

DEC 2017 - JAN 2018



# DUBOCE TRIANGLE NEWS

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

**Monday, December 11, 2017**

**7:00 to 9:00 pm**

## PUBLIC MEETING

CPMC Davies Campus, Gazebo Room  
(outside, ground-level entrance in plaza  
between North and South towers)

### MEETING AGENDA:

- Meet your neighbors (7:00 - 7:30)
- New Captain Una Bailey from Park Station Q & A about Community Policing and Beat Cops, Car Break-Ins, and Pedestrian Safety Sting Operation
- Annual election of board members

### DATES TO REMEMBER:

Saturday, December 9, 10 am - noon  
Friends of Duboce Park Volunteer Day.  
Contact Rose at [rose@friendsofdubocepark.org](mailto:rose@friendsofdubocepark.org) or 415-255-8370.

Sunday, December 10, 11 am - 4 pm  
Holiday Craft Fair at Harvey Milk Center for the Arts. Contact Robbie Roller at [hmcaevents@sfgov.org](mailto:hmcaevents@sfgov.org) or 415-554-8742.

Saturday, December 16, 10 am  
Rec & Park Winter 2018 Class Registration begins. Visit [sfreconline.org](http://sfreconline.org) or call 415-831-2700.

Saturday, January 13, 10 am - noon  
Friends of Duboce Park Volunteer Day.  
Contact Rose at [rose@friendsofdubocepark.org](mailto:rose@friendsofdubocepark.org) or 415-255-8370.

## Last Chance to Stop Dangerous Traffic Changes in the Triangle



*SFMTA plans to unveil the final Upper Market Safety Project Plan early next year. Left turns onto Market from 16th, Noe and Sanchez Streets may be banned.*

Early next year, the San Francisco Municipal Transportation Agency (SFMTA) is planning to unveil the final Upper Market Safety Project plan, culminating work which began several years ago, and with which DTNA has been heavily involved, since Upper Market is the hypotenuse of our Triangle.

The plan includes three elements: Street and Sidewalk Improvements (pedestrian crossings and bike lanes), Circulation (traffic movement) and Curbside Management (parking).

In May 2017, the SFMTA's board approved the Street and Sidewalk Improvements, which should be implemented in 2019. However, the San Francisco Fire Department (SFFD) has appealed the plan, due to concerns about emergency vehicle access in case of fire, and using parked cars as a buffer to burning buildings. The San Francisco Bicycle Coalition has rallied strongly against this ap-

peal. SFMTA is confident that the plan will succeed in overcoming the SFFD concerns.

In a recent walking tour organized by SFMTA, which DTNA attended, there did not seem to be an overall design strategy or clear objectives for the large bulb-outs and overall streetscape for the Upper Market Street corridor. The ideas discussed for these areas ranged from installing large landscaped areas, but without any maintenance plan, to public art with no clear funding plan.

In April of 2017, the technical team wanted more time to vet the proposed circulation changes by ensuring technical feasibility and minimizing impact. You may remember from previous DTNA Newsletter articles and SFMTA presentations at DTNA meetings, that these plans were constructed after only a one-day visit to the busiest intersec-

*Continues on page 10*



Working for You



Jeff Sheehy  
San Francisco District 8 Supervisor

As your Supervisor, I am committed to representing our community in City Hall and working to improve our neighborhood for families and residents. I want to keep you updated on my efforts to move Duboce Triangle and our district forward, plus let you know about an exciting opportunity where you can have a local project funded through my office.

Fund Your Neighborhood Project

During this year’s budget process, I allocated \$300,000 to fund neighborhood enhancements, beautification, safety, open space and other improvements proposed by the community. The program, Participatory Budgeting, is a democratic process that gives community members the opportunity to set budgeting priorities and make decisions on what community

you would like to learn more or submit a proposal, please visit <http://bit.ly/d8pb2018>. All submissions are due on December 13th.

