

From: [Secretary, Commissions \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneyfong.com; [Rich Hillis](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: Case No: 2016-004946 - 280 7th Street
Date: Thursday, July 26, 2018 10:16:19 AM

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department|City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309|Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Dennis Hong [mailto:dennisj.gov88@yahoo.com]
Sent: Wednesday, July 25, 2018 8:39 PM
To: Secretary, Commissions (CPC); Samonsky, Ella (CPC)
Cc: Kim, Jane (BOS); Gibson, Lisa (CPC); Rahaim, John (CPC)
Subject: Case No: 2016-004946 - 280 7th Street

Good morning Honorable Members of the Planning Commission. I'm sorry that I will be unable to be at your meeting (July 26, 2018) to address item #14, Case Number 2016-004946ENX (LPA). I received this Executive Summary this morning and have the following limited comments. My name is Dennis Hong, retired, I'm a 70 plus year resident of San Francisco. I know of this area well. Thanks for letting me submit my comments on this project. First of all, **I fully support this project** and hope you too will support and approve it. The SF Planning Department has done another great and tough job on this Document. So lets get started and here's my justification and comments on this project:

1. The twenty additional Housing units will add value to this area and increase the much needed housing in the city. The disbursement of the units has a good range of units.
2. This project will help with this blight in this area. This project will encourage other Developers to come here too.
3. The plan does a nice job with blending in with the Central SOMA Plan, the Western SOMA Plan and the recent approved Urban Design Guideline/s.
4. Despite how CEQA notes that Aesthetics in some cases are not to be considered.
However, in this case the Sponsor has done a good job with this part in promoting what this building will look like vs a blank block of the building. It also address the color and materials to be used. The elevation drawings and rendering (pages-?)

following

the Exhibit 1 section does this. (My document is in Black and white), but I can still

visualize this. .

5. The plan does another good job merging the two buildings on a complicated site.

6. The additional trees on the sidewalk is great. The additional retail space helps.

7. Traffic: As the project moves on, 7th street is a busy street. Mostly with Muni's#19. Getting on and off these buses along 7th Street going up to Market Street can be challenging,

especially with the Muni Boarding Islands, its a tight squeeze, can be impacted by

construction trucks, staging of material and etc..

8. Care needs to be taken with the adjacent Mini Park along Howard and Raus.

9. Another fine Project that needs fast tracking.

In closing, we really, really need to some how help these developers and sponsors move their project on more quickly and timely or they too will move on. We need the housing. We have already lost several great projects because of time lost and the cost of construction. Please use my comments as needed. If anyone has any question/s with my thoughts and comments please reach out to me.

Thanks again for letting me comment on this Project. Looking forward to your approval and the ribbon cutting day.

Best, Dennis

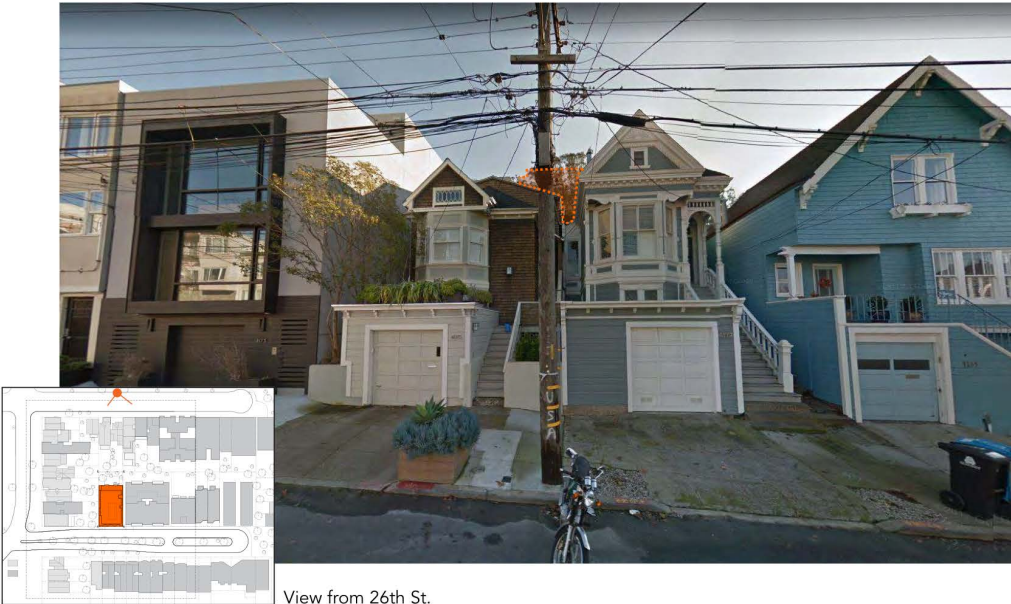
From: [Secretary, Commissions \(CPC\)](#)
To: [Luis Lopez, Assistant \(CPC\)](#)
Subject: [File: Agenda Item No. 19 tomorrow July 26th, 556 27th Street Request for Discretionary Review](#)
Date: Thursday, July 26, 2018 10:16:05 AM
Attachments: [img_0003.JPG](#)

Amos P. Levin,
Director of Commission Affairs
Planning Department, City & County of San Francisco
1625 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-4300/Fac: 415-558-6409
amos.levin@sf.gov
www.sfplanning.org

From: Schult [mailto:schult@htr@dbcbobal.net]
Sent: Wednesday, July 25, 2018 10:14 PM
To: Melgar, Myrna (CPC); moore@urbanland.com; Koppel, Joel (CPC); Johnson, Milczek (CPC); Richards, Dennis (CPC); planning@rodneymfg.com
Cc: Townes, Chris (CPC); Secretary, Commissions (CPC)
Subject: Agenda Item No. 19 tomorrow July 26th, 556 27th Street Request for Discretionary Review

Dear Vice President Melgar and Fellow Commissioners,
Good evening and congratulations on the reappointment of the four of you.
That is happy news.
I just had a chance to look at the packet, so sorry for the late email.
This screenshot below is actually on Cesar Chavez Street, not 26th Street and the large blocky building on the far left is 4173 Cesar Chavez Street. (Page 60 of the Packet from the Project Sponsor)
4173 is one of those "alterations" that should have been reviewed as a demolition.
It is now a single family home...very, very large...and abuts the proposal at 556 27th. It sold for \$4.5 million a few years ago in 2016. And it replaced a fine looking home that was more in keeping with the neighborhood character in my opinion and was a sound, relatively affordable home. I have shown it to you during General Public Comment sometime during the last four years.
4173 Cesar Chavez should not be used to justify this very massive proposal at 556 27th Street which is adjacent to the more modest homes surrounding the empty lot.
I recognize this lot at 556 27th is zoned for density, and that is fine and necessary, but I do hope you will seriously consider the DR Requestors concerns and requests for revisions to the proposed project at the hearing tomorrow.
Good evening and thank you,
Georgia

Site Context



View from 26th St.

From: [Ionin, Jonas \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodnevfong.com; [Rich Hillis](#); [Aaron Jon Hyland - HPC](#); [Andrew Wolfram \(andrew@tefarch.com\)](mailto:andrew@tefarch.com); [Black, Kate \(CPC\)](#); [Diane Matsuda](#); [Ellen Johnck - HPC](#); [Jonathan Pearlman](#); [Richard S. E. Johns](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: *** PRESS RELEASE *** DISCOVER POLK FORMS COMMUNITY BENEFIT DISTRICT
Date: Wednesday, July 25, 2018 3:24:16 PM
Attachments: [7.25.18 Creation of the Discover Polk CBD.pdf](#)

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: MayorsPressOffice, MYR (MYR)
Sent: Wednesday, July 25, 2018 3:23 PM
To: MayorsPressOffice, MYR (MYR)
Subject: *** PRESS RELEASE *** DISCOVER POLK FORMS COMMUNITY BENEFIT DISTRICT

FOR IMMEDIATE RELEASE:

Wednesday, July 25, 2018

Contact: Mayor's Office of Communications, 415-554-6131

***** PRESS RELEASE *****

DISCOVER POLK FORMS COMMUNITY BENEFIT DISTRICT

Commercial property owners vote to support special assessments to provide supplemental cleaning, security, and economic enhancements in the community

San Francisco, CA – Mayor London N. Breed, Supervisor Aaron Peskin, the Office of Economic and Workforce Development, and the Discover Polk Steering Committee announced the creation and establishment of the Discover Polk Community Benefit District (CBD). Discover Polk joins 15 other CBDs that have been created in neighborhoods citywide, with the goal of ensuring a welcoming, clean, and economically vibrant area.

“Community Benefit Districts have been a successful model throughout our city and are critical to keeping their areas clean and safe,” said Mayor Breed. “I am excited that neighbors, merchants, and property owners have come together on this effort and I look forward to residents and visitors noticing a difference on our streets.”

The Discover Polk CBD was formed after a majority vote, based off weighted assessments cast by property owners in the area. It will raise approximately \$601,784 per year in special assessments to commercial properties to carry out its management plan over the next eleven years. The boundaries of the District include 535 parcels located on approximately 14 whole blocks, including blocks and partial blocks bounded by Polk Street, California Street, Broadway Street, and Van Ness Avenue.

“I am incredibly proud of this neighborhood’s three year-long effort to transform how services are delivered to the community,” said Supervisor Peskin. “Middle Polk is part of a culturally and economically vital corridor in District 3, and I’m confident that the CBD and its leadership will improve the quality of life for everyone within its boundaries.”

The services that the Discover Polk CBD will provide include:

- Maintenance teams that sweep, scrub, and pressure wash sidewalks and public spaces to remove litter, graffiti, and trash.
- Beautification improvements to make Discover Polk more visually attractive, which may include green spaces, wayfinding signage, trashcans, and enhanced streetscapes.
- Business liaison services to connect merchants to available resources and build a stronger economic climate.
- Marketing and district branding to promote a positive image of Discover Polk as a regional destination.
- Business retention and recruitment efforts within the California to Filbert boundary that would respect the unique character of the District.

This Community Benefit District (CBD) developed over three years of work by property owners, businesses, renters, and other stakeholders who want to mirror the successes of CBDs throughout the City. Technical assistance was provided throughout the process by the Invest in Neighborhoods (IIN) division of the Office of Economic and Workforce Development. IIN will continue to work with the CBD to ensure the smooth operation of the District and to help ensure it follows all legal and community obligations.

“The CBD will bring much needed emphasis on the development of our needs in this specific neighborhood of Polk Gulch. Having a strong emphasis on increasing foot traffic and keeping our streets clean and safe with direct input for us as business and building owners gives us hope for continuous improvement in our corridor,” said Gilbert Hoh, owner of the restaurant and bar Buffalo Theory.

“Polk Gulch is a lively, vital neighborhood that benefits from active community members who want to see a continued improvement throughout the neighborhood. There is a swell of support for investing in economic and environmental improvements that will strengthen our businesses and improve our quality of life,” said Suzanne Markel-Fox, Discover Polk CBD Steering Committee Chair. “The Discover Polk CBD is the most reliable and accountable way to achieve those goals.”

More information on the Discover Polk Community Benefit District and the Management District Plan can be found at: <http://oewd.org/community-benefit-districts>.

###

From: [Ionin, Jonas \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneyfong.com; [Rich Hillis \(CPC\)](#); [Feliciano, Josephine \(CPC\)](#); [Snyder, Mathew \(CPC\)](#)
Cc: [Feliciano, Josephine \(CPC\)](#); [Snyder, Mathew \(CPC\)](#)
Subject: FW: Comments on India Basin Mixed-Use Project
Date: Wednesday, July 25, 2018 1:43:27 PM
Attachments: [Comments on India Basin Mixed-Use Project for the Planning Commission.docx](#)

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Chad White [mailto:charlesdavidwhite@gmail.com]
Sent: Wednesday, July 25, 2018 1:40 PM
To: Ionin, Jonas (CPC)
Subject: Comments on India Basin Mixed-Use Project

Dear Mr. Ionin,

I am writing with concerns about the current plans for conversion of India Basin into a very tall, very dense mixed-use development. I have detailed my concerns in the attached letter and wish to raise them with the Planning Commission at the hearing scheduled for July 26, 2018.

Thank you for your consideration.

Sincerely,
Chad White

From: [Ionin, Jonas \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneymfong.com; [Rich Hillis](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: Revised Packet for 7/26 Commission, Agenda Item 13
Date: Wednesday, July 25, 2018 1:35:59 PM
Attachments: [2018-006177MAP.pdf](#)

Commissioners,
Attached is a revised Resolution for your consideration. It eliminates an unnecessary Planning Code Amendment.

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Butkus, Audrey (CPC)
Sent: Wednesday, July 25, 2018 12:32 PM
To: CTYPLN - COMMISSION SECRETARY
Subject: Revised Packet for 7/26 Commission, Agenda Item 13

Hi Jonas,

Attached is a revised packet for item 13 on tomorrow's Planning Commission agenda. I've updated the whole packet so that the Commissioners can look at all the documents in one place. The only aspects that have changed are the corrections to the resolution (which are redlined), and clarifications on the Executive Summary about what exactly would be amended in the Planning Code. Thanks for your guidance on this. Sorry for the inconvenience.

Audrey Butkus
Senior Planner, Legislative Affairs
San Francisco Planning Department
1650 Mission Street, Suite 400 San Francisco, CA 94103
Direct: 415.575.9129 | www.sfplanning.org
[San Francisco Property Information Map](#)

From: [Navarrete, Joy \(CPC\)](mailto:Navarrete_Joy_CPC)
To: CTYPLN - COMMISSION SECRETARY
Subject: FW: 150 Eureka - July 26 - Item 18
Date: Wednesday, July 25, 2018 11:02:54 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[150 Eureka 07 23 18 21 units scheme set 2.pdf](#)

This should have gone to you as well.

