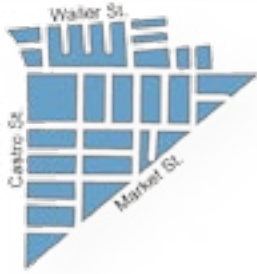


FEB - MAR 2011



DUBOCE TRIANGLE NEWSLETTER

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

Monday, February 14

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 pm), enjoy a glass of wine and some Valentine's Day treats!
- Trader Joe's update and discussion (7:30 - 9:00 pm)

DATES TO REMEMBER:

Saturday, February 12, 10 am - Noon

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

Wednesday, February 16, 6:30 pm

Quarterly Duboce Park Community Meeting. Harvey Milk Recreation Center. Contact eric.andersen@sfgov.org or 831-6818 for more information.

Saturday, March 12, 10 am to Noon

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

Saturday, April 16, 11 am to 4 pm

Fourth Annual McKinley School DOGFEST is a FUN-draising extravaganza, featuring contests, food, silent auction, pet parade and more. Duboce Park. More info: mckinleyschool.org/dogfest

Trader Joe's On the Move



The busy intersection at Market, Noe and 16th Streets

Within days of the December 16 planning commission decision giving the green light to the Whole Foods development at Market and Dolores Streets, Trader Joe's renewed its interest in the former Tower Records location at 2278 Market Street.

It appears likely that the turning point was the new traffic queuing Condition approved by the Planning Commission for Whole Foods which shifts the responsibility for prevention of street queuing for parking from enforcement by the City to the owner/operator of a development.

The new Condition states: "It shall be the responsibility of the owner/operator of any off-street parking facility primarily serving a non-residential use, as determined by the Planning Director, with more than 20 spaces (excluding loading and car share spaces) to ensure that recurring vehicle queues do not occur in a public right of way. A vehicle queue is defined by one or more vehicles blocking any portion of any public street, alley or sidewalk for a consecu-

tive period of 3 minutes or longer on a daily or weekly basis."

The proposed steps taken by an owner after a recurring queue occurs are: "The owner/operator of the parking facility shall employ abatement measures to abate the queue. Suggested abatement measures include but are not limited to the following: a redesign of facility layout to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL sign with active management of parking attendants; use of valet parking or other space efficient parking techniques; use of offsite parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles or delivery services; and/or parking demand management strategies such as parking time limits, paid parking or validated parking."

Continues on page 5

Issues in the Triangle



Scott Wiener
San Francisco District 8
Supervisor

It's been a busy first month at City Hall, but in a short time I'm already deeply engaged in both citywide and neighborhood issues.

In my first regular meeting as a member of the Board of Supervisors, I was honored to cast my vote for the first Asian American Mayor of San Francisco, Ed Lee. I have known Mayor Lee for a long time and have immense respect for his commitment to the city. I've already met with him several times to assure that he is attuned to the needs of our district.

We also elected our board president, Supervisor David Chiu, with whom I am eager to work to ensure that both District 8 concerns and my top citywide priorities, such as transportation reform and addressing the budget deficit, are a focus of the Board's attention.

As for Duboce Triangle, I'm committed to ensuring an open dialogue between Trader Joe's and the community about the development of the former Tower Records space. I've met with DTNA's Land Use Committee to receive feedback about concerns over increased car traffic and other issues. My goal is to minimize impact on the neighborhood while still encouraging economic growth. Also, in related traffic concerns, I'm working with DTNA, the Castro/Upper Market Community Benefit District, and others to improve general pedestrian safety around the 16th/Noe/Market Street intersections.

I'm also meeting with Safeway about their recycling center. While it is good to encourage recycling programs and the environmental sustainability they bring, I'm concerned about the quality of life impacts this center creates for the neighborhood.

These are just a few of the issues I'm confronting that will affect Duboce Triangle. Please contact our office with your concerns and questions about these or other issues. I'm looking forward to serving you, and am eager to hear how I can continue to help Duboce Triangle thrive.