Keeping Our Sidewalks Clear

My legislation, passed by the Board and signed by the Mayor in October, will empower the Department of Public Works to remove bicycle chop shops and help keep our sidewalks safe and clear. Bicycle chop shops, where bikes are disassembled en masse, are a public health hazard because grease and other pollutants are released, and because they force residents into street traffic to navigate around the impediment. I believe this law is a step in the right direction to help improve the safety and cleanliness of our public right of ways. The support of the Duboce Triangle Neighborhood Association and its mem-

bers, through calls, letters, and public comments, was a crucial factor in passing this legislation. I am deeply grateful for your support and look forward to continue working together to improve the neighborhood.

projects should be funded. Projects are proposed solely by District 8 residents, range in cost from \$5,000-25,000, and must directly benefit the neighborhood. My office held a Participatory Budgeting community meeting on November 12th where many fantastic projects were proposed.

Identifying Hot Spots with the Fix-It Team

On November 7th, my office joined Sandra Zuniga of the City’s Fix-It team, Park Station Captain Una Bailey, and neighbors to walk the Duboce Triangle neighborhood and identify areas in need of improvement. With resident input, multiple areas in need of City attention were identified and my office, with the amazing support of Sandra’s team, dispatched the responsible City agency to clean up debris, replace burnt out streetlights, and implement increased safety measures. Should you have any neighborhood issues, please report to 311 so that my office and the Fix-It team can continue working together to move the neighborhood forward.

Welcome the New Captain at Park Station

I am pleased to welcome Captain Una Bailey, the new Captain of Park Police Station with whom I’ve sat down on multiple occasions to discuss the specific and unique needs of our neighborhood. She is a longtime veteran of the department who brings a tremendous amount of institutional knowledge, and I look forward to working with her to improve and increase neighborhood safety. If you have an opportunity to meet her when she’s out in the District, be sure to say hello and introduce yourself.

Connect with Me

My office and I are here to assist you with ongoing projects as well as new ideas or concerns. Please feel free to email me directly at [jeff.sheehy@sfgov.org](mailto:jeff.sheehy@sfgov.org) or contact my office at 415-554-6968. I look forward to seeing you in the neighborhood.



Jay Greene, JD, CPA

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Meet Your Board Member



Lindsay Palaima  
DTNA Board Member

Hello Duboce Triangle! I am the Newsletter Editor and one of the newer Board members.

I moved to the Duboce Triangle neighborhood in the Fall of 2013. I live on Market Street and did not realize I was a part of the neighborhood until I received my first DTNA Newsletter that December. Reading through the Newsletter, I immediately felt like I knew what was going on with my community, from the explanation of the new construction along Market Street to upcoming events in Duboce Park. The following spring, I discovered our lovely Farmers Market on Noe Street, and really fell hard for our small, three-angled slice of San Francisco.

As a renter, I had been reticent about neighborhood involvement. Who would

care about the perspective of a non-owner? I felt like I was transient, having lived in four City neighborhoods since moving to San Francisco in 2008. I felt that neighborhood involvement was the purview of families, businesses and homeowners. However, I longed to be more involved at a local level, to understand how City Hall operated, and how my elected officials and civil servants served my needs.

About a year into living in our neighborhood, I read in the DTNA Newsletter that the Duboce Neighborhood Association was looking for help. I reached out and began editing articles for this publication and assisting in miscellaneous administrative duties. I started attending working-group meetings at our neighbor’s homes and became attuned to City policies and entities. Last year, I took over as Editor of the DTNA News. I have had the great pleasure of working with our neighbors in producing the content of this bi-monthly, all-volunteer publication.

Being involved in our neighborhood association brings me great satisfaction. National politics can feel frustratingly far away. However, for me, being engaged at the local level has brought me into the fold of our neighborhood hum. I am empowered to reach out City offices about local issues that affect our streets. I collaborate with

neighbors on issues that affect our community and witness the progress. I feel less overwhelmed and confused when I read an alarming story about another city’s or politician’s response to an issue, because I know how our city/local politicians/neighborhood would address a similar situation.

Duboce Triangle may be a small neighborhood, but DTNA has demonstrated how a band of neighbors can have a big voice in San Francisco. By endeavoring to tackle the issues of our neighborhood, such as quality of life issues on our sidewalks, excessive rents, and traffic and lighting safety, DTNA has successfully and repeatedly been involved

in critical conversations, in brainstorming solutions, and in seeing them through to implementation.