Joy Navarrete, Principal Environmental Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
P. 415-575-9040 F. 415-558-6409
www.sfplanning.org

From: Andrew Junius [mailto:ajunius@reubenlaw.com]
Sent: Tuesday, July 24, 2018 4:59 PM
To: richhillissf@gmail.com; Melgar, Myrna (CPC); planning@rodneymong.com; Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); Johnson, Millicent (CPC)
Cc: Navarrete, Joy (CPC); Ionin, Jonas (CPC); Gordon-Jonckheer, Elizabeth (CPC); Boudreaux, Marcelle (CPC); David Papale; Gary Gee (ggee@garygee.com)
Subject: 150 Eureka - July 26 - Item 18

President Hillis and Commissioners, please accept this email and the attached plans as supplemental information we have prepared in response to your request at the last Planning Commission meeting on July 12. Per your request, please find attached drawings for a 21 unit project on this site.

At the hearing on Thursday, you will again be asked to certify the final EIR for this project. At the last hearing, there was considerable discussion about the lack of information responsive to inquiries regarding to higher densities. As we have explained, higher density is not possible without re-zoning the site. Rezoning the site requires significant legislative efforts and adds a high level of uncertainty and risk going forward. After three years of process whereby the sponsor has diligently tried to comply with the *existing zoning* and planning policies, we believe the project sponsor should be allowed to move forward without being forced to try and rezone the site. The project sponsor simply is not in a position to restart the process in an attempt to increase the density.

In response to Commissioner comments at prior hearings, it is evident that the Commission would like to see more "in exchange" for the demolition of the historic building. As such, at this time, the project sponsor is willing to commit to pursuing the **partial preservation alternative**, which would retain a significant portion of the front of the building.

In proceeding with the partial preservation alternative, the project would require a conditional use authorization which means we would be back here at the Planning Commission in coming months to ask for approval. The conditional use would allow a

maximum of four dwelling units on this site under the existing zoning. The project sponsor would also commit to diligently pursuing any possible accessory dwelling unit options that are available under current or future zoning.

We will be bringing hard copies of the attached to the hearing; if you would like a hard copy tomorrow, please email me back and let me know where to messenger it.

Thank you for your attention and we look forward to presenting to you on Thursday.

REUBEN, JUNIUS & ROSE, LLP

Andrew J. Junius, *Managing Partner*

O. (415) 567-9000

C. (415)336-3796

ajunius@reubenlaw.com

www.reubenlaw.com

SF Office:

One Bush Street, Suite 600

San Francisco, CA 94104

Oakland Office:

456 8th Street, 2nd Floor

Oakland, CA 94607



PRIVILEGE AND CONFIDENTIALITY NOTICE – This transmittal is intended solely for use by its addressee, and may contain confidential or legally privileged information. If you receive this transmittal in error, please email a reply to the sender and delete the transmittal and any attachments.

From: [Jonin, Jonas \(CPC\)](#)
To: [Feliciano, Josephine \(CPC\)](#)
Date: Wednesday, July 25, 2018 10:41:56 AM
Attachments: [Re Support letters for 556 - 27th Street \(letters 21 - 24\).msg](#)
[Re Support letters for 556 - 27th Street \(letters 16 - 20\).msg](#)
[Re Support letters for 556 - 27th Street \(letters 11 - 15\).msg](#)
[Re Support letters for 556 - 27th Street \(letters 6 - 10\).msg](#)
[Support letters for 556 - 27th Street.msg](#)

From: Veronica Bell
To: [Melgar, Myrna \(CPC\)](#); [Richards, Dennis \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); planning@rodneymong.com
Cc: [Secretary, Commissions \(CPC\)](#); [Townes, Chris \(CPC\)](#)
Subject: Re: Support letters for 556 - 27th Street (letters 21 - 24)
Date: Wednesday, July 25, 2018 9:59:46 AM
Attachments: [556 - 27th Street Support letter - Ted Getten support letter #24.pdf](#)
[556 27th Street Support letter #23.pdf](#)
[556 27th Street Support letter 22.pdf](#)
[556 Support letter 21.pdf](#)

Attached please find the final set of support letters for 556 - 27th Street. There are 24 in total.

Thank you,
Veronica

Veronica Bell | Partner | [LIGHHOUSE PUBLIC AFFAIRS](#)
MOBILE (415) 694-8507

On Wed, Jul 25, 2018 at 9:56 AM, Veronica Bell <veronica@lh-pa.com> wrote:
5 more support letters for 556 - 27th Street.

Veronica Bell | Partner | [LIGHHOUSE PUBLIC AFFAIRS](#)
MOBILE (415) 694-8507

On Wed, Jul 25, 2018 at 9:52 AM, Veronica Bell <veronica@lh-pa.com> wrote:
Commissioners,

On Thursday, you will hear a DR for 556 - 27th Street The project sponsor has offered three alternative proposals to the DR filer, all of which have been turned down. We will review the proposals in detail at the hearing, but if you would like information ahead of the hearing please don't hesitate to reach out.

Attached please find 5 support letters for 556 - 27th Street. Please note that there are 24 letters in total, which I will send in groups of 5.

Please let me know if you have questions.

Thanks,
Veronica

Veronica Bell | Partner | [LIGHHOUSE PUBLIC AFFAIRS](#)
MOBILE (415) 694-8507

From: Veronica Bell
To: [Melgar, Myrna \(CPC\)](#); [Richards, Dennis \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); planning@rodneymfong.com
Cc: [Secretary, Commissions \(CPC\)](#); [Townes, Chris \(CPC\)](#)
Subject: Re: Support letters for 556 - 27th Street (letters 16 - 20)
Date: Wednesday, July 25, 2018 9:58:41 AM
Attachments: [556 27th Street Support Letter #17 Utting.pdf](#)
[556 27th Street Support Letter #16 O'Leary.pdf](#)
[27th Street Support Letter - Todd David Support letter 20.pdf](#)
[27th Street Support Letter - 19.pdf](#)
[556 Support - Megan Fishmann Support letter 18.pdf](#)

Attached please find additional support letters for 556 - 27th Street.

Veronica Bell | Partner | [LIGHHOUSE PUBLIC AFFAIRS](#)
MOBILE (415) 694-8507

On Wed, Jul 25, 2018 at 9:56 AM, Veronica Bell <veronica@lh-pa.com> wrote:
5 more support letters for 556 - 27th Street.

Veronica Bell | Partner | [LIGHHOUSE PUBLIC AFFAIRS](#)
MOBILE (415) 694-8507

On Wed, Jul 25, 2018 at 9:52 AM, Veronica Bell <veronica@lh-pa.com> wrote:
Commissioners,

On Thursday, you will hear a DR for 556 - 27th Street. The project sponsor has offered three alternative proposals to the DR filer, all of which have been turned down. We will review the proposals in detail at the hearing, but if you would like information ahead of the hearing please don't hesitate to reach out.

Attached please find 5 support letters for 556 - 27th Street. Please note that there are 24 letters in total, which I will send in groups of 5.

Please let me know if you have questions.

Thanks,
Veronica

Veronica Bell | Partner | [LIGHHOUSE PUBLIC AFFAIRS](#)
MOBILE (415) 694-8507

From: Veronica Bell
To: [Melgar, Myrna \(CPC\)](#); [Richards, Dennis \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); planning@rodneymfong.com
Cc: [Secretary, Commissions \(CPC\)](#); [Townes, Chris \(CPC\)](#)
Subject: Re: Support letters for 556 - 27th Street (letters 11 - 15)
Date: Wednesday, July 25, 2018 9:57:37 AM
Attachments: [556 27th Street Support Letter #15.pdf](#)
[556 27th Street Support Letter #14 Lazard.pdf](#)
[556 27th Street Support Letter #13 Eureka.pdf](#)
[556 27th Street Support Letter #12 Manning.pdf](#)
[556 27th Street Support Letter #11 - 28th street resident.pdf](#)

Veronica Bell | Partner | [LIGHHOUSE PUBLIC AFFAIRS](#)
MOBILE (415) 694-8507

On Wed, Jul 25, 2018 at 9:56 AM, Veronica Bell <veronica@lh-pa.com> wrote:
5 more support letters for 556 - 27th Street.

Veronica Bell | Partner | [LIGHHOUSE PUBLIC AFFAIRS](#)
MOBILE (415) 694-8507

On Wed, Jul 25, 2018 at 9:52 AM, Veronica Bell <veronica@lh-pa.com> wrote:
Commissioners,

On Thursday, you will hear a DR for 556 - 27th Street The project sponsor has offered three alternative proposals to the DR filer, all of which have been turned down. We will review the proposals in detail at the hearing, but if you would like information ahead of the hearing please don't hesitate to reach out.

Attached please find 5 support letters for 556 - 27th Street. Please note that there are 24 letters in total, which I will send in groups of 5.

Please let me know if you have questions.

Thanks,
Veronica

Veronica Bell | Partner | [LIGHHOUSE PUBLIC AFFAIRS](#)
MOBILE (415) 694-8507

From: Veronica Bell
To: [Melgar, Myrna \(CPC\)](#); [Richards, Dennis \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); planning@rodneyfong.com
Cc: [Secretary, Commissions \(CPC\)](#); [Townes, Chris \(CPC\)](#)
Subject: Re: Support letters for 556 - 27th Street (letters 6 - 10)
Date: Wednesday, July 25, 2018 9:57:01 AM
Attachments: [556 27th Street Support Letter #10.pdf](#)
[556 27th Street Support Letter #9 Ongpin.pdf](#)
[556 27th Street Support Letter #8 Carobene.pdf](#)
[556 27th Street Support Letter #7 Touchstone.pdf](#)
[556 27th Street Support Letter #6 Stover.pdf](#)

5 more support letters for 556 - 27th Street.

Veronica Bell | Partner | [LIGHTHOUSE PUBLIC AFFAIRS](#)
MOBILE (415) 694-8507

On Wed, Jul 25, 2018 at 9:52 AM, Veronica Bell <veronica@lh-pa.com> wrote:

Commissioners,

On Thursday, you will hear a DR for 556 - 27th Street. The project sponsor has offered three alternative proposals to the DR filer, all of which have been turned down. We will review the proposals in detail at the hearing, but if you would like information ahead of the hearing please don't hesitate to reach out.

Attached please find 5 support letters for 556 - 27th Street. Please note that there are 24 letters in total, which I will send in groups of 5.

Please let me know if you have questions.

Thanks,
Veronica

Veronica Bell | Partner | [LIGHTHOUSE PUBLIC AFFAIRS](#)
MOBILE (415) 694-8507

From: Veronica Bell
To: [Melgar, Myrna \(CPC\)](#); [Richards, Dennis \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); planning@rodneymong.com
Cc: [Secretary, Commissions \(CPC\)](#); [Townes, Chris \(CPC\)](#)
Subject: Support letters for 556 - 27th Street
Date: Wednesday, July 25, 2018 9:53:06 AM
Attachments: [556 27th Street Support Letter #5 eamonn.pdf](#)
[556 27th Street Support Letter #4 Ina Herlihy.pdf](#)
[556 27th Street Support Letter #2 Laufer.pdf](#)
[556 27th Street Support Letter #3 Emma Herlihy.pdf](#)
[556 27th Street Support Letter # 1 Kropp.pdf](#)

Commissioners,

On Thursday, you will hear a DR for 556 - 27th Street. The project sponsor has offered three alternative proposals to the DR filer, all of which have been turned down. We will review the proposals in detail at the hearing, but if you would like information ahead of the hearing please don't hesitate to reach out.

Attached please find 5 support letters for 556 - 27th Street. Please note that there are 24 letters in total, which I will send in groups of 5.

Please let me know if you have questions.

Thanks,
Veronica

Veronica Bell | Partner | [LIGHTHOUSE PUBLIC AFFAIRS](#)
MOBILE (415) 694-8507

From: [Secretary, Commissions \(CPC\)](#)
To: [Kirby, Alexandra \(CPC\)](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: entertaining yet disturbing comps for 1503 Francisco DR hearing Thursday.....
Date: Tuesday, July 24, 2018 1:20:47 PM

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department!City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309!Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Mark Herrmann [mailto:mherrmann1@gmail.com]
Sent: Tuesday, July 24, 2018 12:12 PM
To: Moore, Kathrin (CPC); Rich Hillis; Melgar, Myrna (CPC); planning@rodneymfong.com; Richards, Dennis (CPC); Koppel, Joel (CPC); Johnson, Millicent (CPC); Secretary, Commissions (CPC); Catherine Stefani; Gallagher, Jack (BOS)
Subject: entertaining yet disturbing comps for 1503 Francisco DR hearing Thursday.....

Dear Commissioners and Supervisor Stefani,

My apologies for sending a second letter of objection to the proposed project at 1503-07 Francisco Street ahead of this Thursday's hearing. Since we are last on the calendar and may all be half asleep, I wanted to share some links worth reading in advance. Hopefully you'll find them entertaining and disturbing at the same time.

There are design elements in 1503 Francisco screaming for "illegal", post-building-inspection unit conversion. This is becoming a trend in neighboring areas like Russian Hill, Cow Hollow, Pac Heights, etc and we'd like it stopped and evaluated before it becomes common in the Marina.

These all are/were multi-unit buildings marketed, sold, or used as SFH's.....

935-937 North Point Street - listed for \$8M

<http://935-937northpoint.com/>

2 unit building with an agent's listing as a SFH. Second unit buried in an ADU off the garage

(see door to #937).

2829 Greenwich Street – Redfin estimate \$7.6M

https://www.compass.com/listing/2829-greenwich-street-san-francisco-ca-94123/1da76b5175fc834acfd689a6e178fb26ebf068/?origin_type=Listing%20Card&origin=Agent%20Profile%20Page

agent's listing for a SFH but having a disapproved dwelling unit merger from 2017 for what's really a 2 unit building.

