehicles; for the transit portion, eight transit lines were evaluated that service the greater area bound by the project. It was concluded that mass transit would have sufficient capacity to accommodate all the peak hour trips.

The study found the proposed project's contribution to local and regional transit service utilization less than significant.

Pedestrians

Pedestrian traffic was also evaluated and the study concluded that pedestrian traffic is low in the area and



Sunday afternoon traffic at Noe Valley Whole Foods

Phone Boxes Rear Ugly Heads Again



AT&T U-Verse boxes: Coming to a sidewalk near you?

Several years ago, DTNA joined many organizations in the city that helped push back against AT&T's attempt to place a large number of very large (2 1/2 feet wide by 4 feet deep by 4 feet tall) utility ("U-verse") boxes along the streets of our neighborhood and city.

DTNA support bringing new fiber infrastructure to the neighborhood, but our research suggests that there are less intrusive ways to do it. We think that above-ground boxes intrude in a negative way upon the public realm and that they attract graffiti. The same services could be provided by placing the boxes underground or by embracing the "Fiber to the Home" model utilized by other companies rather than the "Fiber to the Node" model AT&T is proposing.

We also are concerned that if AT&T is allowed to intrude

on our public space in this manner, then any number of other companies may soon be allowed to do the same. Finally, there is a noise issue – when the sun heats the boxes, the cooling fans inside can produce noise that is just barely within the city's permitted noise limits of 55 decibels 5 feet from the box.

Unfortunately, AT&T is back. The city has a financial interest in bringing in the U-verse boxes, because 5% of the gross revenue generated by the services the boxes provide (digital video) is paid to the city as franchise fees. In 2006, the Planning Department granted AT&T a categorical exemption to the requirement for an Environmental Impact Report (EIR), but pulled back after the organization San Francisco Beautiful filed an appeal. Now AT&T is pushing forward again. But, according to the 2006 law that cov-

ers this infrastructure (AB 2987), the city has the right to regulate "the time, place, and manner of installation of utility facilities in public rights-of-way."

According to AT&T, of the 266 communities where these boxes have been installed, only three have been granted an EIR. Our hope is that San Francisco will be the fourth. In concert with other organizations, DTNA is submitting a letter in support of an EIR. If we fail, a

very large and ugly box may soon appear on your corner, and the next corner, and so on...

Please attend our General meeting in December to see pictures and a mock-up of what the boxes may look like, and to submit your questions and responses to AT&T.

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2001 Market Street/Whole Foods Project Plan Finalized

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on Potrero Hill in San Francisco for one day from 6 a.m. to 6 p.m. The survey found that more than half of the deliveries to the supermarket were made using smaller vans, while two daily deliveries were made with a tractor-trailer combination. In addition, more than 80 percent of the deliveries were made before 11 a.m.

The calculated use at the proposed site would generate 39 commercial deliveries on a weekday. The majority of deliveries, 64 percent, would be via 20-25 foot vans; 31 percent via single body trucks up to 40 feet; and two deliveries would be via 46-foot long tractor-trailers.

According to the study,

the proposed loading dock would not accommodate the loading demands without changes on 14th St. The proposal would reconfigure 14th St. parking to accommodate residential garage access, access to the off-street loading dock, and two 20-foot long metered commercial parking spaces. One of the metered general spaces adjacent to the project site on Dolores St. would be converted to a metered commercial space.

No deliveries would occur during weekday p.m. hours or Saturday mid-day hours. Start times for deliveries for the semi-trucks would not start before 7:00 a.m.; thus, two large truck deliveries every morning after 7:00 a.m. Because of the size of the

trucks, both lanes on 14th St. will be blocked as the trucks maneuver into the loading dock.

No traffic impact studies actually were done during the morning deliver times of 7:00 to 9:00 a.m., so the effect on the substantial morning commute on 14th St. is unknown. However, the study concluded that since traffic volumes on 14th St. are low at this time, that impact on traffic flows are not anticipated to be significant. If you travel 14th St. between the hours of 7:00-9:00 a.m. you may have a different opinion.

Auto Parking

The parking supply, requirements, and demand conditions for this project present challenges for both the developer and the community. The parking demand for the supermarket is estimated at 131 to 149 spaces during the weekday and weekend. The market would have 60 spaces, creating a shortfall of 71 to 89 spaces. The shortfall could result in a queue of vehicles waiting to access the garage as well as vehicles circling around in the neighborhood looking for parking and creating congestion.

To ensure that vehicle queuing does not occur, a mandatory Improvement Measure has been identified which would require Whole Foods charge for parking if other

mitigation measures fail. This would be a condition for approval of the project before the Planning Commission. Whole Foods would be required to be proactive in preventing queues and if efforts fail to be effective they would be required to charge for parking. They would have the discretion to set parking prices and use validation or similar schemes as long as they were sufficient to abate recurring queues. At times when unconstrained parking demand does not exceed supply, the parking could remain free.

The Whole Foods parking lot would be open only during store hours and would be closed after hours; no residential or public parking permitted with the exception of the three car-share spaces. Employees will not be allowed to park on-site.