Scott.Wiener@sfgov.org
(415) 554-6968

Duboce Park Update

There is really nothing to report about Duboce Park this month. We will have an update for the April/May DTNA newsletter. With the city's budget problems looming, which would include Duboce Park and the Harvey Milk Rec Center, we are certain that there will be more news to report on the next issue.



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Trader Joe's: Fact-Based Analysis Works Best



Dennis Richards
DTNA President

Nearly everybody can find something that they like about Trader Joe's, whether it be their peanut-butter-filled pretzels, \$2 bottles of wine, or their folksy approach to retailing. As you may have already read on the front page of this newsletter, the Trader Joe's project (at the Market and Noe Center) took a sudden turn from what we reported in our last issue and is now alive and moving forward.

There are some in the neighborhood and beyond who view that the approval of this project should be based on TJ's popularity and not considering the project's impacts. Fortunately, the Planning process allows for popular projects while requiring that their impacts be mitigated through approvals with Conditions, provided that the project sponsor (TJ's in this case) agrees and actually moves forward with their project.

I realize that providing jobs to the community, increased business vitality, and an additional selection of inexpensive specialty groceries are all potential benefits of the proposed project, while traffic, congestion, parking, pedestrian safety and effects on small businesses are potential negative impacts of the project.

The more that the impacts of the Trader Joe's store and their mitigation (if they can be mitigated) are identified and agreed upon before the project goes before the Planning Commission for approval, the better for the neighborhood and for Trader Joe's. By the way, after reading the traffic study, the impacts to the neighborhood go well beyond Duboce Triangle to include Mission Dolores, the Castro, and the Haight. This is not just a "Duboce Triangle project."

To this end, DTNA has asked through Supervisor Scott Wiener's office to have meetings with Trader Joe's to discuss the results of their traffic study (of which we have reviewed a draft copy). We are hopeful that Trader Joe's will realize the benefit of meeting with DTNA prior to seeking Planning Commission approval.

I am insulted by people who say that DTNA must be opposed to the Trader Joe's project, just because we want to understand all aspects of the project and ask Trader

Joe's to address negative impacts. Let's not be selfish, either by advocating that we should take the project "at all costs" or by advocating "shrink wrapping" the neighborhood and never allowing change of any kind. DTNA will continue to push for a non-emotional, fact based dialogue about the merits of this project.

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
www.dtna.org

la Méditerranée

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

2001 Market Street Condos and Whole Foods Approved

DTNA’s thorough and proactive project review process engenders high and fair standards in working with project sponsors. As the Planning Commission and broader community have seen, we have demonstrated that professionalism with the 2200 Market Street (Thai House site) project, the 1960 Market Street (76 Station site) project and the 2299 Market Street (Church “pit” site) project, all of which ultimately achieved support from DTNA.

On December 16th, the Planning Commission approved the proposal to develop the old S & C Ford showroom at Market and Dolores with residential units and a Whole Foods store. DTNA gave its conditional support to the project and had been actively reviewing the proposal and engaging with the project sponsor—the Prado Group—for the past year.

The project design evolved positively over the course of a detailed feedback process, particularly with the addition of a corner entry at Market and Dolores which DTNA had advocated for very strongly. The project sponsor also agreed to comply with the residential parking standard.

In the end DTNA won changes on a few critical details for 2001 Market on issues that were not resolved going into the approval process:

Whole Foods loading management: the Commission required Whole Foods to return in one year for a “report-back hearing “on successes and challenges with managing loading operations for the store so that they don’t impact street traffic and sidewalks.

Whole Foods garage parking queue: the Commission required Whole Foods to return in one year for a report-back hearing on successes and challenges with “abating” queuing of cars on Dolores waiting to get into the parking lot. Additionally, for the one year report-back discussion the Planning Department will contract for systematic monitoring to collect data both on queuing conditions and on general traffic conditions around the perimeter of the store.