2860 Greenwich Street. – sold for \$8.3M

<https://sf.curbed.com/2017/9/15/16315280/cow-hollow-home-house-greenwich>

agent admits “Two legal units, designed to flow as one, with a flexible floor plan”

2476 Broadway – sold for \$18.1M

<https://sf.curbed.com/2016/10/17/13303478/san-francisco-most-expensive-home-2476-broadway>

Dwelling unit merger from 3 to 2 and sold as a SFH.

“It’s perhaps a little surprising that the city approved the work on the circa 1913 home, given that it resulted in a net loss of housing units. But maybe it had something to do with the fact that it doesn’t look like previous owners had bothered to rent out the extra spaces for years anyway.”

1750 Taylor St #804 – sold for \$7.1M

<http://www.socketsite.com/archives/2017/05/how-planning-gets-played-to-mint-a-few-million-dollars.html>

“How to play planning” – successful 2to1 DUM that was flipped.

2448-2450 Larkin St – sold for \$4.7M

<https://www.youtube.com/watch?v=s9rzP3PQXNY>

agent listing says “May be modified to live like 6 bed SFH + studio apt” – familiar design elements?

Mark Herrmann

3250 Octavia St.

From: [Jonin, Jonas \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneyfong.com; [Rich Hillis](#); [Aaron Jon Hyland - HPC](#); [Andrew Wolfram \(andrew@tefarch.com\)](mailto:andrew@tefarch.com); [Black, Kate \(CPC\)](#); [Diane Matsuda](#); [Ellen Johnck - HPC](#); [Jonathan Pearlman](#); [Richard S. E. Johns](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: *** PRESS RELEASE *** MAYOR LONDON BREED ANNOUNCES ADDITIONAL BUDGET INVESTMENTS FOR NEIGHBORHOOD CLEANING PROGRAMS
Date: Tuesday, July 24, 2018 1:18:03 PM
Attachments: [7.24.18 Fix-It Investments Press Release.pdf](#)

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department|City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309|Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: MayorsPressOffice, MYR (MYR)
Sent: Tuesday, July 24, 2018 11:57 AM
To: MayorsPressOffice, MYR (MYR)
Subject: *** PRESS RELEASE *** MAYOR LONDON BREED ANNOUNCES ADDITIONAL BUDGET INVESTMENTS FOR NEIGHBORHOOD CLEANING PROGRAMS

FOR IMMEDIATE RELEASE:

Tuesday, July 24, 2018

Contact: Mayor's Office of Communications, 415-554-6131

***** PRESS RELEASE *****

**MAYOR LONDON BREED ANNOUNCES ADDITIONAL
BUDGET INVESTMENTS FOR NEIGHBORHOOD CLEANING
PROGRAMS**

Roughly \$725,000 added to budget to help Fix-It Team address cleanliness and quality-of-life concerns in San Francisco communities

San Francisco, CA— Mayor London N. Breed today proposed roughly \$725,000 in additional investments to support the City's Fix-It Team, a multiagency unit that focuses on improving cleanliness and quality-of-life in San Francisco neighborhoods.

“Ensuring that our streets are clean and safe is a basic duty of city government and it's clear that the City must do a better job,” said Mayor London Breed. “This proposal will expand street cleaning, add more trashcans throughout the city and increase public safety.”

The two-year budget amendment announced by Mayor Breed will further benefit the Fix-It Team, which quickly responds to quality-of-life concerns, such as graffiti, broken streetlights and unpainted curbs in local communities. The Fix-It Team is in the process of increasing from 29 zones to 35 zones, further offering assistance to communities across San Francisco. The funding increases were determined based on the needs that residents have identified.

“The Fix-It team has a proven track record of working closely with constituents to make our streets cleaner and safer,” said Board of Supervisors President Malia Cohen. “I’ve seen their responsiveness and effectiveness across District 10 and across San Francisco. I am thrilled to see this expanded investment in clean and healthy streets.”

The additional budget investments will provide \$250,000 to the Downtown Streets Team, a unit comprised of formerly homelessness individuals that works with the Fix-It Team on street cleaning programs. Mayor Breed’s budget will also feature \$75,000 to support the installation of 20 new BigBelly bins—containers that use real-time technology and automatic compactors, allowing them to hold five times more waste than a regular receptacle.

In addition, \$100,000 will be included to add fencing around public parking lots, helping to reduce incidents of vandalism and graffiti, and \$15,000 will be added to install solar-powered motion-detection lights for 300 households, creating better illumination for streets and sidewalks.

The additional budget investments will also support increased video surveillance systems for Community Benefit Districts, as a way to discourage public dumping, and provide funding for new locks on residential trash bins for approximately 200 households throughout San Francisco.

“Since Fix-It began in 2016, we have visited 29 neighborhoods, interacted with more than 1,300 residents and completed 3,800 fixes,” said Fix-It Director Sandra Zuniga. “This investment will strengthen our ability to respond to issues across the city in a timely, effective manner.”

The Mayor’s proposed amendments will be presented later today at the Board of Supervisors, when the Board is scheduled to have a first reading of the budget.

###

From: [Secretary, Commissions \(CPC\)](#)
To: [Kirby, Alexandra \(CPC\)](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: Opposition to 1503 Francisco
Date: Tuesday, July 24, 2018 11:28:23 AM

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department!City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309!Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Benna Wise [mailto:benna.wise@gmail.com]
Sent: Sunday, July 15, 2018 9:32 PM
To: Secretary, Commissions (CPC); Kirby, Alexandra (CPC); Rich Hillis; Melgar, Myrna (CPC);
planning@rodnevfong.com; Johnson, Milicent (CPC)
Subject: Opposition to 1503 Francisco

I oppose this as it is totally out of sync with the neighborhood's aesthetic.

I'm at 1500 Francisco and it's right across the street.

Thanks!

From: [Secretary, Commissions \(CPC\)](#)
To: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: 1503 Francisco / Application 2013.05.31.8402
Date: Tuesday, July 24, 2018 11:28:11 AM

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: ANDREW FERRIER [mailto:apferrier@yahoo.com]
Sent: Sunday, July 15, 2018 9:46 PM
To: richhillissf@gmail.com; Melgar, Myrna (CPC); Johnson, Milicent (CPC); planning@rodneymong.com; Richards, Dennis (CPC); Moore, Kathrin (CPC); Koppel, Joel (CPC)
Cc: Kirby, Alexandra (CPC); Secretary, Commissions (CPC)
Subject: 1503 Francisco / Application 2013.05.31.8402

Commissioners,

I'm writing to express my continued opposition to the project referenced above. It seems the project sponsor has attempted to do the bare minimum to respond to the feedback provided at the last month's DR hearing.

While the exterior has been softened and the materials are now more in line with the surrounding area, the owner and architect have opted to ignore comments regarding the roof decks as well as concerns about its utilization. In my opinion, the project is effectively eliminating two rental units in a city that is desperate for more housing stock.

Further exacerbating the situation, is the fact this project should not be viewed in isolation. The trend to convert multi-unit buildings into single family homes is prevalent and has the potential to dramatically alter the landscape of this portion of San Francisco. In addition, the owner has acquired the neighboring property which when viewed in conjunction with 1503 suggests a disturbing pattern.

As you review the project, the following information should be taken into consideration:

- The project sponsor originally filed for a consolidation of the three units in 1503 Francisco
 - When rebuffed, the design evolved to what is on the table now
 - The original intent to have a single family residence remains feasible given how the plans remove exterior entrances to the various units, reduce parking and greatly expand the Master unit
 - To allow a fairly obvious workaround of something that was expressly denied

makes a mockery out of the code and the planning process

- The owner has purchased the abutting property at 3255 Octavia Street
 - The owner of 3255 was originally opposed to the project at 1503 (part of the public record)
 - The plans for 3255 are currently in front of the planning department and they feature similar features that effectively make it resemble a single family residence
- 4 out of the current 5 units between the two properties have been vacant of permanent residency for quite some time
 - The owner mentioned at the last hearing he only has rented the units in 1503 to short-term corporate interests
 - 3255 appears to mirror similar projects that are marketed and sold as effectively single family homes; a new owner won't be beholden to any instructions or feedback from the planning process
- Approval of both sets of plans as is would put 3 large roof decks on a single corner in a neighborhood where they are not prevalent
 - Decks have been denied over the years over concerns about safety and privacy
 - The Commission should endeavor to be consistent with how it views such structures
 - The deck for 3255 expands an existing deck that doesn't appear to be compliant in the first place

I'm relieved the last design was denied, but it seems to me this project remains out of step with the wishes of many of the neighbors as well as the goals and objectives of the SF Planning Commission. To allow the two projects referenced above to move forward as currently envisioned has the potential to fundamentally change the dynamic of this portion of the Marina District.

I appreciate your consideration and trust you'll assess if the plan adheres to the instructions given to the project sponsor's team during the last hearing.

Thanks and regards,

From: [Secretary, Commissions \(CPC\)](#)
To: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: Opposition to proposed redesign of Application 2013.05.31.8402
Date: Tuesday, July 24, 2018 11:28:04 AM
Attachments: [DR Philip Meza.doc](#)

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Philip Meza [mailto:philip@philipmeza.com]
Sent: Monday, July 16, 2018 8:11 AM
To: Secretary, Commissions (CPC); Kirby, Alexandra (CPC)
Subject: Fw: Opposition to proposed redesign of Application 2013.05.31.8402

Hello:

Please include the attached letter in your files for the Application listed in the subject line.

Regards,

Philip

----- Forwarded Message -----

From: Philip Meza <philip@philipmeza.com>
To: "myrna.melgar@sfgov.org" <myrna.melgar@sfgov.org>; "planning@rodnevfong.com" <planning@rodnevfong.com>; "joel.koppel@sfgov.org" <joel.koppel@sfgov.org>; "kathrin.moore@sfgov.org" <kathrin.moore@sfgov.org>; "dennis.richards@sfgov.org" <dennis.richards@sfgov.org>; "Milicent.Johnson@sfgov.org" <Milicent.Johnson@sfgov.org>; "richhillissf@gmail.com" <richhillissf@gmail.com>
Cc: Christina McNair <c.mcnair@ggsir.com>
Sent: Sunday, July 15, 2018 4:08 PM
Subject: Opposition to proposed redesign of Application 2013.05.31.8402

Dear Commissioners:

I am writing to express my opposition to the redesign of the **1503-1507 Francisco St** construction project (**Application 2013.05.31.8402**). I have attached a letter detailing my objections to and concerns about the redesign.

I look forward to attending the DR Hearing on Thursday 26 July.

Regards,

Philip Meza

From: [Secretary, Commissions \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneyfong.com; [Rich Hillis](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: Need your support for the 88 Broadway Project Case 2016-0078
Date: Tuesday, July 24, 2018 11:27:18 AM

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department|City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309|Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Dennis Hong [mailto:dennisj.gov88@yahoo.com]
Sent: Monday, July 16, 2018 10:44 AM
To: Board of Supervisors, (BOS); londond.breed@sfgov.org
Cc: Kim, Jane (BOS); Peskin, Aaron (BOS); Gibson, Lisa (CPC); Rahaim, John (CPC); Delumo, Jenny (CPC); Secretary, Commissions (CPC); Mdebor@bridgehousing.com; mmiller@jsco.net
Subject: Need your support for the 88 Broadway Project Case 2016-0078

Good morning honorable members of the San Francisco Board of Supervisors and all. I'm back, Dennis Hong here. I'm a retired Construction Project Manager and a Native San Franciscan for seventy plus years. Grew up in Chinatown and North Beach District 3 for 35 plus of those years. **So in my not too humble opinion** and again simply put, we need all of your support/approval with this win win Project. Besides that I believe this project dove-tails with our late Mayor Edwin Lee's vision for the City.

This week ends 7/15/2018, page 5 of the SF Examiner, by Joshua Sabatini-SF Examiner-Staff Writer - 'Mother of all mixed-incomes' indicated that this project will soon be up for your approval.

On March 7, 2018 I sent in my comments in full support of this project and objecting to the "Appeal". At that time most of you (BoS) were 'CC' on my comments. My email was included as part of the Projects file. Since we have a new Administration - if needed (please get back to me) I can forward this email to you.

In closing, since this appeal I was not sure if there was any additional overlap of this appeal, however, I would still like your support and look forward to this item to soon be on your agenda. Could anyone please get back to me as to when this may be on the agenda?

As I promised our late Mayor Edwin Lee I will continue to do my civic duty with reviewing and commenting on these DEIR/s. Incidentally, I just sent you all another email in full support of the Central SOMA Project.

This is a real unique Project and deserves your support. I'm not sure how to support these projects. At times I will focus on the design, use of materials and colors used, all too often it gets a nick to my comments / where the CEQA does not allow for this kind of comment, however, this project does a great job with this existing historical area and is well designed. Either way, we are in need of projects like this. I did not see this on any of the Boards agenda and may had missed it.

Too much time has been lost with this process. Everyone has worked real hard in a wonderful collaboration with this project. Please we can't let this Project fail.

Finally, as I see it, lets not delay these projects any longer. The construction costs keep rising. The developers/sponsors are leaving the city for other more feasible options. In my opinion, we have already lost too many wonderful projects. Understood, you can't make everyone happy, but this one is a win win for all. But, after all these years of reviewing and commenting on these DEIR's I feel more than ever in justifying your approval for this unique Project and it's a wonderful PROJECT!

With all that said, can I have it too- (your support)? If anyone has any question/s please feel free to get back to me and let's discuss it.

Thanks for listening to my rambling comments and input / and thanks for your continued support of these ongoing projects. Once again, I look forward to your approval.