Overall the proposed project would result in a net decrease of four on-street general metered parking spaces and one commercial metered parking space on Dolores St. The study noted there are no public off-street parking lots or garages within the proposed area.

For the 82 residential units, the study concludes that the 41 parking spaces provided will be 68 spaces less than the study's projected demand of 109 spaces. The 41 spaces

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Meet Your Board Member



Pat Tura is a product development professional in the toy business who has provided strategic leadership in youth-directed consumer products for over 20 years. She has extensive global network experience in product management and generating profitable business solutions. She has successfully led technology development for learning based products, entertainment properties and new consumer experiences.

2001 Market Street/Whole Foods Project Plan Finalized

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is the upper limit under the Market and Octavia Plan.

During the day, 84 percent of the street parking spaces are occupied, and on weekday evenings, 93 percent of those spaces are occupied. The combined deficit in parking for both residential and Whole Foods is 139 on weekdays and 157 on the weekends. Where will these cars go? The study indicates that residents of the project may park outside of the area

and the developer.

These Variants, however, will not go before the Planning Commission on December 16th. They are future considerations. But the list is long and impacts the flow of traffic, the streetscape related to sidewalk and crosswalks, and the available parking space on and off the street, among other items.

Who would pay for these possible changes has not

We are concerned about so many still-unanswered questions as the project moves quickly forward toward possible approval.

or choose not to own a car. (Census data has historically shown that only about 50% of neighborhood residents own a car.)

Potential Variants to the Project to be Decided

Previously, Prado had proposed that the project include streetscape and other improvements in the area around the project site. The current proposal, however, no longer provides for improvements to sidewalks and streets as part of the project

The report lists project Variants which are proposed as project improvements, but they are not items on which there is agreement between the Planning Department

walk bulb-outs. Extension of the landscaped median on Dolores, straightening of the crosswalk across Market, and the extension of the eastbound bike lane at the intersection of Market and Dolores are amongst other possibilities. As a result of the implementation of these streetscape improvements and other changes there would be major changes to traffic flow on Dolores and Market including reduction to a single lane on Dolores each way between Market and 14th and the elimination of direct access to Clinton Park from Market; vehicles would have to travel southbound on Dolores Street and make a U-turn at the mid-block median break.

The proposed Variants would also have an effect on street parking because the refiguring of Dolores would reduce the number of available parking spaces from 13 to 6 spaces. The project sponsor may also apply for a Conditional Use Authorization to add an additional 8 spaces of residential parking.

What's Next

The Planning Commission will determine if The Prado Group has provided the necessary proof that their project will add to the quality of life of the neighborhood and not degrade the livability of our community. Yet, the proposed project has pending Variants that are inconclusive at this time which appear to have significant impact on the traffic flow and streetscape changes resulting from this development. The developer working with the Planning Department has not presented any information as to how or when these Variants would be resolved, yet they are seeking approval from the Planning Commission. We are concerned about so many still-unanswered questions as the project moves quickly forward toward possible approval.

If you are interested in joining the DTNA Transportation Committee to help steer the long-term livability of our neighborhood please email us at transportation@dtna.org.

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Trader Joe's: The Wait Goes On

Continued from front page

DTNA went to the meeting with Trader Joe's for updates and information, particularly on the traffic study. (The San Francisco Planning Department is not requiring a full environmental review, mandating instead a focused EIR in the form of a traffic study in order for the project to progress.) We there learned that Trader Joe's had called a halt to this required traffic study. Trader Joe's has objections to a number of the Planning Department's traffic mitigations, in particular the requirement

that there be a charge to park at the store to reduce queuing on the street, and has pulled funding for the completion of the traffic study, effectively stalling the project.

At the meeting, DTNA received from Trader Joe's an annotated list of over 20 possible traffic mitigation measures proposed by the City, each with a notation as to whether each was acceptable to TJ's or not, as well as a list of additional proposals offered to the City by TJ's.

At this point, it is uncertain if and when the traffic study will be completed since the project sponsor (TJ's) has ceased funding the work.

DTNA's board has a great deal of empathy for Kent Jeffrey and hopes that he can find a financial way forward long enough for Trader Joe's to decide to commit to the site and complete the City's project review and approval process or not. If they will not, we hope Kent can move on and let another potential

tenant have a go.

DTNA remains ready to engage in the community process with Trader Joe's and the City, even to play a facilitating role if that is useful. To do that everyone would need to have access to key information, such as the traffic study, so we all have the same understanding of the impacts this development will have on our neighborhood.

Meanwhile, the wait goes on...

November Board Meeting

At our most recent DTNA Board meeting on November 9th, all members were present.

We thanked the board members who worked on our Supervisors candidate forum (92 people attended) for a job well done and made plans for our next event of that sort.

We looked at comment cards sent in with membership renewals. Street cleanliness seems to be a major concern, especially in particular blocks, so we made plans to set up local committees to focus on those areas, which can report to the board and receive our support in leveraging city services.

We discussed ways of soliciting member input via e-mail and through the website. The website is still stuck halfway through a re-design, we

agreed on a work day to expedite that process. We discussed feedback on the newsletter, which we agreed is one of our best products, but can always be made better.

