

JUNE - JULY 2010



DUBOCE TRIANGLE NEWSLETTER

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

Monday June 14

7:00 to 9:00 pm

PUBLIC MEETING

CPMC Davies Medical Center,
Auditorium, Lower Level B

Meeting Agenda:

- Meet your neighbors (7:00 - 7:30 pm)
- Office of Supervisor Bevan Dufty Update
- Trader Joe's update
- Transportation Projects Update
- MUNI Ballot Proposition Presentations
- Please join us!

DATES TO REMEMBER:

Every Wednesday, 4 pm to 8 pm

Castro Farmers' Market
Noe St. between Market and Beaver

Sunday, June 12 and Sunday, July 10, 10 am to Noon

Friends of Duboce Park Volunteer Day
Contact Rose at rosegillen@sbcglobal.net or 415-255-8370 for more info.

Saturday, July 10, 6 pm to 10 pm

2nd Annual "Moolah for the Mutts" benefit. A party with delicious food and drink, enticing auction items and lots of fun surprises. All net proceeds will go directly to helping find loving, permanent homes for senior dogs. Tickets at: www.muttville.org.

Thursday, June 3 and Friday, July 8, 6 pm to 7:30 pm

Castro/Upper Market Community Benefits District Board of Directors Meeting, 2112 15th St. (Chase Bank community room)

Tuesday, June 8, 7 am to 8 pm
ELECTION DAY

Don't forget to vote! Early voting available at City Hall on Sat, June 5 and Sun, June 6, 10 am to 4 pm.

Trader Joe's Project Inches Forward



The Market Noe Center as shown here in December 2006, prior to Tower Records going out of business

As we reported in the February-March 2010 issue of the DTNA Newsletter, Trader Joe's signed a lease in January for the Tower space at the Market and Noe Center.

Trader Joe's still needs for its plans for the location to be approved by the City's Planning Department. The first step Trader Joe's must take in that approval process is to complete a transportation impact study that analyzes the potential effects the proposed market would have on local auto, pedestrian, and bicycle traffic, as well as the impact of truck deliveries to the location.

DTNA's Land Use Committee has been tracking this project since its inception, and is in regular communication with the City's Planning Department about the project. In November 2009, DTNA proactively approached Trader Joe's to convey a number of discussion issues for the project related to the neighborhood context, including parking, street congestion, loading and noise impacts, and the impact

on smaller, locally owned merchants. The discussion with Trader Joe's was framed by using DTNA's "Formula Retail Evaluation Matrix" which the association developed to help ensure proposed retail chain (also known as formula retail) projects add to, rather than detract from, the neighborhood's cohesion and assets. (For more information about DTNA's matrix, go to www.dtna.org/retailmatrix.pdf.)

Since then, the Land Use Committee has been working with Planning to provide input on the scope of the transportation impact study. It is important to note that the city will not be requiring an environmental review process beyond the transportation study, as the Planning Department determined that the Trader Joe's project is "categorically exempt" from environmental review since it would be taking over an existing retail space. To date, the Planning Department has finalized a scope of work for the transportation study

Continues on page 9



Bevan Dufty
San Francisco Supervisor

Jane Warner Plaza

As many of you know, Officer Jane Warner passed away last month after a hard-fought battle with ovarian cancer. "Officer Jane" was the epitome of community policing and protected the greater Castro neighborhood as a Patrol Special Officer for nearly 20 years.

Whether you owned a business or were just out walking your dog, Jane likely knew your name, had taken time to talk with you in the past, or had responded to a situation which you knew of to protect public safety.

For many years Jane organized the citizens and volunteers who served as safety monitors for Halloween, Pink Saturday, and other major community events.

Following her passing, several community members raised the possibility of naming the new public space at 17th/Market/Castro in her memory. I remembered how many times I had seen Jane walking this very beat at night to keep us safe.

I have introduced a resolution at the Board to name this Jane Warner Plaza. My plan is to attend various community meetings to seek input and, if there is consensus, to proceed with a hearing at the Board of Supervisors. Your feedback is encouraged.

Legislation to allow new restaurants in the Castro

I have introduced legislation that will allow for new restaurants in the Castro Neighborhood Commercial District (NCD) with conditional use (CU) authorization. This legislation is based on an ordinance that I sponsored earlier this year for Noe Valley's NCD along 24th street. The Noe Valley legislation was supported unanimously by my colleagues at the Board.

Currently, no new restaurants are allowed within the Castro's Commercial district. This prohibition of restaurants was placed in the planning code more than 20 years ago when San Francisco had fewer definitions and protections for our neighborhoods and their unique character.

Through the CU requirement, any restaurant applicant must prove to Planning staff, the Planning Commission and, most important, the Community that their proposal is both necessary and desirable for the neighborhood. In addition, any CU permit that is granted by the commission over the objections of the neighborhood

can be appealed to the Board of Supervisors.