All the Best,

From: [Secretary, Commissions \(CPC\)](#)
To: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: DR hearing for Ashok Gujral project at 310 Montcalm Street - Objection to continuance of DR hearing set for July 19
Date: Tuesday, July 24, 2018 11:25:53 AM

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Marianne Bachers [mailto:marianne.bachers@gmail.com]
Sent: Tuesday, July 17, 2018 9:35 AM
To: richhillissf@gmail.com; Melgar, Myrna (CPC); planning@rodneymfong.com; Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); Secretary, Commissions (CPC); ryan@zpfllaw.com; Kirby, Alexandra (CPC); Reza Khoshnevisan; Susan Thackrey; Rafael Trujillo; Steve Anker; Sanchez, Scott (CPC)
Subject: DR hearing for Ashok Gujral project at 310 Montcalm Street - Objection to continuance of DR hearing set for July 19

Dear Members of the Planning Commission:

I am writing you about agenda item number 2018-004675-DRP-2, 310 Montcalm Street, an extremely contentious development project owned by Ashok Gujral, who has recently been sued by the city attorney for rampant and extensive permit violations throughout the city, including the project which is before you this Thursday, July 19. My husband and I are one of the DR requestors.

It has come to my attention that attorney Ryan Patterson sought a continuance of this proceeding last Thursday in an email to members of this commission. Attorney Patterson did not include us or the other DR requestors, our neighbors Susan Thackrey and Stephen Anker, in this email request. Thus, the request for a continuance was made without notice to the interested parties. We strongly object to this back door attempt to seek a continuance of these proceedings. We have spent an enormous amount of time and money to prepare for this hearing. This is just another attempt by Mr. Gujral to avoid addressing the multiple permit and abatement violations at a property which has already been declared a public nuisance.

Additionally, I noted in my supplemental DR materials that Mr. Gujral had not responded in any way to the applications and materials submitted by us and our neighbors. I stated that if any response was made, it would be a belated response in an attempt to gain a tactical advantage in these proceedings. That is exactly what has happened. This is just another bad faith milestone in this history of this project. We vehemently object to the continuance and request that you summarily deny it.

Marianne Bachers and Rafael Trujillo
312 Montcalm Street

From: [Secretary, Commissions \(CPC\)](#)
To: [Feliciano, Josephine \(CPC\)](#); [Richards, Dennis \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneyfong.com; [Rich Hillis](#)
Subject: FW: Planning Commission 7/19/18 agenda -- Agenda Item 15 -- Discretionary Review
Date: Tuesday, July 24, 2018 11:25:22 AM
Attachments: [310 Montcalm - support for DR 071818.pdf](#)

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department|City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309|Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Beinart, Amy (BOS)
Sent: Wednesday, July 18, 2018 12:35 PM
To: Secretary, Commissions (CPC)
Cc: Kirby, Alexandra (CPC)
Subject: Planning Commission 7/19/18 agenda -- Agenda Item 15 -- Discretionary Review

Good afternoon,
Please accept the attached letter to members of the Planning Commission from Supervisor Hillary Ronen for tomorrow's Planning Commission agenda item 15.
Thanks very much,
~Amy

<<<<<<<<<<<<>>>>>>>>>>>>>>>>>>>

Amy Beinart
Legislative Aide to Supervisor Hillary Ronen
District 9
415.554.7739

From: [Secretary, Commissions \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodnevfong.com; [Rich Hillis](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: Case 2017-015706CUA - Executive Summary 400 Winston Drive Stonestown Galleria
Date: Tuesday, July 24, 2018 11:25:10 AM

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department|City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309|Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Dennis Hong [mailto:dennisj.gov88@yahoo.com]
Sent: Thursday, July 19, 2018 7:56 AM
To: Secretary, Commissions (CPC); Gordon-Jonckheer, Elizabeth (CPC)
Cc: Gibson, Lisa (CPC); Board of Supervisors, (BOS); Yee, Norman (BOS); Rose, Paul (MTA)
Subject: Case 2017-015706CUA - Executive Summary 400 Winston Drive Stonestown Galleria

Good morning Honorable members of the Planning Commission. I will be unable to attend today's Hearing of 7/19/2018, addressing this subject (above) but want to offer my limited comments on this project. **I'm in full support of this project** but still want to reach out and offer my personal opinion/s with this Executive Summary- Conditional Use / 7/19/2018.

My name is Dennis Hong, I have been a long time resident of San Francisco for seventy plus years. District 3 and now District 7. Retired. I have shopped this Mall since the early sixties. Proof of that; I still miss several shops including the Jay Briggs(?) another one (Stephen-s??) of these that moved to Maiden Lane at Union Square. I miss dodging the rain in the then open mall, including the wet fog. The mall at the time was unique and still is and I still shop there. Having a Muni "M" station (hint hint) connected to the inside of the of the mall would be a real plus plus.

To me, the management has always done their best at maintaining this unique mall. Despite all this on line buying, sorry I have not tested this process yet. Still old school and prefer it that way. But that too is another long story in it's self. Over the years it was sad to see the Emporium, Macy's, the old Bullocks and many others leave.

But for the Developer to pick up and come up with this exciting plan is commendable which I support. I look forward to it's completion and especially with your support with this CU. So I want to chime in on several issues that this Summary address':

- **Traffic:** both under construction and even after, close attention needs to be paid to the pedestrians, Muni, mall customers, needs to be controlled. The 19th Ave.

is already highway 1. Many accidents have occurred at this site. Since this renovation work seems to be isolation at one end of the mall, can this area somehow be coned off for construction only? For construction vehicles and personnel and etc. Only because I had an opportunity to use the Muni #17, now the #57 bus and saw the center totally from a different view. It is busy and congested, even on a normal week day. But, that's another story.

- Fallout as a result of this expansion includes noise, dust, vibration, traffic and etc. needs attention. I'm sure it too will be addressed. As this will have a major issue to the livelihood to the mall during construction and the Holidays will soon be upon us.

- I'm not a movie buff, but with this new addition I just may become a patron.

- The proposed new restaurant / adjacent to the theater will help attract more shoppers to this the mall. The city including the mall operators need to create incentives to attract new retailers large and or small. Similar to what the city did for the tech folks.

Commissioners, with your approval, I personally think this may be one of the ways to keep these malls alive, especially this one. SF Can set a unique standard as to how to do this.

With the exception of this my email, that's about as far as I go with the tech generation, so lets keep this mall alive and show that our malls can survive and live together with this internet.

Finally: Thanks again for hearing me out with my rambling opinion/s on this issue and hope my email gets to all of you in time for this meeting. As usual, if any one has any question/s; good or bad or think I'm on the wrong page - please feel free to reach out and let me know. I still need your support to move this project on and expedite the process.

Sincerely, Dennis

From: [Secretary, Commissions \(CPC\)](#)
To: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: Item #12, 4143 24th Street
Date: Tuesday, July 24, 2018 11:24:49 AM
Attachments: [4143 24th Street Front Elevation.jpg](#)
[4143 24th Street Rear Elevation.jpg](#)

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Horn, Jeffrey (CPC)
Sent: Thursday, July 19, 2018 10:20 AM
To: richhillissf@gmail.com; planning@rodnevfong.com; Melgar, Myrna (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC)
Cc: Secretary, Commissions (CPC); Winslow, David (CPC)
Subject: Item #12, 4143 24th Street

Good morning Commissioners,

Attached are renderings for the front and rear elevations of the proposed project at 4143 24th Street. The project is a Conditional Use request to establish a dental office at the ground floor, and also includes a proposed one-story vertical and horizontal rear addition.

Hard copies will be provided at the start of today's hearing presentation for this item.

Thank you!

Jeff Horn, Senior Planner
Southwest Team, Current Planning Division
San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-6925 | **Email:** jeffrey.horn@sfgov.org
www.sfplanning.org | [San Francisco Property Information Map](#)

From: [Secretary, Commissions \(CPC\)](#)
To: [Woods, Mary \(CPC\)](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: 2017-009224CUA 601 Van Ness Ave Sept. 13, 2018 OPPOSE
Date: Tuesday, July 24, 2018 11:24:02 AM

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department!City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309!Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: lgpetty@juno.com [mailto:lgpetty@juno.com]
Sent: Thursday, July 19, 2018 6:43 PM
To: Richards, Dennis (CPC); Melgar, Myrna (CPC); Moore, Kathrin (CPC); millicent.a.johnson@sfgov.org; planning@rodnevfong.com; richhillissf@yahoo.com; Secretary, Commissions (CPC); Koppel, Joel (CPC)
Subject: RE: 2017-009224CUA 601 Van Ness Ave Sept. 13, 2018 OPPOSE

RE: 2017-009224CUA 601 Van Ness Ave Sept. 13, 2018 Planning Commission

Agenda

OPPOSE

Request for Conditional Use Authorization
(to Discontinue Movie Theatre Use --Opera Plaza Cinema--
and propose instead Retail Sales and Service Use)

Dear Commissioner,

As a long-time patron of Opera Plaza Cinema, I am writing to **oppose this CU application**. This situation is complex, as you know. On the one hand, the Applicant wants to remove the movie house use on the grounds it is not bringing in enough revenue to pay the rent set by the Applicant. The Planning Staff recommends approval on grounds the proposed change is compatible with surrounding commercial uses.

I think both of these approaches are overlooking the value of Opera Plaza Cinema as a **Community Benefit** and it should be viewed as such.

The overall Opera Plaza Complex is high profit--an extensive and highly-successful luxury mid-rise commercial/residential development allowed on basically redevelopment land. Lacking any Below Market Rate units, ownership could well-afford to "give back" to the neighborhood, by sustaining the art/foreign/independent film theater that the neighborhood and the city have come to rely on for entertainment, community interaction, enlightenment, art appreciation and education. I would point out that the cultural function of this Cinema is as compatible, or more compatible, in this live performance theater neighborhood, than any professional offices or retail establishments. One by one, I have watched other art film houses in San Francisco disappear. Please find a way to save this cultural institution as you would save a school, community/recreation center, art museum, or the San Francisco Opera.

In addition, I would say that in all the decades I have been a witness to the many other businesses that have leased space in Opera Plaza--largely restaurants and retail-- **most have failed**. They just could not overcome the huge disadvantage of being inside the Plaza, with no street exposure. The Cinema has always been the only consistent "draw" amid the isolation and darkness away from the boulevard. In fact, I might venture to say, Opera Plaza Management itself has been the biggest hindrance to all the businesses inside the property by not providing adequate lighting, signage, marketing or line-of-sight open design element inducements for increasing foot traffic.

Please also keep in mind, now is not the time to be asking some other enterprise to take a chance on Opera Plaza, due to the unending Van Ness construction process now obscuring and hurting the whole Plaza.

Thank you for your consideration.

Lorraine Petty
Longtime Western Addition resident and voter.

[Oncologists Are Freaking Out After Officials Release This](#)

pro.naturalhealthresponse.com

<http://thirdpartyoffers.juno.com/TGL3132/5b513e6b3e6e93e6b1e13st02duc>



From: [Secretary, Commissions \(CPC\)](#)
To: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: 1503 - 1507 Francisco Street, SF Case #2013.0847DRP
Date: Tuesday, July 24, 2018 11:21:39 AM
Attachments: [Jeff Menashe 1503 letter.pdf](#)

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department!City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309!Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Christina McNair [mailto:c.mcnair@ggsir.com]
Sent: Monday, July 23, 2018 11:07 PM
To: planning@rodnefong.com; Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); Secretary, Commissions (CPC); Melgar, Myrna (CPC); richhillssf@gmail.com; Stefani, Catherine (BOS); Gallagher, Jack (BOS); Kirby, Alexandra (CPC)
Cc: Donna Santana (donnaesantana@gmail.com); mike@garavaglia.com; Ken Cohen
Subject: RE: 1503 - 1507 Francisco Street, SF Case #2013.0847DRP

Good evening Planning Commission, Supervisor Stefani et al,

I just returned back from a long wonderful vacation to Italy with my two teenagers this past Friday. It was a trip for the memory books for certain. I do appreciate your allowing our DR hearing date to be rescheduled for this Thursday 7/26. I am reaching out to you all for help because I am quite distraught over information shared with me tonight from one of my neighbors.

See attached. The project sponsor, Jeff Menashe and his wife have distributed a two page long letter in a large mass mailing, dated July 19, 2018 containing horrible untrue personal information about me, attacking my reputation, my character and my ethics - not only as a person but also my long 30 yearlong profession as a very well respected top producing local Realtor in which I make my livelihood from as a single parent. I do not take this behavior or action lightly. Additionally he noted lies and incredulous incorrect information about our 1490 Francisco Street property, it is outrageous. He also stated untruth about another neighbor named, Constance in this same letter. And additionally, made other statements that just never happened.

I have never encountered anything so horrible nor have ever been personally attacked like this. I am truly shocked and sickened by all of this. This has taken me by such left field, I don't know what to do other than to reach out to you for your guidance. It is so far off of anything I would ever do, I don't know how to react! And why? How has our DR request turned into a need to personally attack me to gain support? I have never made this process personal towards him. Why would anyone file a DR if this is the outcome?!

I am concerned that any support he has generated for his project is based upon deceit and lies.

I am even more concerned that this letter has gotten into the hands of so many and will negatively affect my future business.

My name as well as my extended families name are well known in the Marina district. This is just absolutely horrid to think someone has spread these lies and attacked our character!

What else has he done that I am unaware of? With social media, internet etc... I honestly am so disgusted by this I am numb.

I know you don't know me personally, but I could provide you hundreds of character letters about myself, my immediate family, my extended family and our history in the Marina since the early 1920's. Each would indicate that we are a respectable, honest, good people ...and so completely opposite of what he has described!

I must stop my rant... and do look forward to hearing from you as what I should do.

Thank you in advance for your time.