Similar to other all-volunteer run organizations, DTNA is always welcoming neighbors to join our Association. If you live or do business in the Triangle, please reach out and get involved. DTNA represents our neighborhood and if you have opinions, concerns, or ideas, please share them on our website at [dtna.org](http://dtna.org). Or stop by our next General Meeting on Monday December 11th and meet your neighbors. I’ll be the one who matches the photo above, and (if I remember) the name tag that says “Lindsay”. See you there!

la Méditerranée



288 Noe St. at Market  
(415) 431-7210

Get involved in your neighborhood!  
Visit [dtna.org](http://dtna.org) and volunteer.



# The Gateway to Upper Market?

1965 Market Street, at the Southeast corner of Duboce Avenue, was once a mortuary. Currently, the front half facing Market Street is a FedEx store, while the back is occupied by the law offices of Keller Grover LLP. Jeffrey Keller and Eric Grover are also the owners of the building, and the sponsors of a project to renovate the building and add a new building on the parking lot next door. The spot is often referred to by planners as the “gateway” to Upper Market, because it is at the crest of the hill ascending from Octavia Boulevard that then flattens at Duboce Avenue and trends only slightly upward toward the rainbow flag at Castro and Market Streets. An elegant seven-story 1920s Deco-style building sits across the street at 1930 Market, and that building, together with the new buildings, will provide a “frame” for entering our neighborhood.

Keller and Grover first presented their plans to DTNA's Land Use Committee on November 7, 2016, and have attended multiple meetings since then to update their plans, based on our input and that of other neighborhood groups, as well as the San Francisco Planning Department.

The original idea was to add a several-story modernist-style residential building above the Market Street historic resource - a 1923 Mission Revival style building, while in addition, building

a matching modernist building on the parking lot. According to the Market Street Octavia Boulevard Plan, the total height allowed for the Market Street building, including the existing structure, is 85 feet. The vacant lot behind on Duboce Avenue is zoned for 55 feet. But by using the recently passed State Density Bonus, the developers are allowed to build sixteen additional units, adding two floors. They plan on making 14.5% of the units (or twelve) below-market-rate, which is significantly less than DTNA's goal that at least 20% of all new housing units in our area be affordable to working and middle-class people.

The proposal plans to fit 96 units of housing into the two lots. The Urban Design Advisory Team (UDAT) and Preservation, both within the San Francisco Planning Department, pushed for a number of changes to the initial plans. One of their beliefs is that the new building on the Market Street side should be more “deferential” to the historic resource (that is, that it “match” the older building more). The original design actually had an overhang over the current building, but that was quickly eliminated. SF Planning Department felt that the building attached to the historic resource

should not draw attention to itself. The DTNA Land Use Committee is concerned that the current plan may be taking this to the extreme.

According to the current design, after a lot of back and forth with the SF Planning Department, the Market Street building sits 37 feet back from the street, over the existing FedEx site, and the total building height would be 75 feet. The Duboce Avenue building is now at 85 feet.

Following are some problems that still exist according to the SF Planning Department and neighborhood groups:

- The appearance of both buildings is still reminiscent of an office building, or the samey residential towers south of Market. The neighborhood groups are pushing for a more residential feel. The Duboce Avenue building has recently added brick cladding to the design - a big improvement. But the Market Street building is still basically sheet metal - what they call "standing seam".
- Both buildings could use to have their massing broken up a bit - they are monolithic when the Market/Octavia Plan, produced with strong input from neighborhood groups including DTNA, mandates a bottom, middle and

top to the building. Currently the majority of new construction in the city leaves out the "top" or crown, in contrast to older buildings which often had elaborate cornices (1930 Market across the street is a good example, with luxurious and elaborate detail on both the bottom and the top of the building, and a more austere and restrained “middle” five stories). Newer buildings can accomplish this three-part structure in many ways without false historicism or kitschy add-ons. The concept is that a large building "feels" better when it has a bottom, a middle and a top. Unfortunately the current design for both buildings omits any form of "top".

According to the planner assigned to the project, Elizabeth Gordon-Jonckheer, Environmental Planning is getting close to completing its review. There is a Planning Commission hearing scheduled for Thursday, January 16, 2018. If you'd like to weigh in, attend the next DTNA Land Use Committee meeting on Monday, January 1 at 7 p.m. at the Chase Bank at 15th and Sanchez Street, or leave a comment on our website at [dtna.org](http://dtna.org). Let's hope in the end we get an elegant “gateway” that can make us all proud.