While I do not think that the Castro will receive a flood of CU applications, I do think that lifting this 20 year old prohibition will invite new restaurants with menus and formats that add to the neighborhood mix, as we look to keep the neighborhood sustainable, fun, and inviting.

This ordinance will be heard at both the Planning Commission and at the Board's Land Use Committee. At this time, neither hearing has been scheduled, but my Legislative Aide Boe Hayward is available (554-6987 or boe.hayward@sfgov.org) should you have any questions about

the legislation or about the status of the hearing.

Commercial Lighting Efficiency

Lastly, I am proud to have authored the first City law in nearly 25 years to address improved lighting efficiency standards for commercial buildings and common areas of apartments that have used 4 ft. and 8 ft. fluorescents. Nearly 40% of energy used in these buildings is for lighting and the City has programs to reduce these costs significantly. Cal Broomhead from the Department of the Environment was the catalyst for this effort and if you would like to learn more, please e-mail Cal (Cal.Broomhead@sfgov.org).



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Feedback on the Noe St. Plaza Idea Mostly Positive



Dennis Richards
DTNA President

Summer is arriving and none too soon after what I think was one of the wettest winters that I can recall. As such, many of us will be spending more time outdoors enjoying our beautiful San Francisco summer. The Castro Farmers' Market on Noe Street is in full swing and the first Harvey Milk Day celebrations on Saturday May 22 was a huge success.

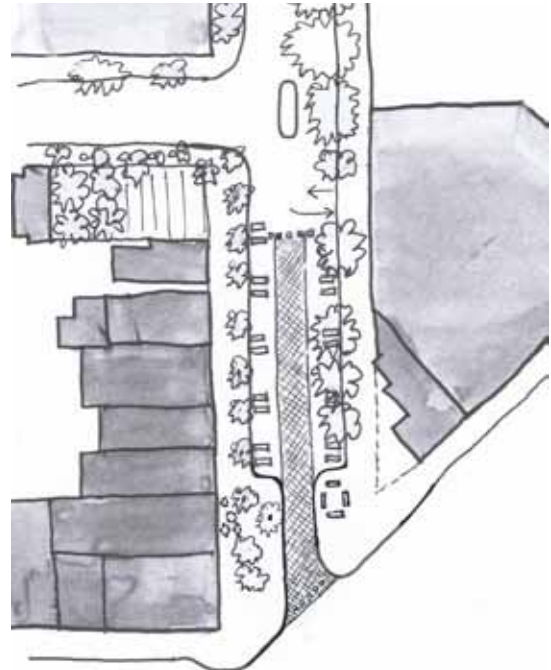
In the last issue of this newsletter, I proposed the idea of a Noe Street Plaza between Market and Beaver Streets, exactly where the weekly Farmer's Market takes place. I invited readers to give me

feedback on the idea and provided my email address.

About a dozen people did take the time to let me know what they thought of the idea. Save but a couple, responses were very much for the idea. Those who didn't support it were concerned with congestion, traffic back up, and the effect on the cyclists. Also, several folks voiced concerns about the proposal in the context of maybe having a Trader Joe's store close by.

I want to thank all of those who did let me know what they thought. I will be working with the Castro Community Benefit District and the Market Octavia Community Advisory Committee (of which I am a member) to at least begin to mark that one block of Noe Street off as a special place in the future. With the new parking plan that the MTA has put forth for diagonal parking on Noe Street, and the potential for a Trader Joes right across the street, a lot of thought and community outreach needs to be done to turn that block

of Noe Street into a plaza on an occasional basis. Stay with programming even on tuned.



A conceptual sketch of the proposed part-time plaza being discussed for Noe St. between Market (bottom) and Beaver (top).

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Upper Market Community Organizations File Planning Commission Appeal on 2299 Market Street Development ("Hole in the Ground" Site at Noe/16th)

The proposed 2299 Market Street development will be the first big development project the Upper Market/Castro has seen in more than a decade. Major development at this site will be precedent-setting as it sits directly at one of the busiest intersec-

Transit-rich neighborhood commercial corridors should be held to consistent development standards that generate transit-oriented, walkable, and bikeable projects that complement, rather than deteriorate, the community's character.

the project's process through the City's planning and permit process and has joined with Eureka Valley Neighborhood Association, Castro Area Planning & Action, Hayes Valley Neighborhood Association, Livable City, SF Bicycle Coalition, and Walk

Pedestrian Safety—improvements to the sidewalks and corners and crosswalks along the south side of Market Street and across 16th and Noe streets, the areas which are directly adjacent to the development and the parking garage it proposes.



The 2299 Market St. site fronts what is essentially a continuous pedestrian crosswalk spanning 16th St. and Noe St. Additionally, crosswalks are at extreme angles, resulting in very hazardous safety conditions.

tions on the Upper Market corridor.