Christina

Christina McNair
Team McNair
Golden Gate Sotheby's International Realty
Selling Marin - SF - Sonoma Counties
Christina.McNair@sir.com
415-613-5563
BRE# 01183576
www.homeinmarin.com

-

From: [Ionin, Jonas \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneyfong.com; [Rich Hillis](#); [Aaron Jon Hyland - HPC](#); [Andrew Wolfram \(andrew@tefarch.com\)](mailto:andrew@tefarch.com); [Black, Kate \(CPC\)](#); [Diane Matsuda](#); [Ellen Johnck - HPC](#); [Jonathan Pearlman](#); [Richard S. E. Johns Feliciano, Josephine \(CPC\)](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: *** PRESS RELEASE *** MAYOR LONDON BREED FILLS KEY STAFF POSITIONS
Date: Tuesday, July 24, 2018 10:56:57 AM
Attachments: [7.23.18 Mayor Breed Fills Key Staff Positions.pdf](#)

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: MayorsPressOffice, MYR (MYR)
Sent: Monday, July 23, 2018 2:05 PM
To: MayorsPressOffice, MYR (MYR)
Subject: *** PRESS RELEASE *** MAYOR LONDON BREED FILLS KEY STAFF POSITIONS

FOR IMMEDIATE RELEASE:

Monday, July 23, 2018

Contact: Mayor's Office of Communications, 415-554-6131

***** PRESS RELEASE *****

MAYOR LONDON BREED FILLS KEY STAFF POSITIONS

Experience, diversity hallmarks of new senior staff

San Francisco, CA— San Francisco Mayor London N. Breed today announced she has selected a diverse, experienced group of public servants to serve in key positions in her administration.

With these hires, Mayor Breed has assembled a team of proven leaders with extensive experience in city government to round out her administration.

“There is a tremendous amount of work to do, and we are not wasting any time,” said Mayor Breed. “With these talented people serving alongside me, I am confident we will deliver results for the people of San Francisco.”

Mayor Breed announced last month that former Supervisor Sean Elsbernd, who currently serves as U.S. Senator Dianne Feinstein's State Director, will return to City Hall as her Chief of Staff in November; Jason Elliott, who currently serves as Chief of Staff, will stay on through August.

The senior staff members Mayor Breed announced today include:

Marjan Philhour, Senior Advisor to the Mayor

Philhour's career spans more than two decades in government, politics, community organizing and political advocacy. She spent many years in Washington, D.C., serving several members of Congress, including the late Rep. Tom Lantos, and worked on Sen. John Kerry's presidential campaign. Returning home to California, Philhour served as Senior Advisor to the Chief of Staff in the Governor Gray Davis Administration. For the past decade, she has run a successful business that focused on strategic communications, community organizing, and campaign consulting.

Andrea Bruss, Deputy Chief of Staff

Bruss is an attorney and 11-year veteran of City Hall who previously served as Legislative Aide to Mayor Breed when she was President of the Board of Supervisors. Prior to that, Bruss served as Legislative Aide at the Board of Supervisors and in the Office of Economic and Workforce Development (OEWD).

Jeff Cretan, Communications Director

Cretan, who currently serves as Communications Director for State Sen. Scott Wiener, will head Mayor Breed's Office of Communications starting in August. Cretan previously served as a Legislative Aide at the Board of Supervisors. Deirdre Hussey, who serves as the current Communications Director, will stay on through August.

Kelly Kirkpatrick, Budget Director

Kirkpatrick has served as the Acting Budget Director for the Mayor since March; Mayor Breed has promoted her to the permanent position. Over the course of her nearly four years in the Mayor's Budget Office, Kirkpatrick has worked on a broad array of policy and budget matters, after starting her government career with the City of Berkeley.

Andres Power, Policy Director

Power has served under the previous two mayoral administrations as a Senior Policy Advisor and, most recently, as the Mayor's Liaison to the Board of Supervisors. He previously worked as a Legislative Aide at the Board of Supervisors, after six years with the San Francisco Planning Department.

Selina Sun, Director of Scheduling

Sun served as Assistant to the Chief of Staff in two previous mayoral administrations. In that capacity she focused on special projects and streamlining of office processes. Sun is also active in local API community organizations.

Kanishka K. Cheng, Mayor's Liaison to the Board of Supervisors

After escaping the Sri Lankan civil war as a child, Cheng was the first in her family to go to college. Cheng's career in public service includes positions at the Oakland Housing Authority, the San Francisco Planning Department, the San Francisco Board of Supervisors as a Legislative Aide, and the Mayor's Office of Economic and Workforce Development.

Mawuli Tugbenyoh, Mayor’s Liaison to Boards and Commissions

Tugbenyoh previously served as Legislative Director and Liaison to the Board of Supervisors in two previous administrations. Tugbenyoh was Deputy Director of a housing non-profit for mentally ill adults before beginning his work in local government in 2012 as a Legislative Aide to Supervisor Malia Cohen.

Alex Lazar, Director, Mayor’s Office of Neighborhood Services

A longtime aide to House Democratic Leader Nancy Pelosi, Lazar has led the Congresswoman’s constituent services operation in San Francisco. Lazar is also active in LGBT community organizations.

Judy Lee, Deputy Director, Mayor’s Office of Neighborhood Services and Lead on Asian-Pacific Islander Affairs

A native San Franciscan, Lee started her career with the City in 2012 and has held various positions at the Department of Human Resources, MTA, and most recently as a Legislative Aide at the Board of Supervisors.

Mayor-Elect Breed was sworn in as San Francisco’s 45th mayor on July 11, 2018. She is only the second female mayor in the City’s long history – after Feinstein – and only its second African American mayor. She is San Francisco’s first woman of color to hold the office.

Mayor Breed continues to fill key vacancies for staff, boards, and commissions, and welcomes resumes from interested parties to MayorLondonBreed@sfgov.org.

###

From: [Jonin, Jonas \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneyfong.com; [Rich Hillis](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: Tour of the new CPMC hospital at the Mission Bernal Campus
Date: Tuesday, July 24, 2018 10:43:02 AM
Attachments: [CPMC MB RIBBON CUTTING STD 7.6.18.pdf](#)

Commissioners,
Please be advised of the open invitation attached.

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department|City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309|Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Massehian, Vahram [mailto:MassehV@sutterhealth.org]
Sent: Friday, July 13, 2018 4:22 PM
To: Ionin, Jonas (CPC)
Cc: richhillissf@gmail.com; Rahaim, John (CPC); White, Melissa
Subject: RE: Tour of the new CPMC hospital at the Mission Bernal Campus

Hi Jonas,
Correct to assume none of the Commissioners will be taking a tour of the new hospital?

Any feedback on the ribbon cutting ceremony?
Thanks,
-Vahram

From: Massehian, Vahram
Sent: Friday, July 06, 2018 2:51 PM
To: Jonas.Ionin@sfgov.org
Cc: richhillissf@gmail.com; John.Rahaim@sfgov.org; White, Melissa <WhiteMF@sutterhealth.org>
Subject: RE: Tour of the new CPMC hospital at the Mission Bernal Campus

Hi Jonas,
I'm contacting you about two upcoming events ahead of opening the new Mission Bernal hospital.

First off, would any of the Planning Commissioners like a tour of the new hospital before it opens? We've heard back from the health commissioners and a few have accepted the invitation. The following are the remaining dates available for sign up:

- Wednesday, August 1: 11am-12pm
- Friday, August 3: 11am-12pm

Second, we'd like to invite the Planning Commissioners and Director Rahaim to the August 24th ribbon cutting event (invitation attached). In addition to Director Garcia and the Health Commissioners we have invited Mayor Breed, all the supervisors along with state and federal elected officials.

Looking forward to hearing from you.

Thanks,
-Vahram

Vahram Massehian
Senior Project Manager
Sutter Facilities Development
415.595.2898 Cell
510.450.7476 Land

From: Massehian, Vahram
Sent: Tuesday, June 12, 2018 11:55 AM
To: 'Jonas.Ionin@sfgov.org' <Jonas.Ionin@sfgov.org>
Cc: LeSage, Jaclyn <LeSageJ@sutterhealth.org>; CPMC 2020 Events <cpmc2020events@sutterhealth.org>
Subject: RE: Tour of the new CPMC hospital at the Mission Bernal Campus

Hi Jonas,
My apologies but we had a technical issue with some responses. If you'd like to attend a tour, please re-send your requested date to all on this e-mail. Can you please also forward this onto the Planning Commissioners?
Thanks in advance,
Vahram

From: Massehian, Vahram
Sent: Tuesday, May 22, 2018 3:51 PM
To: 'Jonas.Ionin@sfgov.org' <Jonas.Ionin@sfgov.org>
Cc: White, Melissa <WhiteMF@sutterhealth.org>
Subject: RE: Tour of the new CPMC hospital at the Mission Bernal Campus

Hi Jonas,
Can you extend this invitation to the Planning Commissioners? I understand there are rules on how many can attend but I wasn't sure on how best to communicate the invitation to them directly.
Thanks and hope you can make it for one of the dates,
-Vahram

From: Massehian, Vahram
Sent: Tuesday, May 22, 2018 3:36 PM
To: Maria.F.DeAlva@sfgov.org; Salvadori, Ilaria (CPC) <ilaria.salvadori@sfgov.org>; Elizabeth.Gordon-Jonckheer@sfgov.org; Purl, Elizabeth (CPC) <elizabeth.purl@sfgov.org>; Elizabeth Watty <Elizabeth.Watty@sfgov.org>; Devyani.Jain@sfgov.org; Lewis, Donald (CPC)

[<don.lewis@sfgov.org>](mailto:don.lewis@sfgov.org); David.Lindsay@sfgov.org; Joy.Navarrete@sfgov.org;
Edgar.Oropeza@sfgov.org; John.Rahaim@sfgov.org; Jessica.Range@sfgov.org;
Scott.Sanchez@sfgov.org; Sider, Dan (CPC) [<dan.sider@sfgov.org>](mailto:dan.sider@sfgov.org); Corey.Teague@sfgov.org;
Sara.Vellve@sfgov.org; Delvin.Washington@sfgov.org; David.Winslow@sfgov.org;
Jonas.Ionin@sfgov.org

Subject: Tour of the new CPMC hospital at the Mission Bernal Campus

Hi everyone,

If you've been by our new Mission Bernal (St. Luke's) Campus recently you have probably noticed the hospital looks nearly finished. We are excited about the progress and want to offer you the opportunity to tour the new hospital before its opening in August.

We've set up three group hospital tours for community partners and will take sign-ups on a first come first serve basis, as we have limited availability. The following are the times available for sign up:

- Monday, July 30: 11am-12pm
- Wednesday, August 1: 11am-12pm
- Friday, August 3: 11am-12pm

Please email cpmc2020events@sutterhealth.org if you would like to sign up for a tour. We will provide detailed information on logistics as we get closer to the dates.

Thank you for your continued partnership,

Vahram

Vahram Massehian
Senior Project Manager
Sutter Facilities Development
415.595.2898 Cell
510.450.7476 Land

From: [Ionin, Jonas \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneymfong.com; [Rich Hillis](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: 310 Montcalm St. SF CA 94110
Date: Tuesday, July 24, 2018 10:39:52 AM

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department|City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309|Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Bayardp Fong [mailto:bayardpfong@gmail.com]
Sent: Saturday, July 14, 2018 2:19 PM
To: CTYPLN - COMMISSION SECRETARY
Cc: Kirby, Alexandra (CPC)
Subject: 310 Montcalm St. SF CA 94110

Dear Planning Commission, I am Bayard P. Fong, owner of 311 Montcalm St. the house directly across the street from me, since 1989. We got to become friends and neighbors with the owner, Jesse Garcia and his son Robert over approx. 2 and a half decades. However, with Mr. Garcia's passing and subsequent sale of the property..to the present owner we encountered a major modification of the property that resulted in the blocking our view of downtown from our living room window on the first floor without ever consulting my wife and I. In addition, the project became a neighborhood eye sore (as it is today) as it did not comply with CCSF Planning requirements to be completed over the past few years or more. From our understanding the new owner has been acting irresponsibility to us and to the adjacent neighbors to make as much money as he could with a "Quick Flip" of the property, without regard to acting responsibly. As such, he has violated our rights, that of the adjacent neighbors to the left and right, and the rules and regulations of the SF Planning Commission". We ask that the Planning Commission take appropriate action to stop this type of behavior. This should include actions that will prevent him and others like him to act so irresponsibly in the future, including but not limited to debarement from purchases of property in San Francisco for a period up to 10 years.
Yours respectfully, Bayard P. Fong, 311 Montcalm St. SF 94110. 415 672 9015.

From: [Ionin, Jonas \(CPC\)](#)
To: [Woods, Mary \(CPC\)](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: 2017-009224CUA 601 VAN NESS AVENUE, Opera Plaza Cinema
Date: Tuesday, July 24, 2018 10:38:34 AM
Attachments: [opera plaza 5.pdf](#)

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Marlayne Morgan [mailto:marlayne16@gmail.com]
Sent: Monday, July 16, 2018 9:51 AM
To: Rich Hillis; RODNEY FONG; Kathrin Moore; Dennis Richards; Melgar, Myrna (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Rahaim, John (CPC); Ionin, Jonas (CPC); Torres, Joaquin (ECN); Cohen, Amy (ECN); Bruss, Andrea (BOS); ames warshell; Gail Baugh; Robert E. David; Chris Schulman; Kathleen Courtney; Adam Mayer; Terry McGuire; Lynne Newhouse Segal; Fiona O'Shea; Eric Lopez; Chris Gembinski; matthew mansfield; Vellve, Sara (CPC)
Subject: Re: 2017-009224CUA 601 VAN NESS AVENUE, Opera Plaza Cinema

Dear President Hillis and Commissioners:

Please see attached letter from the *VanNess Corridor Neighborhoods Council*, opposing the CUA for the Opera Plaza Cinema.