# Chop Shop Ordinance Becomes Law

DTNA is happy to report that Supervisor Jeff Sheehy's legislation to ban so-called bicycle “Chop Shops” has at last been approved by the San Francisco Board of Supervisors. If you are not familiar with Chop Shops, they generally manifest as a group of unsavory people gathered on a street corner, busily adding to a pile of bikes in various stages of disassembly, offering their wares for sale to passers-by.

Back in February 2017, Supervisor Sheehy introduced legislation that would have authorized the San Francisco Police Department “to seize any bicycles or bicycle parts from persons who operate chop shops.” The legislation would have prohibited assembling, disassembling, selling or distributing on public property bicycle parts, if the operation included five or more bicycles, a bicycle frame with gear cables or brake cables cut, three or more bicycles with missing parts such as handlebars, wheels, forks or pedals, or five or more bicycle parts. Under the original legislation, if a police officer came upon a chop shop operation, the officer would have been empowered to write a citation, similar to a parking ticket, and to seize the items in violation of the law. If the items were confiscated, the officer would have had to provide the date and location on the citation, along with a description of the items

and how they can be recovered. A person who had their items seized could have retrieved the items if they could prove they were the rightful owner. According to the original legislation “A person shall be deemed the ‘rightful owner’ if the person can demonstrate with sufficient reliability that he or she is the lawful owner of the seized item, for example, by providing video or photographic evidence indicating ownership of the seized item, by producing a bill of sale, by correctly stating the serial number, or by signing a sworn affidavit in person at an SFPD location,” the legislation said.

Despite all those protections, and despite what was in DTNA's view the eminently reasonable object of the legislation (to remove from our streets the blight of what was obviously public criminal behavior, and to reduce bike theft via reducing its profitability), some members of the Board of Supervisors felt that the legislation was “targeting the homeless.” Jennifer Friedenbach of the Coalition on Homelessness sent a letter to the City Board of Supervisors, saying Sheehy's proposal “panders to the prejudicial premise that all those who live outdoors and own multiple bikes and/or parts must have stolen that property,” a position that was appar-

ently convincing enough to sway enough “progressive” Supervisors to oppose the legislation.

Across a number of issues Sheehy has repeatedly expressed his concern for homeless people, and he remembers that “My first job here in San Francisco when I moved here in the early 1990s was as a bicycle messenger...I barely scraped by, but my bicycle allowed me to survive.”

He pointed out at the time that the legislation “does not allow people to be thrown in jail, but simply allows police to pick up the parts and to make sure that the bikes get back to the rightful owners.” DTNA agreed, and our Board endorsed the legislation.

But politics (when practiced competently) is the art of compromise. In the end, what we got was a somewhat watered-down version.

After months of back-and-forth, Supervisor Sheehy amended the legislation so now instead of the police, the city's Public Works Department will be in charge of issuing notices of violations and seizing disassembled bicycles. That was enough to change the vote of Supervisor Aaron Peskin, and the legislation passed the full Board on October 3.

The DTNA Board is happy that a compromise was reached, and we will monitor the implementation of the law going forward. If you see a chop shop operating in the Triangle, leave a message on the DTNA website at [www.dtna.org](http://www.dtna.org).

You can also help prevent your bicycle being stolen by securely locking it whenever it is not in use, including a sturdy chain through the front wheel. You should also take a picture of your bike, and register it at the SAFE Bikes web site, [www.sfsafe.org](http://www.sfsafe.org), so that if your bike is stolen, it can be identified and returned to you if found. The San Francisco Bicycle Coalition has an excellent guide on their web site. Congratulations Supervisor Sheehy, and - Roll on!





Kimyn’s Corner – Walking in Europe



Kimyn Braithwaite  
DTNA Land Use Committee Chair

As I write, my family is currently in the midst of a European adventure, and while there I had intended to compare and contrast the differences in public transit infrastructure for the countries that we are visiting with our hometown. Just before we left San Francisco, the new MUNI trains were to debut, and I thought Euro MUNI vs. SF MUNI might be a good way to see how we are doing and how we might improve.

But the truth is, I am a walker. I walk everywhere at home, and I have been walking everywhere in Europe, so I don’t have that much to say about trains.