The 2299 Market Street project as proposed is a direct challenge to the integrity of both the Market and Octavia Plan and the Upper Market Community Plan which together embody an enormous effort by the community and the Planning Department to establish policies for appropriate development in the Upper Market area.

Though it was reported back in the September 2009 issue of the *Castro Courier* that the project developer stated that this project was on indefinite hold because of financing issues, the Planning Department notified DTNA in early November that in fact the full development permit application had quietly been submitted for approval.

DTNA has moved rapidly since then to keep abreast of

San Francisco on a unified front to address the issues of this development.

During the project review process, this coalition of community groups relayed comments to the Planning Department focused on several main concerns:

Rear yard—treatment/mitigation

for impacts of the building's rear wall that is proposed to immediately abut the adjacent property's at-grade rear yard.

Parking/transportation—there should be an appropriate on-site residential parking ratio for this very intense pedestrian and transit environment at Market/Noe/16th; a ratio that is consistent with NCT parking standards for all developments along Upper Market from Noe Street to downtown.

Ground floor retail—dedicated retail spaces small enough to allow for local neighborhood-serving businesses, which is the predominant pattern in the Upper Market corridor, and full height 15-foot ceilings for all the retail space.

Inclusionary housing—inclusionary affordable units either integrated into the project, or provided off-site in an affordable development project in close proximity within the Upper Market/Castro neighborhoods, creating housing affordability diversity in this area.

The underlying fundamental factor that has created these points of contention with the 2299 Market Street development proposal is the zoning for the site that is inconsistent with the rest of the Upper Market corridor. (See Upper Market Zoning article page 12.) The site is one of three major developments now being proposed for the block between Noe

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and Castro streets, where the development standards and community benefits requirements of the Market and Octavia Plan, and similarly called for in the Upper Market Community Plan (the charette), were not codified by the Planning Department, leaving it an “orphan block” in zoning terms.

Upper Market has always had continuity in zoning and development standards since the neighborhood commercial designation was established two decades ago. The developer of the 2299 Market Street site is taking advantage of old zoning standards that are completely out of conformance with the community plans for Upper Market by trying to exploit this “loophole.”

DTNA and the other six organizations respectfully suggested that Planning staff seek department-initiated discretionary review by the Planning Commission, given the policy complications with the Upper Market zoning at the “split intersection” where the 2299 Market Street development site is located.

The case jumped quickly to the Zoning Administrator who rejected that suggestion. Instead staff was given direction to proceed to issue a “312 Notice” on March 23rd to approve the project without conditions, irrespective of lack of support by the Upper Market neighborhood organizations. Attempts to

work out a solution were rejected by the project sponsor up through the final days of the 30-day appeal period, even with the intervention of Supervisor Dufty who tried to encourage the developer to respect the community’s concerns.

Consequently, on April 24th a formal appeal for a Planning Commission hearing on the project was filed by a consortium of groups—DTNA, EVNA, CAPA, HVNA, Livable City, Bike Coalition, and Walk San Francisco.

The appeal requests that the Planning Commission use its discretionary powers to take action in rejecting or requiring modifications to the 2299 Market Street project such that it meets the standards of the Market and Octavia Plan and the Upper Market Community Plan to, as is the stated purpose of Discretionary Review, “ensure that the interests of the City and its neighborhoods are protected.” The project as proposed will result in a significant impact to the public interest for the Upper Market community. The community is standing strong against a developer and development that ignores those impacts.

The Planning Commission hearing is scheduled for July 8th 1:30pm. Come to the June 14th DTNA general membership meeting to find out more, or contact the Land Use Committee via the DTNA main number, 415-267-1821.

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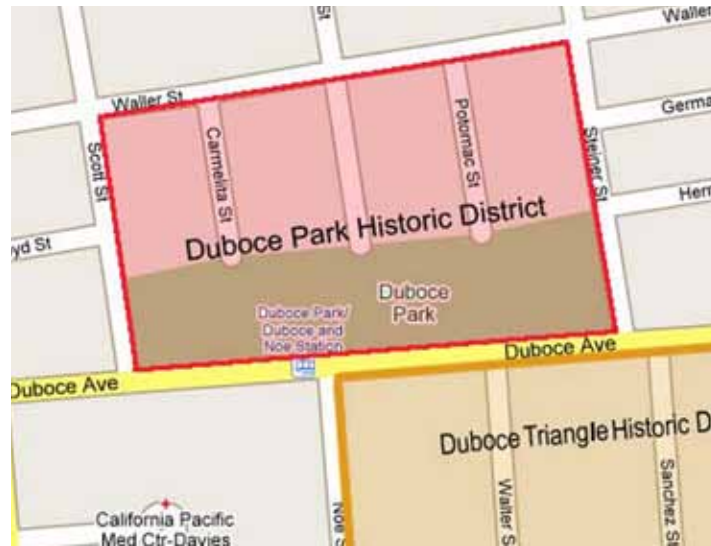
Duboce Park Historic District

[Note: Over the next several issues, we will print the State of California & The Resources Agency District Record that concluded that the Duboce Park Historic District was eligible for listing in the National Register of Historic Sites. Some of the paragraphs have been rearranged for clarity.]