Regards,

Marlayne Morgan, Co-Chair

From: [Ionin, Jonas \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneymfong.com; [Rich Hillis](#); [Aaron Jon Hyland - HPC](#); [Andrew Wolfram \(andrew@tefarch.com\)](mailto:andrew@tefarch.com); [Black, Kate \(CPC\)](#); [Diane Matsuda](#); [Ellen Johnck - HPC](#); [Jonathan Pearlman](#); [Richard S. E. Johns](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: *** PRESS RELEASE *** MAYOR LONDON BREED APPOINTS VALLIE BROWN TO BOARD OF SUPERVISORS
Date: Tuesday, July 24, 2018 10:36:37 AM
Attachments: [7.16.18 Mayor London Breed Appoints Vallie Brown to Board of Supervisors....pdf](#)
[7.16.2018 Vallie Brown.jpeg](#)
[District 5 Supervisor Vallie Brown Biography.pdf](#)

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: MayorsPressOffice, MYR (MYR)
Sent: Monday, July 16, 2018 11:34 AM
To: MayorsPressOffice, MYR (MYR)
Subject: *** PRESS RELEASE *** MAYOR LONDON BREED APPOINTS VALLIE BROWN TO BOARD OF SUPERVISORS

FOR IMMEDIATE RELEASE:

Monday, July 16, 2018

Contact: Mayor's Office of Communications, 415-554-6131

***** PRESS RELEASE *****

**MAYOR LONDON BREED APPOINTS VALLIE BROWN TO
BOARD OF SUPERVISORS**

Brown to serve as District 5 Supervisor

San Francisco, CA—Mayor London Breed today appointed Vallie Brown to serve on the Board of Supervisors representing District 5, which includes the Fillmore/Western Addition, Hayes Valley, Lower Haight, Haight-Ashbury, Japantown, Alamo Square, North of Panhandle, Cole Valley and Inner Sunset neighborhoods.

Brown is filling the seat vacated by Mayor Breed, who was elected Mayor of the City and County of San Francisco in the November 2018 election. Brown currently works with the Office of Economic and Workforce Development as a Project Manager developing affordable housing. Brown previously served as a Legislative Aide for then-Supervisor Breed from 2013-2016 and former Supervisor Ross Mirkarimi from 2006-2013.

"I've known Vallie for 15 years. She has fought for our neighborhoods for decades. I'm excited to appoint her as Supervisor because I know she will take the fight that she has fought in our neighborhoods to City Hall," said Mayor Breed. "This isn't about politics--this is about our community. This is about ensuring that our neighborhoods have a representative who is

responsive to their needs. Vallie Brown is the leader who will ensure that D5 residents have a voice, and I am proud to appoint her today.”

“As a Legislative Aide in my office, Vallie took the lead in writing and passing Neighborhood Preference legislation to allow for local residents to have priority access to new affordable housing,” Breed continued. “I know that she will continue to deliver for the people of District 5 as Supervisor.”

In 2004, Brown founded the Lower Haight Neighborhood Association and worked with merchants to form the Lower Haight Merchants Association. Through these organizations, she led successful efforts to clean commercial corridors, including securing funding to plant trees on Haight Street protected by tree guards designed by students from John Muir Elementary School.

After these successful efforts, the organizations became further involved in issues of local concern. Brown worked with the City to bring employment opportunities to low income residents in the Lower Haight during the economic downturn, and worked with the San Francisco Police Department to introduce beat cops to the neighborhood to ensure a strong community connection between residents and law enforcement.

"I'm honored to be appointed by Mayor Breed today to represent District 5 at the Board of Supervisors. I am your Supervisor today, but first and foremost, I'm your neighbor," said Brown. "I grew up under challenging circumstances--my sister and I were raised by my mother and my grandmother, and we never knew my father. I was raised in poverty and experienced housing insecurity until well into my adult life. I am committed to focusing on the issues that affect our community every day: housing affordability, homelessness, and clean, safe streets. Those will be my top priorities as Supervisor.”

“Throughout her years of service to our community, Vallie has found herself on the right side of every issue regardless of political correctness,” said Reverend Arnold Townsend, Vice President of the San Francisco NAACP. “She has always cared about people and not politics.”

Brown moved to San Francisco in 1985. As an aspiring artist, she lived in empty warehouse spaces with other artists until eventually, she and other artists in the community pooled all their resources to purchase a home in the Lower Haight. Brown worked in the non-profit sector, at first teaching art at the Hunters Point Boys & Girls Club. She has been a leader at various local non-profits focusing on educational and environmental activism.

Brown will serve until the next scheduled election in November 2019.

To view Mayor Breed’s live remarks regarding the appointment of Brown, visit her Facebook page at [Facebook.com/LondonForMayor](https://www.facebook.com/LondonForMayor).

###

From: [Ionin, Jonas \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneymfong.com; [Rich Hillis \(CPC\)](#); [Feliciano, Josephine \(CPC\)](#); [Woods, Mary \(CPC\)](#)
Cc:
Subject: FW: Opera Plaza Cinema
Date: Tuesday, July 24, 2018 10:35:40 AM

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department|City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309|Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: GLENN REID [mailto:reidgh@comcast.net]
Sent: Monday, July 16, 2018 3:40 PM
To: Ionin, Jonas (CPC)
Subject: Opera Plaza Cinema

--To Mr. Jonas Ionin

For all the reasons stated in the July 16th letter from the Van Ness Corridor Neighborhood Council, I support the continuation of this important part of the arts scene in the Civic Center area.

Yours truly,

Glenn Reid

From: [Ionin, Jonas \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneyfong.com; [Rich Hillis](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: Letter to Oppose 2017-009224CUA, 601 Van Ness Ave., Opera Plaza Cinema
Date: Tuesday, July 24, 2018 10:34:37 AM
Attachments: [opera Plaza Cinema letter-1.docx](#)

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: alyonik [mailto:alyonik@sonic.net]
Sent: Monday, July 16, 2018 8:45 PM
To: Ionin, Jonas (CPC)
Cc: Rahaim, John (CPC)
Subject: Letter to Oppose 2017-009224CUA, 601 Van Ness Ave., Opera Plaza Cinema

Dear Mr. Ionin,

Please forward the attached letter to President Hillis and Planning Commissioners.

Alyonik Hrushow

115 Peralta Ave.

SF, CA 94110

From: [Jonin, Jonas \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneyfong.com; [Rich Hillis](#); [Aaron Jon Hyland - HPC](#); [Andrew Wolfram \(andrew@tefarch.com\)](mailto:andrew@tefarch.com); [Black, Kate \(CPC\)](#); [Diane Matsuda](#); [Ellen Johnck - HPC](#); [Jonathan Pearlman](#); [Richard S. E. Johns Feliciano, Josephine \(CPC\)](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: *** PRESS RELEASE *** MAYOR LONDON BREED APPOINTS IVY LEE TO CITY COLLEGE BOARD OF TRUSTEES
Date: Monday, July 23, 2018 12:11:27 PM
Attachments: [7.20.18 Mayor London Breed's CCSF Appointment.pdf](#)

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department|City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309|Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: MayorsPressOffice, MYR (MYR)
Sent: Friday, July 20, 2018 12:28 PM
To: MayorsPressOffice, MYR (MYR)
Subject: *** PRESS RELEASE *** MAYOR LONDON BREED APPOINTS IVY LEE TO CITY COLLEGE BOARD OF TRUSTEES

FOR IMMEDIATE RELEASE:

Friday, July 20, 2018
Contact: Mayor's Office of Communications, 415-554-6131

***** PRESS RELEASE *****
MAYOR LONDON BREED APPOINTS IVY LEE TO CITY COLLEGE BOARD OF TRUSTEES

Lee to fill vacant seat

San Francisco, CA—Mayor London Breed today appointed Ivy Lee to serve on the City College of San Francisco Board of Trustees.

Lee is filling the seat vacated by Rafael Mandelman, who was elected to the Board of Supervisors representing District 8 in the June 2018 election. Lee is a civil rights attorney whose practice has focused on defending and advancing the rights of survivors of human trafficking, domestic violence and sexual assault for over a decade. For the past five years she served as Chief of Staff for Supervisor Jane Kim, during which time she staffed legislation designed to open opportunities and access to marginalized communities, including the Free City College program, which established San Francisco's City College as the first free institution of higher learning in the United States.

“I am proud to appoint Ivy Lee to the City College Board of Trustees today because we share a commitment to the continued success of City College and an equitable education system,” said Mayor London Breed. “City College is a vital community resource for San Franciscans

from all walks of life—young people seeking to advance their education, our immigrant communities, adults going back to school, and individuals re-entering society. We all benefit from having a strong, vibrant City College. I know Ivy will continue help improve City College for years to come.”

Prior to joining Supervisor Kim’s staff in 2013, Lee directed the Immigrant Rights & Human Trafficking Project at Asian Pacific Islander Legal Outreach in San Francisco. At APILO, she represented immigrant survivors of crime for immigration and civil relief; conducted legislative and policy advocacy at the local, state and federal levels, and provided training and technical assistance for law enforcement agencies as well as nongovernmental organizations nationwide. Before APILO, Lee was a staff attorney at the Asian Law Caucus after completing her Thurgood Marshall Fellowship at the Lawyers Committee for Civil Rights of the San Francisco Bay Area.

“I am honored to be appointed to the CCSF Board of Trustees by Mayor Breed,” said Lee. “Throughout my career I have fought for underserved and underrepresented members of our communities and was proud to work on bringing the Free City College program to fruition. As a Trustee I will continue to fight to ensure that all of our communities can benefit from an education at City College.”

Lee is the author of *Representing Survivors of Human Trafficking: A Promising Practices Handbook*, 1st and 2nd editions and is also published in the *Journal of International Law and Policy* at UC Davis School of Law and in the *Georgetown Journal on Poverty Law & Policy*. She received her J.D. from New York University School of Law in 1998 after graduating cum laude from the University of California, San Diego. She has served as a commissioner on the San Francisco Immigrant Rights Commission and as a Board Officer of the American Immigration Lawyers Association.

Lee is 46 years old has three children, ages 10, 12, and 14, and is raising her family with her husband, the Honorable Victor Hwang in the Sunset District here in San Francisco.

She will serve until the November 2019 election.

To view Mayor Breed’s live remarks regarding the appointment of Lee, visit her Facebook page at [Facebook.com/LondonForMayor](https://www.facebook.com/LondonForMayor).

###

From: [Jonin, Jonas \(CPC\)](#)
To: [Richards, Dennis \(CPC\)](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); planning@rodneyfong.com; [Rich Hillis](#); [Aaron Jon Hyland - HPC](#); [Andrew Wolfram \(andrew@tefarch.com\)](mailto:andrew@tefarch.com); [Black, Kate \(CPC\)](#); [Diane Matsuda](#); [Ellen Johnck - HPC](#); [Jonathan Pearlman](#); [Richard S. E. Johns](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: *** PRESS RELEASE *** MAYOR LONDON BREED ANNOUNCES ADDITIONAL INVESTMENTS FOR PROGRAMS TO HELP CITY RESIDENTS MOST IN NEED OF SUPPORT
Date: Monday, July 23, 2018 11:46:55 AM
Attachments: [7.23.18 Residential Care Investments.pdf](#)

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department|City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309|Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: MayorsPressOffice, MYR (MYR)
Sent: Monday, July 23, 2018 11:40 AM
To: MayorsPressOffice, MYR (MYR)
Subject: *** PRESS RELEASE *** MAYOR LONDON BREED ANNOUNCES ADDITIONAL INVESTMENTS FOR PROGRAMS TO HELP CITY RESIDENTS MOST IN NEED OF SUPPORT

FOR IMMEDIATE RELEASE:

Monday, July 23, 2017

Contact: Mayor's Office of Communications, 415-554-6131

***** PRESS RELEASE *****

**MAYOR LONDON BREED ANNOUNCES ADDITIONAL
INVESTMENTS FOR PROGRAMS TO HELP CITY
RESIDENTS MOST IN NEED OF SUPPORT**

\$1 million to be directed to support board and care programs

San Francisco, CA– Mayor London Breed today proposed \$1 million in new budget investments over the next two years for residential care facilities that assist San Francisco's most vulnerable residents.

“This investment will keep over 350 people housed and cared for,” said Mayor London Breed. “I am committed to doing everything I can to address San Francisco's homelessness crisis, and the most effective way to do so is to keep people housed. We have a lot of work to do, but this is an indication of my priorities as Mayor.”

The proposed budget amendment announced by Mayor Breed will increase operating support by \$600,000 over the next two years for nine existing high-intensity care providers in San Francisco. An additional \$400,000 over the next two years will be allocated for increasing operating support for 28 other basic level care providers.

“I’m proud of the budget and the new budget process, which focused on policy initiatives and transparency. Homelessness and mental health services were the top priorities for the Board in this year’s budget, with over \$4.4 million in funding redirected to those issues,” said Board President Malia Cohen. “I’m pleased that Mayor Breed is supporting those priorities with this additional investment for our most vulnerable residents.”

Residential care facilities, commonly known as board and care homes, provide long term housing and support for residents in need of behavioral and medical services. The Department of Public Health (DPH) and the Department of Aging and Adult Services (DAAS) collaborate to find appropriate programs and housing for these residents. These programs allow them to remain in the community and live as independently as possible while receiving the assistance they need.

“Board and care facilities play a critical role in housing vulnerable people who would otherwise be homeless,” said Supervisor Rafael Mandelman. “I appreciate Mayor Breed’s work to identify additional resources to keep our existing board and care providers in operation, and her commitment to doing what it takes to get people off the streets and into care.”

This amendment will target facilities contracted by DPH, which serves individuals with severe behavioral and medical health issues—the majority of whom have histories of homelessness.

Due to funding cuts and lack of resources at the state and federal level, the City has helped to bridge the funding gap, but many of the City’s board and care facilities have been forced to close. In the past five years, the number of DPH contracted facilities has dropped from 70 to 37. This has many repercussions, including individuals staying in a higher level of care than needed, which causes a backlog in the entire system of care.

“Too often San Francisco residents with serious mental and physical health issues end up in crisis situations on our streets and in our emergency rooms,” said Supervisor Vallie Brown. “Board and care facilities are critical to caring for our most vulnerable, and I want to thank Mayor Breed for providing additional resources to ensure these facilities remain open.”