Sidewalk improvements: DTNA asked the Commission to strongly encourage the project sponsor to commit to the corner bulbout and sidewalk improvements, as recommended in the transportation study, as an “in-kind” community improvement. Without the pedestrian safety and streetscape improvement measures on the frontages and crosswalk connectors, development at this site will bring little benefit to the safety and comfort of the public realm.

Whole Foods’ impact on local neighborhood markets: the development includes a

30,000 square foot space on the ground floor for Whole Foods. The neighborhood presently has several general grocers that offer a variety of products similar to what Whole Foods would offer. DTNA conveyed to the Planning Commission the concern that both the scale and size of the proposed Whole Foods and its one-stop-shopping format would over-saturate an already dense market, negatively impacting some of the existing smaller general grocers. Planning Department staff itself raised this issue in the case report to Commission: “There are several small grocery stores within the neighborhood whose businesses may be adversely impacted by the introduction of a sec-

ond formula retail store into the neighborhood.” It has not been made clear, however, how Whole Foods intends to approach or mitigate this staff raised issue. Nevertheless the Commission did not impose any conditions related to this issue.

Inclusionary affordable housing: the project sponsor made clear to the Planning Commission its statement of intent to pursue a ‘land dedication’ approach to satisfy the city’s inclusionary housing requirement. Please see the Inclusionary Housing article elsewhere in this newsletter for further details.

Continues on page 5

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Trader Joe's On The Move

Continued from cover page

Furthermore, responsibility for determining whether or not a queuing problem exists adheres to the following process: “If the Planning Director or his or her designee suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than 7 days. The consultant shall prepare a monitoring report to be submitted to the Department for their review. If the Department determines that a re-

curring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.”

As did Whole Foods, the proposed Trader Joe’s project requires a transportation (traffic) study. The scope of work, which defines the parameters of the study and is prepared by the Planning Department, was completed and the Trader Joe’s study was well under way and close to completion when in September, 2010, the traffic study was put on hold by Trader Joe’s. One of the reasons that Trader Joes gave

us for not bringing the study to completion was a preliminary recommendation by the Planning Department that Trader Joe’s charge for parking, if necessary to eliminate the kind of queuing for parking that exists at TJ’s Bryant Street and Masonic Street stores.

In late December, seven days after the December 16th approval of Whole Foods at 2001 Market with the above-described queuing Condition, it became apparent that Trader Joe’s had restarted and re-funded the completion of the traffic study and a first draft of the Trader Joe’s traffic study was sent to the Planning Department.

The DTNA Land Use Committee was provided a copy of the study and in late January submitted to the Planning Department its recommendations for additional analyses. DTNA also submitted questions based on gaps in the traffic study.

While there were many items in the study, small and large, that DTNA thinks need to be addressed before the traffic report is finalized, there are four areas that we believe need more attention and focus: traffic congestion, parking, freight deliveries and pedestrian safety.

Traffic Congestion: The six-way intersection of Market
Continues on page 8

Whole Foods Project Approved

Continued from page 4

DTNA’s conditional support of the project and our requests to the Planning Commission are guided by the principles and vision of the Market/Octavia Plan that direct that infill development truly complement the growth and evolution of the Upper Market neighbor-

hoods. While the impacts, for better or worse, of a Whole Foods store on local street conditions and on local small businesses remain to be seen, DTNA believes the overall development approved by the Commission is an improved project from the original proposal.

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Update on Inclusionary Housing in Upper Market

DTNA has long advocated that new development proposed in the Upper Market must provide housing opportunities at a variety of income levels and has been alarmed by the prospect that most all developers in the area intend to simply pay fees to the city instead of building affordable units in proposed new developments. In response, and prompted most recently by approval of the 2001 Market development (the "Whole Foods" site), DTNA has been working with the Mayor's Office of Housing to find alternative solutions to ensure that affordable housing units are available in our neighborhood as the area continues to develop.

Most typically, DTNA has asked developers to satisfy city-mandated "inclusionary zoning" requirements by providing new below-market housing units side-by-side with market-rate units in new developments. In this model, 15% of the units in a building with market-rate condos would have purchase prices that are set to be affordable to median-income households, currently pegged at \$69,600 for a single-person household or \$79,500 for a two-person household. According to this model, studio units would be sold for approximately \$250,000 and 2-bedroom units for approximately \$300,000.