National Register Criteria: [Many of the structures in the Historic District are Category C] C – a group of properties that embody the distinctive characteristics of a type, period or method of construction, and that possess high artistic values. Note: The San Francisco Planning Code allows the San Francisco Landmarks Preservation Advisory Board to establish policies to implement the Code. In 2000, the Landmarks Board adopted the National Register Criteria for evaluating properties. San Francisco has various levels of recognition: Landmarks, Landmark Districts, Structures of Merit, Conservation Districts, Residential Character Districts, and adopted surveys. Properties evaluated for local significance, like the Duboce Triangle Historic District, are considered eligible for at least one category of recognition.

Detailed Description: The Duboce Park Historic District is located near the geographic center of San Francisco, at the northern end of the Market & Octavia survey area. The District's namesake

and most prominent feature is Duboce Park, a small civic park composed of open grassy areas, wandering paths, a playground and community center. Immediately south is the Duboce Triangle neighborhood, so named because of the triangular borders created by Castro Street on the west, Duboce Avenue on the north, and the diagonal line of Market Street to the south. Two blocks to the



There are presently two historic districts designated in our neighborhood, as shown above.

north is a commercial strip along Haight Street, which has recently garnered a distinct identity as the “Lower Haight” neighborhood. Thus, while Duboce Park is generally considered to be part of the Duboce Triangle neighborhood, it is probably more accurate to say that the Historic District's resources, which lie north of the park, are located in a transitional area between the Duboce Triangle and Lower Haight Neighborhoods.

The area is situated a few blocks north of Market Street—the city's most prominent thoroughfare. The terrain in the area is gently sloping from west to east, and vegetation consists primarily of street trees, private gardens, and the landscaping within Duboce Park. Streets within the District conform to the city grid, but it should be noted that Duboce Avenue marks the transition between two city grids: the Western Addition and Mis-

railroad tracks running along Duboce Avenue.

Contributors to the Duboce Park Historic District are overwhelmingly residential, being composed primarily of single family dwellings and residential flats. A few multiple-family residences within the district (typically located on street corners) also include a commercial use at the street level. Buildings in the district are all one to four stories in height, with two and three stories predominating. Additionally, nearly all of the buildings are of wood frame construction and clad in wood or stucco siding. Late Victorian and Edwardian era architectural styles predominate, with the Queen Anne style most widely represented.

The Duboce Park Historic District contains at total of 89 properties. 80 of these properties have been identified as contributors, giving the District a remarkably high concentration of significant and intact buildings. There is only one notable intrusion: the Harvey Milk Center for Recreational Arts at the west end of the park, which was constructed well after the period of significance. Construction dates for the vast majority of contributing resources within the District range from ca. 1897 to approximately 1905.

The historic context of the Duboce Park Historic District is directly related to

The historic context of the Duboce Park Historic District is directly related to

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litigation that resulted in the subdivision of the streets immediately north of Duboce Park, as well as the creation of the park itself.

The first inclusion of the Duboce Park area within San Francisco's city limits occurred in 1851, when one of three Consolidation Acts passed by the San Francisco City Council extended the city limits south to Twenty-Second Street and west to Castro Street. At the time, expansion of the street grid to the west and south had been hampered by the existence of squatters on Pueblo Lands (territory of the City of San Francisco inherited from the Mexican government), and by the efforts of large private landholders such as the Noe, Bernal and De Haro families, to maintain their properties intact.

These conflicting claims were largely resolved by the Van Ness Ordinance of 1855. Named for then-councilman (and later mayor), James Van Ness, the Van Ness Ordinance clarified land titles in the outlying areas. The ordinance settled land claims

largely in favor of squatters by granting titles to those in actual possession of land on or before January 1, 1855. The City's claims to the Pueblo Lands were formally recognized by the U.S. Land Commission in the 1860s.

Shortly after the expansion of the city limits, street grids began to be plotted in the area, though in reality streets remained ungraded, unpaved and lacked any infrastructure. A small subdivision, known as the "Mission Dolores" tract (now portions of the Mission, Eureka Valley and Duboce Triangle neighborhoods) was established by the platting of those streets. It was bounded by Castro Street to the west, Duboce Avenue to the north, Valencia Street to the east, and Eighteenth Street to the south. To the north lay the vast Western Addition neighborhood, comprising most of the city limits west of Larkin Street and north of Market Street.