“San Francisco is expensive and for many operators it has been hard to hang on,” said Health Director Barbara Garcia. “While DPH currently invests approximately \$2.5 million per year to help make up the difference between the cost of services and current level of funding, this additional investment is critical to bridging the remaining gap in San Francisco.”

The Mayor’s proposed amendments will be presented at the June 24th meeting of the Board of Supervisors, when the Board is scheduled to have a first reading of the budget.

###

From: [Starr, Aaron \(CPC\)](#)
To: Planning@RodneyFong.com; richhillssf@gmail.com; mooreurban@aol.com; [Richards, Dennis \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Meigar, Myrna \(CPC\)](#); [Johnson, Millicent \(CPC\)](#)
Cc: [CTYPLN - COMMISSION SECRETARY](#)
Subject: REVISED
Date: Thursday, July 19, 2018 12:40:54 PM
Attachments: [2018_07_19.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Sorry, the dates have been corrected on this copy.

Aaron Starr, MA
Manager of Legislative Affairs

Planning Department, City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6362 **Fax:** 415-558-6409
Email: aaron.starr@sfgov.org
Web: www.sfplanning.org



From: [Starr, Aaron \(CPC\)](#)
To: Planning@RodneyFong.com; richhillissf@gmail.com; mooreurban@aol.com; [Richards, Dennis \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Meigar, Myrna \(CPC\)](#); [Johnson, Millicent \(CPC\)](#)
Cc: [CTYPLN - COMMISSION SECRETARY](#)
Subject: Board Report
Date: Thursday, July 19, 2018 12:39:50 PM
Attachments: [2018_07_19.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Commissioners,

Attached is this week's Board Report.

Sincerely,

Aaron Starr, MA
Manager of Legislative Affairs

Planning Department, City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103

Direct: 415-558-6362 **Fax:** 415-558-6409

Email: aaron.starr@sfgov.org

Web: www.sfplanning.org



INSIDE TRACK



THE OFFICIAL MAGAZINE OF MARKET STREET RAILWAY® VOLUME XXXIV NUMBER 2

Back to Beach



WELCOME HOME!—Muni's historic fleet returned to its historic home June 15. The historic streetcars are now back at Cameron Beach Yard (formerly Geneva Division), which has been a streetcar facility since the year 1900. The displacement, to uncovered storage at Muni Metro East near San Francisco Bay, was caused by the need to use Cameron Beach for light rail vehicle storage and maintenance while Green Division, the LRV home across San Jose Avenue, had its storage yard tracks replaced. On a sunny July morning, we see PCCs flanking the two Melbourne trams: W2 class Car 496, built in 1928 and about to leave the barn for another day's service on the E-Embarcadero line; and younger sibling SW6 class Car 916, built in 1946 and finally ready to join the active fleet after being acquired nine years ago. See *Short Turns*, p.11.

Truck Trauma

For one of Muni's irreplaceable original streetcars, trucks and trucks don't make a happy combination. Let us explain.

Just after our last issue went to press, 1914 Muni Car 162 returned to San Francisco following extensive accident repair in Southern California. The repair was necessitated by a collision with an illegally-turning truck (semi-trailer) on the Embarcadero in January 2014. Repairs languished until Market Street Railway's advocacy helped get an outside contractor selected to do that repair. The contractor, CG Inc., went above and beyond the scope in repairing the badly damaged end of the car—beautifully refinishing all seats and the headliner (ceiling), among other details. But as the streetcar was unloaded from a transport truck bringing it home to Muni Metro East on April 23, Muni shop workers and MSR President Rick Laubscher noticed damage to the streetcar's trucks (the wheel assemblies under the car, called 'bogies' in most other English-speaking countries). The bottom frame member, made of C-shaped channel steel, were bent out of shape. This was quickly determined to have resulted from improper lifting of the car onto the transport truck at the contractor's shop for the trip home. In essence, they bent the trucks loading the car onto a truck.

INTERIM FIX

The vendor immediately took responsibility for the damage, though it was inflicted by the trucking subcontractor, and offered a proposal to quickly straighten the damaged truck elements. Muni retained a respected outside structural engineer, who agreed with the contractor's proposed remedy so long as the trucks (bogies) were carefully measured to ensure

that they were properly aligned. (It should be noted that Car 162 did roll into the shop area with no visible binding or drag on the trucks.) Nevertheless, Muni fleet engineering found this proposed fix inadequate and suggested a complete rebuild of the trucks, a process that could take one to two years in-house.

Market Street Railway suggested an interim fix: swap the damaged trucks under Car 162 for the identical trucks under sister Car 130, which is out of service anyway with body and wiring issues and is waiting for restoration in the next contract (see p. 11). At press time (July 11), SFMTA Director of Transit John Haley had endorsed this approach, and shop crews were checking 130's trucks to ensure no problems would ensue. As we pointed out, trucks and motors of the same model were routinely swapped between Muni streetcars back in the day, as maintenance needs required.

Haley has said several times his goal is to get the car back into service before Muni Heritage Week-end, September 8-9. The Muni shops say that's feasible if the truck swap works and the car tests out well.

In the longer term, Muni and the contractor must settle for the damage and the trucks currently under 162 need to be repaired to Muni's standards.

As soon as 162 returns to service, we'll have a feature in *Inside Track* showing the excellent repair and restoration before the truck damage took place. We'll keep updating you on this car in the next *Inside Track*, on our website, streetcar.org, and in our monthly electronic newsletter, which you can subscribe to easily by going to the bottom or the front page of the website and entering your email address in the box on the red bar. ■



DE-TRUCKED

Car 162 being unloaded at Muni Metro East, as the damage to the trucks was noted.



OUCH

Clearly visible damage to one of the trucks under Car 162. The bottom rail is bent up, instead of being straight across.

ON TRACK

Updated ON TRACK Guidebook!

Visit us at the museum or online and pick up the updated ON TRACK field guide to San Francisco's historic streetcars and cable cars.

SAN FRANCISCO RAILWAY MUSEUM
www.streetcar.org/store

35 Years Ago, the Dream Became Real

Editor's Note: 2018 marks the 35th anniversary of the first San Francisco Historic Trolley Festival, the demonstration project led by now-MSR president and CEO Rick Laubscher that proved the value of historic streetcars in regular service on Market Street and led directly to the creation of the permanent F-line, which is now the most popular traditional streetcar line in America. The following is excerpted from remembrances Rick shared with Inside Track on the 20th anniversary of the first Festival, in 2003, updated to include subsequent events. With a couple of exceptions, the photos in this story have never been published.

Rick Laubscher

Market Street Railway President



FIRST CAR IN

The first streetcar specifically delivered to Muni for the initial Historic Trolley Festival was ex-Porto, Portugal car 122, built by J.G. Brill of Philadelphia in 1912 and shipped across the Atlantic in kit form. Later, craftworkers in Porto replicated this design on dozens of single-truck streetcars, including Car 189, also leased for the first Festival; now owned by Muni and awaiting restoration. Car 122 went to Dallas after the first Festival and operates today on McKinney Avenue's vintage line. *Rick Laubscher photo.*

Many people don't realize that both the F-line, and the E-line were formally proposed before the first Trolley Festival took place. A 1976 book entitled *Mirror of the Dream* proposed a waterfront streetcar line from Caltrain to Fort Point, using self-propelled replica vintage vehicles and the existing State Belt and Army freight tracks. That vision was joined by a Muni planner of the day named Gerry Cauthen, and by 1980, both an E-line (to Fort Mason) and an F-line (the length of Market Street) had been included in Muni planning documents.

In the fall of 1982, as Muni prepared to start full time service in the Muni Metro subway beneath Market Street, their planning team (led by MSR co-founder Peter Straus) put together special service for several weekends, running Muni's flagship Car 1 and 1923 'Iron Monster' 178 (leased from the Western Railway Museum in Solano County) on Market and Church Streets. Some saw the service as a harbinger of a future F-line; others saw it as marking the end of streetcar service on the surface of Market forever.

This two-car service was popular with railfans, but not frequent enough to convey the vision of a permanent line to residents and visitors along the line.

But the special service gave the author, who then served as chair of the Chamber of Commerce Transportation Committee, an idea. The cable cars were about to be shut down for a 20-month rebuilding. Why not expand the two-car weekend service into a summer-long event that could be promoted as an "alternative transit attraction" to the cable cars?

Easier dreamed than done, as it turned out. The author put together a plan to lease several vintage streetcars and add a couple more Muni cars, and gained critical support from the late John Jacobs, then the Chamber's president. Together, they went to see Mayor Dianne Feinstein, who heard their pitch and said, memorably, "All right, but I don't want to see any junk out there."

ENTHUSIASM AND SUSPICION

As the Chamber began spreading the word about the proposal, the concept was met with both enthusiasm and suspicion. Many in Muni were dubious, even outright hostile, but the arrival of über-railfan Harold Geissenheimer as general manager drove that hostility underground (so to speak). Work began on a 'temporary' service pit and storage area at Market and Duboce, where the N-Judah surface tracks in the shadow of the US Mint were no longer needed. Shop forces went to work on preparing historic streetcars as they arrived, and began converting work car 0131 back to its original configuration as passenger car 130.

Meantime, some residents of the Castro neighborhood expressed skepticism over a proposal being put forward by the Chamber, which was in those days largely identified with large downtown employers. The author

met with concerned community members and neighborhood businesses to be sure they were fully involved in planning and were positioned to benefit from the ridership of the line. Neighborhood residents were awarded commissions for official Trolley Festival merchandise, including t-shirts and posters, and created their own neighborhood poster as well. Alan Lubliner of the Mayor's office, and the late Lee Knight of the Chamber were very helpful with both neighborhood relations, and a wide range of other important activities that made the first festival a reality.

All the while, the author was beating the bushes for vintage streetcars. A trip to New Orleans yielded hope of borrowing a famed St. Charles Avenue "Perley Thomas" car, but the City Council wouldn't let one go. (San Francisco finally got one through the efforts of Mayors Willie Brown and Marc

Continued on page 4

35 Years.. from p.3

Morial fifteen years later.) Visits to eastern museums focused on a New York "Third Avenue" car and a Montreal trolley, but again, agreement could not be reached. But other efforts were successful, including lease of three cars from a party in Oregon and purchase of a recently retired W2 class tram from Melbourne.

ADVENTURES IN TRANSPORT

Getting the streetcars to San Francisco proved to be an adventure. The author was awakened at 3:00am one day by a distraught Paul Class, en route from Oregon. He had almost decapitated Porto, Portugal car 189 on a Nimitz Freeway overpass. The car wasn't damaged, but he was shaken and wanted help to get the car safely across the Bay Bridge. Another streetcar, Milwaukee 978, leased from the East Troy museum in Wisconsin, began sagging badly on the road near St. Louis. Turned out to be badly corroded underneath (a common problem with historic streetcars from snowy areas, we learned). It finally got here, but wasn't streetworthy and had to be returned. (Thankfully, the Chamber had insured it.)

The last ingredient was the operating and maintenance team. As mentioned, some in Muni believed the historic cars shouldn't be mixed in traffic with the then-new Boeing LRVs, and opposed running single-end cars either out the J to 30th Street or the N to 30th Avenue (there was only a temporary crossover on 17th Street near Castro the first year, so only double-end cars could terminate there). Others just plain thought the idea was stupid.

Fortunately, there were plenty of 'can do' people at Muni, too, including both veterans of the old 'Iron Monsters' (Muni's first streetcar fleet, parts of which ran in service until 1958), and younger employees excited by the prospect of working on these antiques.

Two Muni veterans ran the daily operations: Carl Barton as overall manager, and Rino Bini as



NOT QUITE—Trolley Festival project manager Rick Laubscher visited several great museums across the country to see if fully operating vintage streetcars might be leased. This beauty, ex-Georgia Railway & Power (Atlanta) Car 948, was particularly attractive but not available. But a relationship was established with its owner, the Branford Electric Railway Association in East Haven, Connecticut. Decades later, that relationship was revived when Muni purchased two ex-Red Arrow cars from Branford for the E-line, and Market Street Railway received a much-needed set of Peckham trucks for San Francisco Car 798 (see Short Turns, p.15). *Rick Laubscher photo.*

front-line inspector. Many veteran operators gave up higher-paying runs in the Metro subway in favor of the Trolley Festival cars, including Jack Smith, Chip Palmer, Tom Biaggi, Walt Thomsen, David Strassman, Lee Butler, Ray Fontaine, Jim Fine, Ray Walker, and Joe Batiste. Warren DeMerritt oversaw maintenance, with Karl Johnson applying his deep knowledge of historic streetcars to day to day maintenance, joined by Don Troya, Larry Fried, Ben Lam, and Wally Linn.

And operating (figuratively) in his own inimitable manner here there and everywhere, was the *eminence grise* of the Trolley Festival, Maurice Klebolt, lifelong railfan, travel agency owner, continuing contributor to the city's politicians, and part-time Muni operator. Klebolt's name was given to the author very early in the festival planning process, as someone both knowledgeable and powerful, someone who must be on the team.

Klebolt proved invaluable in solving any number of problems, moving matters forward by blustering, cajoling, wheedling, what-

ever it took. He even had his own streetcar, a 1954 Hamburg tram he had imported without Muni authorization in 1979 and 'presented' to Mayor Feinstein, in an attempt to jump-start the E-line concept.

SUCCESSFUL LAUNCH

Following much frantic last-minute activity by both Muni and its Chamber of Commerce partner (whom the author served as project manager), it all came together on June 23, 1983, when Mayor Feinstein gave a brief speech at 17th and Castro Streets, then wound up the controller of Car 1 and led a parade of vintage streetcars, buses, and other vehicles down Market Street to Transbay Terminal, officially opening the first San Francisco Historic Trolley Festival.

Many of us also expected it to be the last—a one-year demonstration project to show that vintage transit vehicles could meet today's everyday transit needs. To keep costs down, it was a one-shift service: eight hours a day, five days a week (Wednesday through Sunday from about 10:30am to 6:30pm.) It ran through late Sep-

tember and ended with what some considered a farewell parade.