Recent changes to how the city collects permit fees as well as broader economic weakness in the condo market have led most all developers currently seeking planning approvals in the Market-Octavia area, however, to opt out of providing on-site below-market units and instead pay "in-lieu" fees to the city's Mayor's Office of Housing. Some developers, such as Prado Group, developers of the 2001 Market site, are planning to develop units that will initially rent as apartments until they are later converted to condos when the market improves, a scenario that was not envisioned by the city's Inclusionary Zoning law and that does not fit easily into the options it provides developers.

In-lieu fees paid to the city do provide an extremely beneficial line of funding for affordable housing for city-sponsored developments throughout San Francisco. The units built with these funds typically provide rental housing for persons and households with incomes much lower than those purchasing below-market inclusionary units in market-rate buildings. The funds are provided to nonprofit housing developers to leverage federal and state monies to build housing for low-income seniors, persons with disabilities or HIV, and low-income families. Examples of this type of housing in the Upper Market area include the multifamily development at One Church, owned by Bridge Housing; the multifamily development at Church and 16th, owned by Mercy Housing; and the senior housing at 16th & Dolores, also owned by Mercy Housing.

Although DTNA strongly supports the type of housing produced by in-lieu fees, DTNA sees a troubling trend in which not one of the thousands of new housing units proposed in the Upper Market neighborhood would be affordable to persons of moderate incomes, and all of the affordable units would be built in other neighborhoods, such as South of Market, Tenderloin, Mission, or Bayview. In response to these concerns, DTNA received a commitment from the Prado Group to try to purchase a developable site in the Upper Market area to dedicate to the Mayor's Office of Housing instead of simply paying in-lieu fees that could be spent elsewhere. With the trend of developers being unwilling to commit to on-site inclusionary units, this "land dedication" model would ensure that affordable units are built in the neighborhood in proximity to the new market-rate units.

Prior to leaving office, Supervisor Bevan Dufty introduced legislation that will come to the Planning Commission for review in the spring, that would allow developers in the Market-Octavia planning area, and Prado Group retroactively, to provide land to satisfy their inclusionary requirements. Prado already committed to the City on dedicating a site as part of agreements reached with DTNA during the project review process.

DTNA, along with the Market-Octavia Community Advisory Committee, supports this legislation in concept, but will continue to advocate that the legislation provide clear guidelines regarding the proximity of the site to the market-rate development, the development potential of the site (i.e. the zoning must facilitate the type of housing needed and the site cannot have severe environmental or soil problems), and the absence of any desirable existing use on the site that would be displaced by development. Lastly, the value equivalency of a land dedication option must not be set too low compared to the option to build on-site below-market units such that the incentives to developers to build on-site units are further diminished.

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Update on Inclusionary Housing In Upper Market

Continued from page 6

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Planning Commission Takes Action on Trigger Noise Complaints

Nearly two years ago, the nightclub Trigger at 2344 Market St. opened with great fanfare. The bar occupies both the space formerly occupied by previous clubs Jet and Detour, as well as the neighboring space which was an art supply store, an art gallery, and a political campaign office in recent years.

Almost immediately after Trigger's opening, complaints began pouring in from neighbors of the bar about sound and vibration emanating from the building. Over the course of the next year, the Police Department logged hundreds of complaints from neighbors. Despite repeated assurances from club owner Greg Bronstein that the problems would be solved, Trigger continued to fail sound checks performed by the city's Entertainment Commission. Beginning in mid-2010, the Planning Department began assessing fines against the club, but the problems continued (albeit with some improvement noted in the sound emissions).