Development was slow in coming, hampered by the lack of reliable transportation. The area presently known as Duboce Park did not become readily acces-

sible until Market Street was graded west of Dolores Street during the 1870s. However, it was still considered difficult to reach due to its distance from downtown San Francisco. The construction of the first cable car by Andrew Hallidie in 1873, however, revolutionized mass transit in San Francisco. The 1880s witnessed a proliferation of cable car lines running to the Western Addition and Upper Market areas, such as the Market and Haight (Red Line) which opened in 1883; the Market and Castro Line in 1887; and the Market and Hayes (Green Line) opening in 1889.¹ These transit lines made commuting to jobs downtown and in the South of Market Area feasible, and residential construction began to proliferate in the Duboce Park area.

Duboce Park had been designated as a "public reservation" as early as 1856 in the Van Ness Ordinance. It was one of several block-square reservations set aside as public parkland in the Western Addition, such as Alamo Square, Jefferson Square, and Lafayette Square. Although these reservations were relatively small rela-

tive to the overall area of the Western Addition, the fact that any land was set aside for the public good was at the time an unprecedented event in San Francisco.

Unlike the other park reservations, Duboce Park had an odd wedge shape due to the awkward intersection between the Western Addition and Mission Dolores surveys. In fact, its creation was likely the result of trying to rectify the intersection between the differing street grids. In addition, the topography of the site was different from the other parks, which were usually centered on hilltops and—other than Jefferson Square—not as steeply sloped.²

For San Francisco's early park reservations, though, mere designation as open space was usually not enough. City authorities often had to confront squatters and other competing interests to preserve the open reservations. Duboce Park is a notable example of this phenomenon. As early as 1861, a city map labeled the park as a "hospital site," for a proposed city

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Childcare Center Gala To Be Held On June 9th

Friends of St. Francis Childcare Center (FoSF), a community-based non-profit located in the heart of the Duboce Triangle at 55 Belcher St., has offered secular-based childcare services to kids aged 2-5 for over 30 years.

The center strives to provide best-practice services to culturally and economically diverse families. FoSF also serves parents through a community of staff, peer parent, and professional support. In addition to participating in San Francisco's Preschool for All program, which provides free preschool for all children four and over, the Friends' generous scholarship program allows parents from low to moderate incomes to afford the center's program.

On Wednesday, June 9, Friends of St. Francis will celebrate their commitment to providing scholarships and quality programming to San Francisco's diverse population of children with its annual Spring Fling fund raiser: Cultivation. This celebration of local growth will be held in the historic Ferry Building at CUESA, the Center for Urban Education about Sustainable Agriculture, from 7 to 10 pm.

The event will feature local ultra-boutique winemakers and microbrewers who will showcase their wares. Food will highlight locally-

oriented and neighborhood chefs and restaurants. ForageSF's underground chef, Iso Rabins, will be supplying his own tasty treats and sharing his secrets. Explore the local food and drink movement and celebrate while learning about kid-friendly, affordable, and nutritious strategies for living locally.

Additionally, treat yourself to our silent auction full of incredible local finds perfect for that special someone - you! Tickets start at \$50. Patron tickets (\$100 and up) bring a special wine flight and pairing at 6:30 and other surprises throughout the night. For tickets and more information, check out our Web site at www.fosfchildcare.org, or call (415) 861-1818. See you on Wednesday, June 9 for Spring Fling 2010: Cultivation at CUESA!

For more information about the programs of Friends of St. Francis, contact Director Sally Large at the phone number above or visit the Web site.

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) 267-1821
www.dtna.org

Officer Jane Warner Passes Away



"Officer Jane," San Francisco Patrol Special Officer for the Castro and Upper Market passed away on May 8th. DTNA adds its voice to the many organizations and individuals who mourn her

passing and pay tribute to the care and concern she gave to all in her 20 years patrolling the neighborhood. Always friendly and always ready to help, Officer Jane helped DTNA on multiple Halloweens to plan for security and to provide it. She advised us on other issues and met with us whenever we needed her.

Her "eye level" way of dealing with people helped some of our lost souls get off the street and find new lives. We will all miss her and the special warmth she brought to a tough job.

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and, after DTNA submitted comments on the scope, has agreed to ensure that the external consultant conducting the study will address some of the committee's initial concerns. Those concerns are that:

- A no-parking alternative be evaluated in the study
- Creative "transportation demand management" (TDM) alternatives to deter shoppers from driving to Trader Joe's be examined, such as offering discounts for taking public transit, a household delivery service, a circulating customer shuttle and other such strategies
- Congestion and safety impacts related to the process of loading and unloading of goods into Trader Joe's be examined in detail, and that truck routes to and from the store be specifically identified
- The presence of the existing traffic-calming island on Noe Street be preserved to maintain the pedestrian character of Noe Street

The first administrative draft of the transportation impact study was recently released (shortly before this newsletter went to press) and the DTNA Land Use Committee is in the process of providing feedback to the Planning Department. Additional drafts are expected

over the next several months, which DTNA intends to review and provide input on. The Planning Department estimates that the final traffic study may be presented to the City's Planning Commission for approval by late summer.