That being said, there are definitely interesting and obvious differences between our beautiful and wonderful City with the other beautiful and wonderful cities that I have had the pleasure to visit. The most glaring difference, of course, is the lack of hills. Even in cities that are much more spread out (we have visited Warsaw, Rome and Berlin so far), it doesn’t take too long get anywhere on foot. So without a hill or two, I found myself thinking: “Dang, Google Maps made it look so far.” Granted, as tourists we are sticking mostly to the tourist destinations.

We have spent most of our time in Warsaw, Poland, and for the most part, the infrastructure for walking is very good: wide, pedestrian-friendly sidewalks, plenty of space to get around bus-stop shelters, and big plazas for people to meet and congregate. And that is not including the parts of the sidewalk dedicated to the bike path (it is a good policy in Europe to look both ways before you enter a sidewalk, not just a street, which takes some getting used to).

Also, as is true in many parts of Europe, the central parts of Warsaw feature numerous avenues of mixed retail, restaurants, bars and cafes. The central city does not seem as purely business oriented as our downtown does, and it does not shut down on weekends like the lower extremes of Market Street below Montgomery Street seem to. In Warsaw, one downtown main street is virtually pedestrian-only, and another main street has only one car lane in each direction. Those lanes are shared as well, with abundant bus service. Warsaw also boasts a well-built-out light rail system that runs to all corners of the city, as does the very thorough underground subway. Although there are a lot of cars and drivers in Warsaw, it is easy to get the feeling that residents do not need to own a car.

It may seem weird to compare cities from the “old world” to our “new world” city, but considering that Warsaw was thoroughly destroyed after World War II, it is, in some ways, more modern than our city, which was rebuilt on the old template after the earthquake and fire in 1906. The post-WWII reconstruction of Warsaw has allowed a more modern redevelopment and planning process. And, again, the rebuilding certainly focused on pedestrian and public transportation infrastructure, which I am pretty sure San Francisco would not have done in the 1940s and 50s.

In Warsaw, we stayed at three different apartments in different parts of the city. All of the buildings were at a minimum of 20 units, but usually the apartment buildings were combined with other buildings for an entire area of consisting of hundreds of units. And not a one of those buildings had a parking garage.

Another major and obvious difference was the state of the trains themselves. All the cities we have visited were not incredibly clean - they were plagued with graffiti and litter, especially cigarette butts. I had forgotten how much people in other parts of the world still smoke. It would be easy to think that the metro stations and trains would be comparably dirty. But the opposite was true: the insides of the trains and stations were immaculate, so much so that I almost thought the trains were brand new. So on the one hand I was excited that other cities are dirty too, but because their transit systems were so clean I became sad again. I found myself envying the respect and desire the citizens had to maintaining a clean and valuable public resource.

What I did not envy or respect was the lack of drinking water infrastructure. It felt like everywhere we went we were forced to buy bottled water, especially in the restaurants. I do not remember seeing a single water fountain and in most of the airport terminals we were there was not a system for filling up a water bottle. Purchasing water bottles was the only option. Seriously, get with it Europe, you are not even in a drought.

And the man buns, how can Europeans be so far behind? But that’s a story for another column. In the meantime, enjoy our city. It is not perfect but there is a lot to like.

Some Landlords Put the Neighborhood First



Gary Weiss  
DTNA Land Use Committee Chair

Just as we have somehow managed to get used to bodies lying all over our sidewalks, we are growing accustomed to a growing number of vacant storefronts along Market Street. There are several reasons for the exploding vacancy rate. Among them:

- The increasingly gritty feel of the neighborhood;
- Exorbitant rents;
- Retail spaces that are too large to afford.

Fortunately it is not that way in every case. I have been a business owner at 2331 Market Street just West of Noe Street for 34 years. As I complete the process of transferring my business - the sculptural floral arranger IXIA - to a wonderful new owner, I must give credit to the people whose generosity has allowed me to flourish in this wonderful neighborhood for all that time. The landlords - Garry and Amory Graham - have kept the rents at a very affordable level for the entire time. Many of the vacant storefronts we see along Market are charging triple the rent for the same square footage.

In 2008, after the financial

crash, the Grahams called me and instructed me to take several hundred dollars off the rent - and to keep it that way. The rent has stayed the same ever since.