Finally, in December, the Planning Commission voted to accept the Planning Department's staff recommendation that the outdoor smoking patio at the front of the bar along the Market St. sidewalk be permanently closed, and voted unanimously to modify Trigger's Conditions of Approval to require the patio's closure. It is believed that much of the remaining noise problem was being created from patrons using the smoking patio, which was open to the sidewalk. DTNA, as well as the Eureka Valley Neighborhood Association (EVNA), supported the staff recommendation for closure of the smoking patio.

DTNA supports a vibrant nightlife in our neighborhood and appreciates Trigger's efforts to mitigate the noise and vibration issues. We are hopeful that closure of the smoking patio will prove to be the effective solution to the problem, and will give nearby residents some much desired quiet during the nighttime hours when Trigger is busiest.



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of your neighbors,
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We hope to see you soon!

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Thursday Night
Study
6p

Trader Joe's

Continued from page 5

St/Noe St/16th St has long been reported in traffic studies to function at the worst level of congestion, Level of Service (LOS) F, which indicates that an intersection operates at an unacceptable Level of Service. (This applies also to Market St/15th St/ Sanchez St.)

The traffic study concludes that conditions at the Market St/Noe St/16th St intersection would “deteriorate” with the addition of Trader Joe’s. The study also projects that the Trader Joe’s traffic will degrade service levels (increase congestion) at Castro and 15th, Castro and Beaver, Noe and 15th, and Noe and 17th. It does not analyze traffic at Noe and Henry, Noe and 14th, eastbound at 15th and Sanchez, Sanchez and 14th, or at other intersections within the zone where it projects shoppers will be looking for parking.

Increased traffic on Market is projected to conflict with bicycle traffic in the new bike lane on Market.

Additionally, the study presumes that there will be at peak hours 172 cars trips per hour and that each car will have 1.85 occupants, each occupant shopping for a separate household. DTNA has questioned whether the number of car trips is underestimated as there is no substantiation for the supposition that multiple occupants of a single vehicle shop for separate rather than single households.

Freight Deliveries: Deliveries are slated to take place on Market Street in a new loading zone which will occupy the curb from Café Flore approximately to the middle of the front of the Market Noe Center, an 88 foot loading zone; deliveries will be made by semi-trucks 61 to 66 feet long. The study estimates three to five such deliveries each day.

Deliveries are slated for “the early morning hours” after 6am. The study assumes there is no west-bound morning commute on Market, with “early morning” termed a “non-commute” hour.

Trader Joe’s will not have exclusive use of the loading zone; it will be available to any commercial vehicle. No alternative delivery location is identified and the study does not project what will happen if the loading zone is occupied when a Trader Joe’s delivery arrives.

The freight unloading/loading will require a new curb cut on Market for the use of freight dollies and other means of unloading/loading the trucks. However, the Market Octavia Plan prohibits new curb cuts on Market Street east of Noe Street. The Planning Department has taken the position that the prohibition does not apply where the cut is not an entry/exit to a garage or parking space.

The part of the loading zone closest to the crosswalk on Market (in front of Café Flore) will occupy part of the new multi use right turn lane/bicycle lane on Market. The study anticipates that this will not conflict with either bicycle or motor vehicle traffic because the deliveries will be at non-peak hours. It does not address that this will force bicycles into the single vehicle lane next to the existing transit island.

Parking: The traffic study projects that there will be approximately 80 more cars per hour seeking parking than there are spaces in the Market Noe Center parking lot. It projects that these cars will look for parking on nearby streets. In determining the turnover for the lot on the roof of Market Noe Center, the study presumes no long

term parking, each space turning over the standard of 5.5 vehicles per day per space during open hours.

Should the garage be open to non-Trader Joe’s customers, a question on which we are seeking clarification, we believe that there is a strong potential that the turnover rate could decrease as it attracted those visitors to the neighborhood who want to spend the afternoon and/or evening doing such things as shopping, eating dinner, and having a drink afterwards.

According to the study, most available street parking is either in metered areas on Market between Noe and Castro or along Castro to 19th, or in unmetered spaces more than one block from the store, south of Market on Sanchez between 16th and 18th Streets or uphill on Castro

Continues on page 9



Trader Joe's: How many parking spots is enough?