We also made plans for Board members to meet with our new supervisor, Scott Weiner (congratulations Supervisor Weiner). We discussed our open Board seat – we'd like to get a representative from one of the (other) non-profits in the neighborhood.

We had a report from the Land Use committee which focused on our disappointment that many of the developers in the neighborhood, even ones that have had their projects approved, are now seeking to use Mayor Newsom's "stimulus" package to get out of building affordable units in their developments (they pay an "in lieu"

fee instead). We need affordable housing in the Duboce Triangle! We also discussed the status of the Trader Joe's project, and AT&T's plan to put over 700 large ugly boxes throughout the city, including in our neighborhood (see separate articles on those issues in the newsletter.)

We also looked at a proposal for a parklet in front of Squat and Gobble at 16th and Noe.

We discussed business conditions in the neighborhood in the wake of many recent business closures, and lamented

the fact that landlords still don't seem to be bringing their commercial rates down, despite all the vacancies. We developed a plan to look at neighborhood business culture – balancing the needs of residents with the daytime tourist crowds and the night and weekend bar crowds. Everybody can be served to make our neighborhood both a destination and a wonderful place to live.

We concluded by planning the agenda for the December General meeting. We hope to see you all there!



Duboce Park Improvement Updates—Gift "Bizarre" Dec. 11

Project Updates

The Carmelita Steps Restoration was completed on October 27 using the same granite curbing used on the Pierce St. step. The contractor now will bid to install curbing on the east side of the playground to keep sand from the sand box inside the playground and off the pedestrian path. A decorative fence with a more substantial tree for the Pierce Street planting circle will eventually be installed after consultation with neighbors.

Another temporary fence will be put up for 4 weeks around the recently installed new sod in the Dog Play Area to allow the area settle in completely. Drainage issues around the playground mosaic thrones

are being addressed; new plantings near the top of Duboce Park next to the Rec Center, in the "mulch triangle" between the playground and basketball court, and in the planting strip next to the driveway next to the north side of the Rec Center will be done very soon; timers for the lighting in the playground and the lights in the alley on the north side of the Rec Center will be reset to allow parents to use the playground after work and to make the passageway safer.

Vandalism and Graffiti

The back of one of the two mosaic thrones in the playground was destroyed when vandals apparently used one of the seats as a fireplace

during the weekend of November 13-14. Burnt logs were also found in the alley between Scott St. and park. There has been an increase in graffiti along the walls next to the entrance to the Muni tunnel at Duboce Avenue and Noe Street. Rec and Park and MTA are working together to address the problem. A lot of graffiti tagging was recently done on the playground fence and on the back wall of the Scott St. Labyrinth. Volunteers normally remove the graffiti as soon as it is noticed.

Bicycles and Skateboards

San Francisco law prohibits riding bicycles and using skateboards in San Francisco parks. New pavement stencils will be painted on the pathways at most of the major entrances to park as reminders. Park users have expressed safety concerns, particularly around the playground entrance gates and near Carmelita Street. "Skate stoppers" will be installed on retaining walls and railings around the Carmelita Steps and Recreation Center to deter skateboard use.

Next Community Meeting

Get updates on all Duboce Park projects at the next Duboce Park Community Meeting Wednesday, February 16, 6:30-7:30 p.m. at the Harvey Milk Recreation Center. Rec & Park offers these Quarterly Community Meetings so that the public can become acquainted with and discuss issues with key Rec and Park staff members.

Eric Anderson, Park Services Manager for Park Service Area 6, leads the meeting and reports on all of the maintenance and construction projects and issues in Duboce Park and at the Recreation Center. Eric can be contacted at eric.andersen@sfgov.org or 831-6818.

HOLIDAY GIFT "BIZARRE" DEC. 11

Reduce – Reuse – Rejoice! It's the first Handmade Holiday Gift "Bizarre" in Duboce Park featuring free arts and crafts workshops and gifts for sale. Join the fun at the Harvey Milk Recreation Center on Saturday, December 11 from 11 a.m.-4 p.m. Workshops include lessons in silk screening gift wrapping paper, patches, and garments. You can also bring your own hoodies, t-shirts, and bags to silk screen.

Consider canning pumpkin for pie baking gift kits, creating garden seed packets, or making or purchasing handmade books, cards, calendars, songbooks and personal journals from recycled or repurposed materials. Make starter plants from cuttings or find homemade jams, pickles, and baked goods for sale. Check out photographs, prints, drawings, paintings, and unique jewelry, all at very affordable prices. There will be live music and dance demonstrations and more. Artisan tables are still available. Please contact Stacy Asher at 554-8744 or stacy.asher@sfgov.org for more information.

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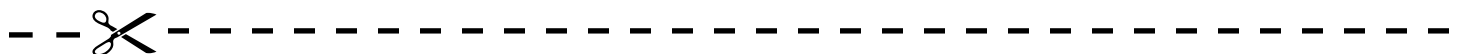
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☐ Transportation issues ☐ Web Site
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