A similar level of generosity applied to the recently closed Michael Bruno Luggage. The building was owned by Herth Real Estate, now Vanguard. The co-owner, along with Ray Herth, was Ron Bansemer. Ron appreciated the quirky personality of the wonderful Lou Briasco, long-time owner of the luggage store, and kept the rent insanely low, knowing that a higher rent would spell the end of the business.

I do understand that most landlords rent their properties as a business, and that charging market-rate rents makes sense financially. But having a lively building

with occupied storefronts is also critically important. It contributes to the fabric of the neighborhood and to the spirit of the community in untold ways. Hats off to the landlords who care!

The Duboce Triangle News 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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Duboce Park Events

Holiday Craft Fair December 10th

If you are looking for local, handmade gifts to give this holiday season, stop by the 2nd Annual Holiday Craft Fair at the Harvey Milk Center for the Arts on Sunday December 10th from 11AM to 4PM. There will be there a wonderful selection of unique gifts for all ages and interests. This a family event with activities for all ages: music, popcorn, interactive art demonstrations, and a holiday portrait photo booth. The event features local vendors who are selected by a panel who review the vendor applications and consider the best fit and quality of merchandise.

Jay Blakesberg Photo Show Continues

Jay Blakesberg’s Light and Dark Show at the Photo Center continues at the Harvey Milk Photo Center through January 6, 2018. This is Blakesberg’s first gallery show after a career documenting the Bay Area music scene.

The exhibition features more than 120 iconic images of blues legends (all now sadly deceased), including some with Muddy Waters, BB King, James Cotton and Johnny Winter that were taken two weeks after Blakesberg’s high school graduation in 1979. There are portraits of Tom Waits, Joni Mitchell, Neil Young, Carlos Santana and others that were shot on assignment for rock magazines such as Rolling Stone, Guitar Player, or BAM (Bay Area Music Magazine).

Photographs of whirling dervishes shot at Grateful Dead concerts stand beside photographs of stage divers at festivals such as Lollapalooza.

In 1978, when Blakesberg was 16, his father loaned him a Pentax camera to take pictures at a Grateful Dead concert in his home state of New Jersey. That was the beginning of a 40-year adventure photographing the rock and roll experience. His first paid assignment came in September 1979 when the Aquarian Weekly

paid Jay \$15 to run two photographs in the free weekly. In November 1987, Jay landed his first assignment with Rolling Stone Magazine to photograph a free U2 concert in downtown San Francisco.

Winter Course Registration Begins December 16th

Registration for Winter 2018 classes being held at the Harvey Milk Center for

the Arts and Photo Center and all of the other Rec and Park facilities in San Francisco begins on Saturday, December 16 at 10 a.m. There are classes for all ages -- tots, youth, teens, adults, and seniors. You can register at the Harvey Milk Center or online. The complete catalogue of classes and registration information is available online at [www.sfreconline.org](http://www.sfreconline.org) or can be picked up in the lobbies of the Rec Center and Photo Center.

Historic San Francisco Photographs



Duboce Farmers' Market, August 2, 1947



Photos courtesy of San Francisco History Center, San Francisco Public Library

Remodel? Or Demolition?

You've seen it all over town: century-old homes and apartment buildings suddenly turning into replicas of the new, boxy South of Market-style condos. One would think that these are new homes, built after demolishing the previous ones. But, in most cases, they're considered "remodels".

Realizing that older homes provide so much character and affordability were disappearing, the San Francisco Planning Department set out to prevent this by introducing the concept of "Tantamount to Demolition" about 10 years ago. In effect, Tantamount to Demolition was a limit for how much of a building could be removed before it was considered a demolition: the removal of more than 50% of the sum of the front facade and the rear facade, and the re-

moval of more than 65% of the sum of all exterior walls; or the removal of more than 50% of vertical and 50% of horizontal elements.

Needless to say, these standards were not only complicated but also hard to enforce. What if all this math and calculation somersault was off by a few feet here and there? And if during construction it was determined that more of the building would have to be removed? Would they then need to go back to get a demolition permit?