Trader Joe's

Continued from page 8

between 14th and Market. DTNA proposed that the number of trips per hour is underestimated and that the study used the wrong ratios to obtain the 80 trips per hour above lot capacity. A higher trip estimate which we think more accurate was used in the traffic study done in 2005 for the proposed Trader Joe’s at Sanchez and 15th. Additionally, the 2010 study did not survey parking on weekends either during the day or in the evening.

Pedestrian Safety: The transportation study anticipates that traffic moving in and out of the garage entrance on Noe and freight movement on Market could interfere with pedestrian flow and increase the risk of “automobile-pedestrian conflicts.” It proposes that encouraging alternative transportation could reduce that risk.

The study also concludes that due to existing traffic calming measures and streetscape,

the increase in vehicle traffic around the project will not in any way make pedestrians less safe either in the Market/16th/Noe intersection or elsewhere in the neighborhood where auto traffic is projected to increase. We think that is simply wrong. We noted that the study method used to evaluate the amount of pedestrian traffic involved an observation as to whether the sidewalk in front of the proposed site (which had no major tenant) looked crowded.

DTNA seeks to meet with Trader Joe’s to discuss these issues. Aside from our meeting with TJ’s attorney in late October, when it was unclear that they would go forward with their project, Trader Joe’s has been unwilling to meet with DTNA (or any other neighborhood group, to the best of our knowledge as of late January, 2011. We look forward to that changing in the very near future.

Historic Photographs



Left: The intersection of Market and Castro in 1944



Below left: The intersection of Market and Castro in 1964



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Upper Market Bike Lane Springs Forward

On October 19, 2010, the MTA Board of Directors approved the Upper Market Bike Lane, 17th St to Octavia Blvd. The project has moved through the planning process with strong support from neighborhood groups and the bike coalition.

Weather permitting, the project is set to get underway in late March or early April and will last for roughly a week. The parking meter replacement will take place before the actual bike lane markings are painted. The new bike lane requires the removal of fifteen parking spaces on Market St, thirteen of which will be re-

gained through modifying metered parking spaces along Market St. The existing spaces are currently twenty-two feet in length and will be modified to twenty feet, which yields additional spaces. One additional space was claimed on Noe St, which leaves a deficit of only one parking space as a result of the new bike lane.

To accommodate the new bike lane, at the corner of Market St and Noe St five parking spaces will be removed extending from the front of the Market Noe Center, the proposed project site of Trader Joe's, to

the corner of Noe St. This area is in close proximity to where loading for Trader Joe's would take place. Therefore, the MTA has recommended "active loading only during off-peak hours" as part of the Conditional Use permit that Trader Joe's must apply for. The bike lane will also serve as the right turn lane for both bicycles and cars.

Neal Patel of the Bike Coalition recently said, "The San Francisco Bicycle Coalition is thrilled to have worked with DTNA, residents, and merchants to come up with a plan for an improved Upper Market

Street. It will be easier to get to the store, or out to eat in the neighborhood by bike, and [it] complements work underway on lower Market Street downtown for the thousands of commuters on bike every day."

We look forward to the implementation of this plan for a safer environment in which all forms of transportation can safely travel together. To see more on the plan you can go to the San Francisco Bike Coalitions website at http://www.sfbike.org/?project_MarketSt17th.



Happy Valentine's Day!

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Upper Market St. Bike Lane Project : *proposed improvements*



December 2010 General Meeting / January 2011 Board Meeting

At our December General Meeting, held at CPMC, an election was held for a new slate of officers and board members. The full slate was unanimously approved.

Paul Henderson, the Chief Administrator of the District Attorney's Office, and a candidate for District Attorney, spoke about crime trends in the neighborhood and city-wide, and expressed the importance to crime prevention of citizens being willing to serve as jurors and in jury pools.