The next steps in the City's review process for Trader Joe's will be to submit architectural drawings for the site, and then to apply to the Planning Department for a Conditional Use permit. A Conditional Use permit is required by the city when the proposed use of space is not automatically permitted in the location's existing city zoning codes. All Conditional Use permits require a public hearing before the City's Planning Commission in order to determine if the proposed use is necessary and desirable to the neighborhood, whether it may potentially have a negative impact on the surrounding neighborhood, and whether the use complies with the San Francisco General Plan. (For more information about the City's review process for such projects, visit www.sf-planning.org.) In the case of the Trader Joe's proposal, the Conditional Use decision will also be subject to criteria specific for Formula Retail uses.

DTNA is committed to thoroughly tracking the Trader Joe's proposal as it moves forward, keeping the Duboce Triangle/Upper Market community informed about issues as they arise, and to

identifying opportunities in the city's process for you to provide input on the project. At the DTNA general membership meeting on June 14th, we will have further updates.

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Zoning Reconciliation on Upper Market

Three years ago, the Upper Market community came together to craft a vision to guide pending and future projects on Market Street between Castro and Octavia Streets (the charrette process). There was a huge turn-out at each of a series of community meetings beginning in Fall 2007, resulting in the Upper Market Community Plan, approved in October 2008, which incorporates the community's vision and goals for the Upper Market corridor, as well as design guidelines for developers and property owners.

The Market and Octavia Area Plan was adopted by the Board of Supervisors and incorporated into the General Plan and the Planning Code in May 2008. Among its many elements, it assesses a community impact fee on new development to subsidize parks, streetscape improvements, and affordable housing. It has an inclusionary housing policy requiring that 15% of new units be affordable housing, it sets building heights and parking standards, and it stipulates building design standards and requires 15-foot ceilings on new first floor retail space on Market Street.

Unfortunately, part of our neighborhood was left out of the Market and Octavia Plan. The block of Upper

Market between Noe Street and Castro Street has become an "orphan" as an unintentional outcome of the Market/Octavia planning process and the Upper Market community charrette process.

Since the 1980s the entire Market Street corridor from Church to Castro was zoned in continuity as the "Upper Market Neighborhood Commercial District" (NCD). While the Market/Octavia Plan introduced a new-and-improved "NCT" zoning, the planning fell short of the complete corridor and split Upper Market in the middle of the Noe/Market/16th intersection. As a result, three development projects that are "in play" on the west side of this imaginary zoning line (on Market between Noe and Castro)—the "church pit" site, the Gold's Gym, and the RC gas station site—are faced with an entirely different set of controls and allowances than the development projects on all the blocks to the east of Noe Street.

Fortunately the community has been able to come together in order to address this issue. DTNA, EVNA (Eureka Valley Neighborhood Association) and CAPA (Castro Area Planning Association) have together asked the Planning Department and Supervisor Dufty to look at various

options for extending the NCT zoning up to Castro Street in order to re-connect the community's "Upper Market Corridor" and to insist that all project developers abide by those consistent zoning standards.

Consistency of expectations for developers is crucial both to having constructive engagement with the community throughout the permitting process and to "get it right" with development in the Upper Market. DTNA is trying hard to impress

upon the Planning Department and the Planning Commission the necessity of applying consistent development standards, community benefits policies, and design guidelines along the entire Upper Market corridor. We look forward to continuing to work with our partners in EVNA and CAPA to make sure that this happens.

(This article is based on a similar article in EVNA's recent issue of "Eureka" newsletter.)

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Duboce Triangle transportation update.

Many interesting transportation related projects are moving along in our neighborhood this year. Neighbors of the N Judah curve, just outside the East Portal of the tunnel at Duboce and Noe, will be pleased to "hear" that the MTA is working on a project to quiet the squeal of the train wheels as the streetcars travel by. The device is called a grease box and will keep the tracks lubricated to lessen the noise. Once completed, those living near that section of the track will notice that the trains squeal less during rainy and foggy times, and the automatic lubrication will help keep the noise down all the time.

The rail improvement project at Church and Duboce, which includes sidewalk bulb out work on Duboce at Walter, Sanchez, and Steiner, as well as adding railings and widening the existing Muni island at Duboce and Church is moving along with funding and design work. Work on the project is not expected to start until 2011.

The traffic improvement plan for Upper Market is being rolled out for community input by the MTA. You may remember that the previous plan for improving safety for bike riders included aspects the community was not happy about, such as loss of parking for the commercial area, and the proposed cut back of sidewalk bulb outs.

The MTA has re-worked the plan to minimize any parking loss, and, as proposed, the new plan will actually add vehicle parking space in the form of on street bicycle parking in areas too narrow for a car parking lane, will leave the sidewalk extension at Market and Noe intact while also extending Market Street bike lanes from Octavia to Castro. The MTA will shorten the length of metered parking stalls in order to be able to increase the number of parking spaces per block and still accommodate removal of a few parking spots to allow for bike lanes and a mixed space at intersections allowing cars to turn right.