For a lot of reasons, "Tantamount" needed fixing. Enter the "Residential Expansion Threshold" (RET), which is the San Francisco Planning Department's latest answer to the problem of how much teardown is too much, and how far de-

velopers can go in removing material from a building before that building is effectively gone forever. Unfortunately this latest brainchild is far worse. Here is why:

- It eliminates Tantamount to Demolition, which sets the threshold for how much demo is too much and thereby, encourages more teardowns with no oversight or control;
- It does not even define demolition – anywhere in the text of the regulation;
- Unless a building has been registered to be a "Type A" historic resource, no part of the building - facade or otherwise - is protected (that lack of protection would include most of the housing stock in the Duboce Triangle);
- It defines how large a building can become, by a one-size-fits-all expansion amount, regardless of neighborhood context;
- A study done by the National Association of Realtors suggests that “remodeling” an existing home is 30 - 40% less expensive than a new home of equal size. The RET makes it easier to replace older homes with new ones;
- Speculators who purchase older homes with tenants find ways to make them go away - either through Ellis Act evictions, pay-offs or by making life miserable for them. Then, when applying for permits they have an empty house to start work on.

This plan will be going before the Planning Commission soon. If you'd like to weigh in, attend the next DTNA Land Use Committee meeting on Monday, January 1 at 7 p.m. at the Chase Bank at 15th and Sanchez, or leave a comment on our website at [dtna.org](http://dtna.org).

# Think Local

# Think Duboce Triangle



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Last Chance to Stop Dangerous Traffic Changes, continued

Continued from page 1

tions of Upper Market. At press time, and despite numerous criticisms and little (if any) popular support, the circulation proposal remains unchanged.

The SFMTA plan significantly reduces the current Level of Service (LOS) for traffic movement at nearly every affected intersection. LOS is a qualitative measure used to describe the quality of traffic service. An acceptable LOS in San Francisco ranges from A (the best) to C (acceptable), but the scale goes down to E.

Based on the comments and inquiries we receive from DTNA members and neighbors, it would seem that the general consensus is that traffic is already at an unacceptable level at many of our intersections. Therefore, decreasing the quality of “service” means actually worsening the current congestion. Purportedly to increase pedestrian safety, SFMTA is proposing the elimination of all left turns onto Market Street from 16th Street, Noe Street, and Sanchez Street. Yet, the most documented dangerous intersection of Upper Market Street is Castro Street and Market Street, where SFMTA proposes a new left turn from eastbound Market Street onto northbound Castro Street. This change would degrade the intersection’s Level of Service from A to D. The change also jeopardizes the safety of

pedestrians in a misguided effort to keep cars off of Castro Street, which has become more crowded since street narrowing occurred there. Was is not the SFMTA who removed that second lane from Castro Street? The result of this action will bring more cars onto the tree-lined streets of the Triangle, which were designed for local traffic, and were never intended to be bypasses or major thoroughfares.

The SFMTA plan also fails to consider the impacts of their plan on our residential neighborhoods. By banning turns and attempting to shift traffic away from Market Street, traffic will be funnelled onto narrow residential streets and create pedestrian hazards there. Noise and air pollution will increase on residential blocks. Residents of 15th Street may be hardest hit by the plan, as 14th and 15th Streets will become the only way to exit the neighborhood heading Eastbound on Market Street towards downtown, SoMa, or even Sausalito/Whole Foods, and traffic will back up every morning and perhaps all day long.

Banning left turns seems to be the favorite new tool of traffic planners, but in our neighborhood, with its challenging six-way intersections with Market Street, many right turns are actually more problematic and potentially hazardous, yet this hazard is unaddressed. Another unaddressed hazard involves left-turning cars from Market to

16th and Noe Streets; cars often turn immediately when the signal changes, in front of oncoming traffic, and right into pedestrians who begin crossing at the same time. A restricted left turn arrow which allows pedestrians to cross 16th and/or Noe Streets before left-turning traffic would solve this problem, but the SFMTA appears unwilling to consider that solution.

While we all share the goal of making our streets as safe as possible for pedestrians, DTNA fears that the current SFMTA plan will create even larger pedestrian hazards (as well as traffic jams) on the small residential streets where pedestrians are least likely to be cautious. Heavy traffic displaced from the car-friendly Market Street thoroughfare onto what should be quiet residential streets will also undeniably create new and unanticipated problems.