Vice-President Peter Cohen gave an overview of the year to come; expectations of a lot of development coming to our neighborhood, hopes for a positive start with our new supervisor Scott Wiener, and ideas about how to help our small business community – local businessmen Guy Carson of Café du Nord and Swedish-American Hall and Ken Wingard of Ken Wingard Designs are new to our board. We also have a newly re-formed transportation committee, chaired by new board member Pat Tura.

Mona Caron – artist for the MTA box art program for the new trackway at Church and Duboce (she also did the mural on the back wall of Safeway along the bikeway) also spoke – she is looking for input into the design.

We had a somewhat contentious discussion with AT&T Regional Vice-President Mark Blakeman. AT&T plans to add 726 very large above-ground utility boxes across the city, including 9 in our neighborhood.

We finished with a presentation on the Whole Foods store and condo development, recently approved by the Planning Commission, which is to replace the defunct S&C Ford site across from Safeway. Neighbors were upset over the failure to include affordable housing on-site, as was originally promised. The developer (Prado Group) promises they will work with other developers to find a site in the neighborhood to build dedicated affordable housing. There were concerns with traffic issues – Whole Foods says their plan is to have 60-

70% of trips by alternative transportation; they have one store at 72%. Whole Foods also commits to no freight deliveries before 9 a.m.

There was also still concern about how Whole Foods will impact small businesses. Our small local grocers are part of our neighborhood character. Our unscientific survey turned up no small business that was excited about the project. Board member Curt Holzinger reminded everyone that the project sponsors made some significant and important changes to the design at DTNA's request. They also intend to implement parts of the Upper Market Community Plan in terms of streetscape design. The meeting adjourned shortly after 9 p.m.

DTNA Board Meeting January 2011

All Board members were present for our meeting at Swedish-American Hall. We reviewed the last General meeting, heard a presentation from Tom Radulovich of Livable City, and discussed a proposed cannabis dispensary on the South side of Market (near Ace Hardware and Woodhouse Fish Company.) Sentiment was skeptical, but we're looking into it further. We also planned for ongoing discussions with Trader Joe's about issues with the first draft of their traffic study (serious impacts on parking availability and traffic congestion are predicted for our neighborhood.)

Meet Your Board Member

David Fix



A resident of San Francisco for 33 years from the east coast, I've been in the Duboce Triangle area for almost 25 years. You will frequently find me in the park or walking in the neighborhood with my standard poodle, Jake. If you have any concerns for the board, please chat me up.

As a semi-retired CPA, I work part time for a non-profit HIV organization as well as do some other consulting. I also serve on the

Boards of Plan C and Small Property Owners of San Francisco Institute and will be volunteering in Supervisor Wiener's office.



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Curt Holzinger / Henry St.

Pat Tura / 16th St.

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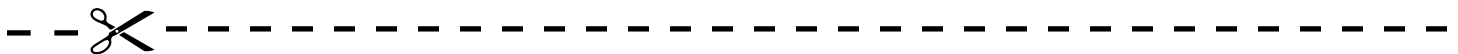
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Join your neighborhood association now!

- Show your pride in our Triangle
- Support historic preservation on your street
- Support our wonderful Duboce Park
- Encourage your neighbors to volunteer
- Supports the costs of your newsletter
- Maintain our neighborhood character and quality of life

Join online using your credit/debit card! Visit www.dtna.org/join and become a member today.



☒ **Yes! I want to join DTNA.**

☐ I want to get involved/volunteer, too!

Please contact me. I'm interested in:

- | | |
|--|-------------------------------------|
| <input type="checkbox"/> Land use/development | <input type="checkbox"/> Newsletter |
| <input type="checkbox"/> Transportation issues | <input type="checkbox"/> Web Site |
| <input type="checkbox"/> Other _____ | |

Mail to:

Treasurer
Duboce Triangle Neighborhood Association
2224 15th Street
San Francisco, CA 94114

Name: _____

Address: _____

Email: _____

Phone: _____

Comments: _____

Annual Membership dues:

- | | |
|---|--------|
| <input type="checkbox"/> Regular | \$ 20 |
| <input type="checkbox"/> Business | \$ 35 |
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