Our general membership meeting August 9th will focus on these transportation enhancements and more.



Happy Fourth of July!

Duboce Park Historic Districts

Continued from page 7

hospital. Why it was redesignated from parkland to a hospital site is unknown, but it remained as such on city maps throughout the latter half of the nineteenth century. In the meantime, the open land was gradually filled with trash and building debris deposited by contractors and nearby residents. Likewise, the land was still the subject of squatter's claims related to the earlier land title disputes. In May 1869, a portion of the northern half of the city reservation was awarded by the District Court of San Francisco to Mary Polack. Four years later, in January 1873, a group of court-appointed referees awarded another portion of the city reserva-

tion to Dan Rogers.³ The City, however, continued to dispute their ownership.

[To be continued... the 1880's]

1 Joe Thompson, Market Street Cable Railway, <http://www.cable-car-guy.com/html/ccsfmsr.html> (accessed January 17, 2007).

2 The Victorian Alliance, 1.


3 City of San Francisco. Real estate owned by the City and County of San Francisco and Historical Data Relating to Same, with citations from decisions of the Superior, Supreme and Federal Courts. San Francisco: Board of Supervisors. 1910. p. 91.



Good neighbors Dianne Feinstein, Ella Hill Hutch and Milton Marks helping out on Haight St., 1980
Photo © Steve Savage

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RPD Changes Should Benefit Duboce Park

The following updates were provided by Bob Palacio, Neighborhood Services Manager, District 6, at the Quarterly Duboce Park Community Meeting on May 19. The change in Recreation and Parks Department's (RPD) Capital Division should benefit ongoing and uncompleted maintenance projects in Duboce Park, according to Palacio.

Dawn Kamalanathan, Manager of the Planning Division, will be Manager of newly combined Capital and Planning Division. Rhoda Parhams will no longer be in charge of the Capital Division. Dawn has said she is committed to finishing what has been promised in Duboce Park since June 2009 and has acknowledged that money for Carmelita Stairs, the Pierce St. Planting Circle, and the Playground Sandbox Curb has been secured and is available. Buena Vista is the new construction company that will finish these projects.

Bob Palacio has been given a promotion to Athletics Recreation Manager for RPD and will be replaced by Eric Anderson, currently a Neighborhood Services Manager in NSA5, which includes Buena Vista, Cole Valley, Castro, Twin Peaks, Noe Valley, Diamond Heights, and Glen Park. There will be six NSA's rather than the current eight and NSA Managers will be responsible for parks only and no longer be responsible

for recreation as they are now.

A sign designed to discourage skateboarding on the Scott St. Labyrinth was discussed. Palacio pointed out that skateboarding is illegal anywhere in San Francisco except in a designated skate park. The best and most effective approach might be to create a sign that explains that the labyrinth and mosaic art in the area were built by the community, including young people, and should be treated with respect.

Overflowing garbage cans, particularly near the Noe St. MUNI stop, continue to be monitored. More frequent pickups seem to have taken care of this problem. There are now blue recycling cans in the park.

All lawns need more frequent mowing since the more they are mowed, the tougher the grass becomes. ATT Park and Kezar Stadium are both mowed twice a week, for example. The worn areas in the Dog Play Area/Multi-Use Area, particularly near the benches near Potomac Street, will be closed to allow for new sod that either have been receiving too much or too little water.

The community planting beds next to the southern stairs will now be planted and maintained by RPD. However, the two beds just outside the Rec Center Photo Center will still be for children.

Registration for Summer Day Camps at the Harvey Milk Recreation Center has begun. There are six Summer Sessions, each specializing in Drama, Dance, Music, or Visual & Digital Arts, for three age groups: 6 & 7 years; 8 & 9 years; and, ages 10-12 years. Sessions begin on June 7 and end on August 13. Children may be dropped off no earlier than 8:30 a.m. and picked up not later than 5:30 p.m. Each session is typically two weeks long. Details

on courses are available in the SFRPD 2010 Summer Camp Guide, available in the Rec Center lobby or visit www.SfRecOnlin.org for more information. For more information on any class or program at the Center, please contact Center Director Brando Rogers at brando.rogers@sfgov.org or 554-8742.

The next Quarterly Community Meeting will be in August 2010.



"Out of Annapolis", a new documentary film by former Eureka Valley Neighborhood Association president Steve Clark Hall, will receive its west coast premiere at Frameline34 on Saturday, June 26, 11 am, at the Castro Theater.

More than 155 gay, lesbian, bisexual and transgender US Naval Academy Alumni have come "Out of Annapolis" as the LGBT alumni of the Academy. Many other LGBT alumni remain "in the closet" serving in silence while on active duty as officers in the US Navy and Marine Corps.