The SFMTA planners are well-intentioned in their goal

of improving safety on Market Street, but they do not live in our neighborhood, and thus they do not see these intersections daily, as do those of us who live here. The SFMTA has not presented any data to justify completely upending traffic patterns in our neighborhood, and this is a situation where they may create problems much larger than those they purport to solve, while significantly harming our quality of life.

If you are concerned about the effects of the proposed circulation changes to our neighborhood streets, please consider writing or emailing to express your views. You can email Supervisor Jeff Sheehy at [jeff.sheehy@sfgov.org](mailto:jeff.sheehy@sfgov.org), and Casey Hildreth, the SFMTA Planner currently assigned to this project, at [casey.hildreth@sfmta.com](mailto:casey.hildreth@sfmta.com).

DTNA will keep you informed in these pages and at our meetings as to what happens next. Please weigh in.



2272 Market St. San Francisco 415.552.3000 canelasf.com

Crime Update

Captain Una Bailey assumed command of Park Station on October 21. Captain Bailey grew up in in Dunmanway, County Cork, Ireland, arrived in San Francisco more than 30 years ago, and joined SFPD. She has had patrol assignments as an officer, sergeant, and lieutenant at Ingleside, Central, Mission, Tenderloin, Richmond, and Taraval stations. Her most recent assignment was heading the Special Victims Unit, where she oversaw the investigations of some of the most serious and sensitive crimes in San Francisco.

She replaces Captain John Sanford, Jr. who was assigned to the Community

Engagement Division after being at Park Station for over three years. Captain Sanford had previously announced that he would be retiring in 2018.

Captain Bailey said she is a big advocate of community involvement and thinks of it as “the solution to what’s going on in your neighborhood...Having our community engaged and involved is what leads to successful resolutions to the issues we face.” She is a featured speaker at our next general meeting on December 11.

Captain Sanford was also a big proponent of community policing. DTNA is one of

Category of Crime	YTD Sept. 30		Change
	2016	2017	
Theft from Vehicle	1256	1380	↑ 10%
Vehicle Theft	259	272	↑ 5%
Burglary	303	282	↓ 7%
Robbery	60	55	↓ 8%
Aggravated Assault	65	80	↑ 23%

Crime Statistics for the Park District

many organizations in the Park Station district who felt that their neighborhood received more attention from Park Station while Capt. Sanford served there. Supervisor London Breed recently said that she considers him a visionary in Community Policing.

Capt. Sanford was quite familiar with the Duboce Triangle. He walked parts of the neighborhood numerous times, assigned two foot/bike patrol officers to a special Triangle beat, spoke at numerous DTNA meetings, attended SAFE Neighborhood Watch Groups, hosted three special community meetings in the Triangle, had a Meet the Beat event at the Scott Street Labyrinth, and held two National Night Out events in Duboce Park. He will be missed.

Capt. Sanford presented the crime statistics for the Park District (shown in the table above) at the October Community Meeting.

If you want to see exactly where and when crimes happen, Crime Mapping (<https://www.crimemapping.com/map/ca/sanfrancisco>) allows you to sort crimes for a specific geographic area, date range, and type of crime and is updated weekly. Park Station’s weekly newsletter lists crimes of note with some detail. Email [sfpdparkstation@sfgov.org](mailto:sfpdparkstation@sfgov.org) to sign up to receive it. Park Station’s monthly Community Meeting is on the third Monday of each month at 1899 Waller Street from 5-6 p.m. and is another good opportunity to get more information and ask questions.

Take a break from the hustle and bustle of the holiday season with a visit to MAITRI during our

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**Saturday, December 16, 2017  
2 pm to 5 pm**

Join us for delicious holiday appetizers prepared by our kitchen staff along with a steaming cup of coffee, hot chocolate, or cider, while enjoying live festive holiday music. Sit back by our fireplace for a chat with other exhausted shoppers, our volunteers, and Maitri residents as you take in the beauty of our lighted tree. Suggested charitable donation is \$10, and gifts of toiletries for our residents are always welcomed.

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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.html](http://www.dtna.org/join.html) 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:**

- ☐ Land use/development    ☐ Newsletter  
☐ Transportation issues    ☐ Social events  
☐ Other \_\_\_\_\_

Mail to:

Treasurer

Duboce Triangle Neighborhood Association

3673 16th St.

San Francisco, CA 94114

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Phone: \_\_\_\_\_

Comments: \_\_\_\_\_

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