The film explores the lives of many of these alumni, how the US Naval Academy shaped their character, their enduring strong bond to the Academy and shares their experiences while at Annapolis and while serving in the naval service as an LGBT officer, both pre- and post- "Don't Ask, Don't Tell."

Pedaling from SF to LA: DTNA Board Member rides to prevent HIV infections

To most of us, it may seem a bit unlikely that someone would ride a bicycle from San Francisco to Los Angeles, but DTNA Treasurer and board member David Troup is doing just that, riding some 550 miles over the course of a week as part of an annual fundraising effort for the San Francisco AIDS Foundation.

does so much to help prevent new infections and provides support and services to HIV-positive individuals from all walks of life."

This year's ride will be the third for David, having previously participated in 2005 and 2007. The ride takes place over seven days,

This year, David committed to raising at least \$5,000 for the SFAF. As of late May, he has raised over \$3,800, and is hoping to find a few more "angels" to help meet his goal.

To learn more about AIDS/LifeCycle or to sponsor David's participation by making a donation to the

SFAF, visit <http://tinyurl.com/alc2010>, or call David at 415-347-6311. He adds, "Fundraising has been tough this year with the bad economy, but raising money for the SFAF is the whole point of my participation. Those who can help out financially are the real heroes! Please help if you can."

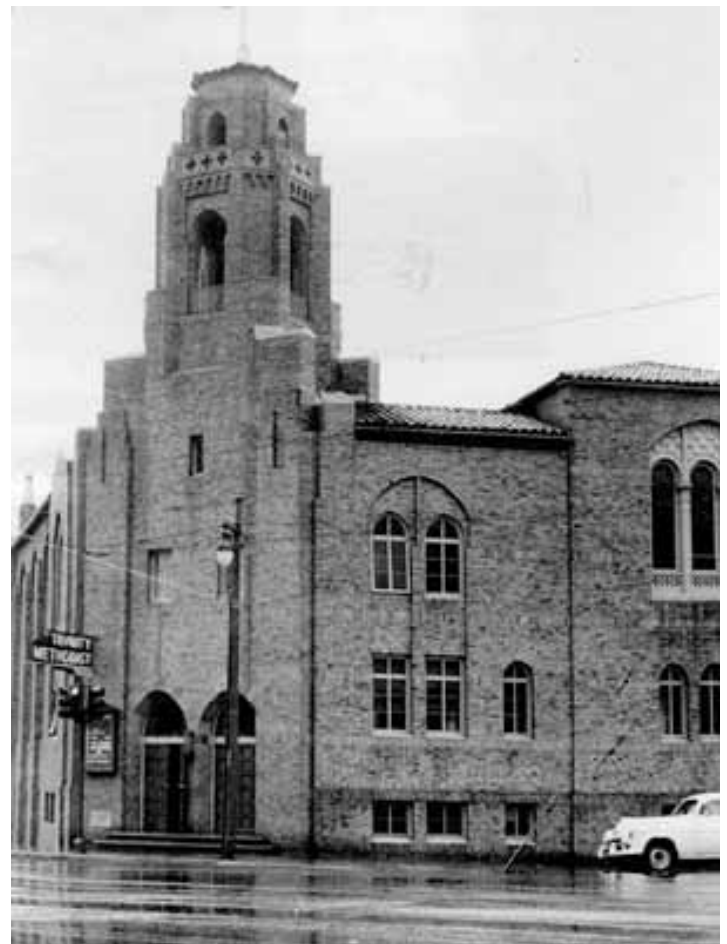


Hundreds of other cyclists from around the country will join him, June 6-12, as they participate in this year's AIDS/LifeCycle ride.

According to David, "The San Francisco AIDS Foundation (SFAF) is a wonderful organization which is on the front lines of HIV prevention and support services here in San Francisco. Having lost so many people I cared for to AIDS over the past 30 years, and having my own life deeply impacted as well, raising money and riding is the least I can do. SFAF

and participants camp out each night along the route in a large "tent city." Because the event is produced directly by its beneficiaries, most of the money raised goes directly to services and programs benefitting those in need.

"There's a perception out there that the AIDS crisis is over, and part of the reason I'm riding is to spread the message that this just isn't true. People are still being infected, and HIV still has a massive impact on the health and lives of those affected. We can't let down our guard."



Trinity Methodist Church at 2299 Market Street (at Noe and 16th) taken in early December 1953 where the current "Hole in the ground" sits. The church burned down in 1982 due to an arsonist. This parcel is currently in the process of being developed. Please see related article on page 4.

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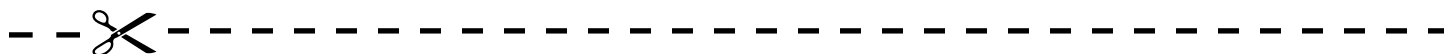
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Join your neighborhood association now!

- 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:

☐ Land use/development

☐ Newsletter

☐ Transportation issues

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