But the Festival proved so popular with locals and visitors alike, Mayor Feinstein asked that it be repeated again, on a longer schedule. Additional cars were found to replace the ones that had only been leased for one year, while other cars on hand—including Klebolt's Hamburg tram—were restored to operating condition. Again in 1984, success, so much so that the Festivals continued every summer through 1987, with steadily expanding hours of operation.

POINT PROVED

By that time, the value of historic transit on San Francisco's main street had been indisputably established, and plans and funding were in place to begin construction of the permanent F-line. Advocating and staging the Trolley Festivals carried an element of risk. Had ridership been poor, or had Castro residents not embraced the service as warmly as they did, it could have doomed a permanent F-line. There was, after all, a strong element inside Muni at the time who wrote the



DROP IT—Melbourne 'W2' class built in 1930, is offloaded at the Port having been bought by the Chamber of Commerce for the first Trolley Festival. After the festival, when it looked like there might be a second, this car went to the Western Railroad Museum in Solano County, but was replaced by Melbourne Car 496 the next year. Car 496 is run with rock solid reliability in San Francisco for 33 years and is in regular service on the F-line today. *Rick Laubscher photo.*



LOOKS GOOD, BUT...—Ex-Milwaukee Car 978 in the Green Division heavy overhaul shop after its 1983 arrival in San Francisco from the East Troy Railroad Museum in Wisconsin. The frame actually sagged when the car was on the trailer and, when inspected, was too fragile to repair. The short time frame to lease cars precluded inspecting every one before shipping, a tough lesson learned. The car, built in 1929 by St. Louis Car Co. was returned and has not been restored (the museum does operate a similar Milwaukee car). *Roger Bogenberger photo.*

San Francisco's Strategic Streetcar Program. The Market Street Railway is the ultimate fleet of historic streetcars will be over 56.

The Market Street Railway doesn't have success for granted. The support of directors recognizes it as the result of dedicated work,

most of it volunteer, constantly striving to demonstrate the value of historic transit in daily operation, constantly monitoring the planning, political, and financial processes of City government to identify bottlenecks and help keep improvements to the City's historic streetcar service on track.

LOOKING FORWARD

Even though the F-line provides a happy look backward in transit, we continue to look forward, striving to stay on top of needs and challenges and not resting on our laurels. In the next issue of *Inside Track*, we'll discuss those challenges and our response to them. ■

LOW CONTINUES ON NEXT TWO PAGES...



35 Years Ago, the Dream Became Real

FIRST ROW, LEFT TO RIGHT

LINEUP—Muni Maintenance Man Karl Johnson in front of Muni PCC 1128, which had just been repainted into its original St. Louis Public Service red and cream and given back its original number, 1704. (Despite liberal amounts of Bondo, some of the dents from 37 years of service in two cities still showed... Standards were set much higher when PCCs were renovated for regular F-line service. Johnson was supervising the test trip of ex-Sacramento Northern Birney 62 (background), with newly restored 1914 Muni Car 130 on the right, joining the 1704 on the rarely-used second track of the old Transbay Terminal ramp. Thirty-five years later, this spot is the lobby of San Francisco's newest and tallest skyscraper, the Salesforce Tower. The bus terminal is about to reopen in a massive structure just to the south. The 1704 is in storage, but Muni just received a restored PCC, Car 1050, in the iconic St. Louis livery. And Johnson, retired from Muni after 30 years, was called in by Memphis Area Transit Agency (MATA) to rescue their vintage Main Street Trolley operation after poor maintenance led to a total shutdown of the operation. (It's starting up again now.)

THE RED BARON—The man who brought the first vintage streetcar to Muni, Maurice Klebolt, poses in front of his 'baby,' ex-Hamburg 3557, built in 1954, brought to San Francisco without authorization by Klebolt in 1979, and nicknamed 'The Red Baron.' The Muni maintenance team of the day proved remarkable in getting streetcars from around the world, which they had never worked on before, ready for service quickly—and keeping them in service.

SECOND ROW, LEFT TO RIGHT

CREDIT WELL EARNED!—In the opening 1983 Trolley Festival parade, the vintage streetcar maintenance team rode right along in their own 'Muni Repair Car:' double-end PCC 1008, converted into a work car that replaced 130, when it went back to passenger service. The sign on the side says, "Metro rail center craftworkers who restored and maintained the vintage streetcars." Today, of course, 1008, like the 130 before it, has been fully restored to passenger service, and runs daily on the E-line. Note Muni's motorized cable car following along. This was one of three cars from the Jones Street Shuttle line, which shut down in 1954. Muni's bus shops grafted the 1907 cable car body onto the chassis of a retired bus. It's still used for events, including the annual Muni Heritage Weekend (September 8-9 this year). *Terry Lowenthal photo.*

LAYERS OF HISTORY—When Muni body shop workers sanded down Car 130, they went through the yellow work car paint, to its green 'Wings' livery of the

1950s (as displayed on restored Car 162), the blue of the 1940s (reapplied to this car), to the battleship gray it wore from its delivery in 1914 through the 1930s (as seen on restored Car 1) and finally to bare metal.

THIRD ROW, LEFT TO RIGHT

N-LINE SERVICE—In the first two years of the Trolley Festivals, there was no way to turn single-end streetcars at Castro, so those cars operated 'to 30th:' either 30th Street and Church (which was then the end of the J-line) or to the short-turn wye at 30th Avenue and Judah. Here, PCC 1704 is about to back into the 30th Avenue wye, to head back to the East Bay Terminal, with Milan tram 1834 sandwiched between two bright shiny Boeings headed for Ocean Beach.

BOAT AT THE BEACH—In the Trolley Festival years, excursions 'offline' were common, actively sanctioned and enjoyed by Muni management. In this grainy twilight snapshot, Blackpool 'Boat' Car 226 has run out of track at the original end of the original L-Taraval line at 48th Avenue. Standing behind the boat is Harre Demoro, Western Railway Museum board chair, to the left of Muni General Manager Harold Geissenheimer. Note the pedestrian underpass to Ocean Beach beneath the Great Highway. This and a matching one at the end of Judah Street were built to give Muni patrons easy access to the sands. Both were filled in when a huge wastewater collection box was built underneath the Great Highway later.

FOURTH ROW, LEFT TO RIGHT

UNDER THE WIRE—The streetcars were stored overnight and received routine maintenance at the Duboce Yard just off Market Street, but the only way to get them downtown at the beginning of the Festival was through the Twin Peaks Tunnel in the middle of the night. Here, Muni's Karl Johnson helps Blackpool boat 226 squeeze under wooden cribbing that was part of the project to connect the tunnel to the new Market Street Subway. After the J-line was extended to Balboa Park in the early 1990s, providing a surface connection, vintage streetcars would no longer be allowed through the Twin Peaks Tunnel.

CLOSING TIME—Regular service came to an end in October with this parade up Market, but the Festival had proven so popular that Mayor Feinstein asked for some vintage service to continue on weekends into the holiday season. Then she asked for another Festival in 1984, and then every summer until her last summer in office, 1987, at which point construction was ready to start on the permanent F-line.



Culling the Herd

As we reported in these pages a year ago, Muni is reducing the number of unrestored historic vehicles at its Marin Street facility near Islais Creek near San Francisco Bay. The space is badly needed in conjunction with a new motor bus division that has just opened next door.

The board of directors of Muni's parent, the San Francisco Municipal Transportation Agency (SFMTA), has now approved a plan specifying which cars and how many will be disposed of. One citizen has filed a protest on procedural grounds, but this is not expected to be successful.

Of the 26 unrestored PCC streetcars currently at Marin Street, fourteen will be retained and moved to a new location on the grounds of the Cow Palace in Daly City. The majority of these preserved streetcars should be able to be stored under cover. In addition, all four of the vintage (non-PCC) streetcars at Marin Street will be preserved, as detailed below.

Market Street Railway was a strong and persistent advocate to save as many of these streetcars as possible when cost pressures led some in Muni to advocate scrapping them all. Our advocacy was measured and fact- (not emotion-) based. We worked with Muni to determine future streetcar needs for anticipated service expansions on both the E- and F-lines, including the E-line extension to Aquatic Park and Fort Mason, and the Wharf-Civic Center service expansion using the forthcoming McAllister loop, which Market Street Railway first proposed and then successfully advocated be included in the revamp of Market Street soon to get underway. We then suggested a few additional streetcars be saved to meet unanticipated contingencies. The result was many more streetcars retained than would otherwise have been the case.

CAR BY CAR

In terms of individual streetcar

choices, we agreed with Muni on several obvious scrapping candidates: cars with either bad frame damage from collisions or severe rust. Other cars had been stripped by vandals. Our top priority, which Muni agreed with, was retaining Muni's own PCCs, the 'Baby Tens' (bought new in 1951-52 and numbered from 1016-1040), except for those in badly deteriorated condition.

Second priority was saving the best of Muni's 1100s (bought second hand from St. Louis in 1957 and 1962). We also recommended saving one unrestored PCC acquired from Philadelphia's SEPTA, to provide a replacement body should any of the operating ex-SEPTA cars (1050-53, 1055-63) suffer irreparable damage in the future. We should note that we are grateful for the passionate input of a few members, Mike Sheridan in particular, to try to focus first on the 'Baby Tens'.

The six Baby Tens that will be preserved and moved to the new storage area are streetcars that Market Street Railway purchased and brought back to San Francisco for Muni 15-20 years ago: 1026, 1027, 1028, and 1034 from private owner Gunnar Henriouille in South Lake Tahoe, and 1033 and 1039 from Orange Empire Railway Museum in Perris, Riverside County. The seven 1100-class PCCs to be preserved are 1103, 1115, 1130, 1158, 1160, 1168, and 1704 (the last car was Muni 1128, restored to its original St. Louis number for the Trolley Festivals). Ex-SEPTA 2147 is also being preserved as a spare body for the 1050 class.

The twelve PCCs to be disposed of are: 1023, 1031, 1038, 1054 (totaled in a 2001 accident; the front end will be saved for possible future accident repair of a 1050-class car), 1106, 1108, 1125, 1139, 1140, 2133 (ex-SEPTA, partially restored by MSR volunteers as "1064" but found to have bad rust); and ex-Pittsburgh cars 4008 and 4009. The Pittsburgh car are a wider gauge than Muni, have sealed windows and are difficult



SAVED—Car 1034 is one of six 'Baby-Ten' class PCCs, all reacquired by Muni through Market Street Railway, that is being preserved and moved to secure storage at the Cow Palace.

to conform to Muni's standards. They were acquired by Muni in 2002 for \$5000 each, are basically complete, and are being offered to museums and other operators. The other PCCs will be stripped for useable spare parts, including trucks, motors, the hard-to-find 'bullseye' light fixtures and other parts, and then be sold to scrapers.

VINTAGE STREETCARS PRESERVED

Four non-operational vintage streetcars have been housed at Marin Street for some years. Two of these, Cars 151 (Osaka, 1927), and 189 (Porto, Portugal, 1929) are slated to be restored in the next restoration contract, now being prepared (See Short Turns, p. 11). Melbourne Tram 586 (1929), acquired for parts more 30 years ago, will be retained for that purpose. And Hamburg 3557 (1954), brought by the late Maurice Klebolt to San Francisco in 1979 and used in the Trolley Festivals, will be retained for possible future restoration. (As a single-end car that will be challenging to modify to meet the requirements of the Americans with Disabilities Act, it is not a high priority for restoration.)

Over the years, Market Street Railway and its members have played a direct role in bringing 31 vintage streetcars to San Francisco, either by purchasing them outright or successfully advocating for their purchase by Muni. Additionally, thanks to MSR, seven of the eight double-end PCC 'torpedos' that survived until the end of PCC service in 1982 (1012 and 1013 had already been scrapped) have been restored... three of them (1007, 1010, 1015) going through their second full restoration now. These are cars that many in Muni wanted to scrap right away; we fought for them over and over, because there are so few double-enders.

To be clear, we regret that any but the most unsalvageable streetcars have to go away, but we are proud of our work in saving eighteen of the 26 streetcars at Marin Street. We recognize that cost constraints are real and would rather see available public resources focused on the streetcars already in the queue for restoration. The eighteen unrestored streetcars currently at Marin Street that are being retained should provide ample to expand service on the E- and F-line lines in decades to come. ■

Vintage Swap

Muni's Marin Street facility has housed more than unrestored streetcars. Several cable cars have resided there for years following their retirement from service. These are cable cars that Muni deemed structurally unsound for the periodic rebuilding every cable car receives. Over the past quarter-century, ex-Powell cars 9, 15, and 28, and ex-California car 60, were all replaced in Muni's active cable car fleet by newly-built replacements carrying the same fleet numbers and a few pieces from the old cars to maintain conformance with the cable car system's National Historic Landmark Status. In late June, ex-Powell 28 began a new life when it left Marin Street for its new home, on static display at the Shore Line Trolley Museum in East Haven, Connecticut.

Branford Electric Railway Association (BERA), which operates Shore Line, is the organization that sold Muni two ex-Red Arrow double-end streetcars, with bodies in the PCC style, for restoration (see Short Turns, p. 11). As part of that overall deal, Muni agreed to donate ex-Powell 38 to BERA, and BERA donated a much-needed pair of vintage Peckham 14-B3 streetcar trucks with four GE motors in return. These trucks fill a need that Market Street Railway has been working on for decades: accurate and appropriate trucks to place under the restored body on 1924 streetcar 798, the sole survivor of a class of 250 cars homebuilt by our namesake in their shops where Muni's Green Light Rail Division now stands. The car body was a jewelry store in the Sierra when MSR members found it in 1984; it was brought home and the body restored by Muni under a contract. This type of Peckham truck was standard equipment on more than 100 of these homebuilt cars. Thanks to Bill Wall of BERA for his ceaseless work in making this swap happen.

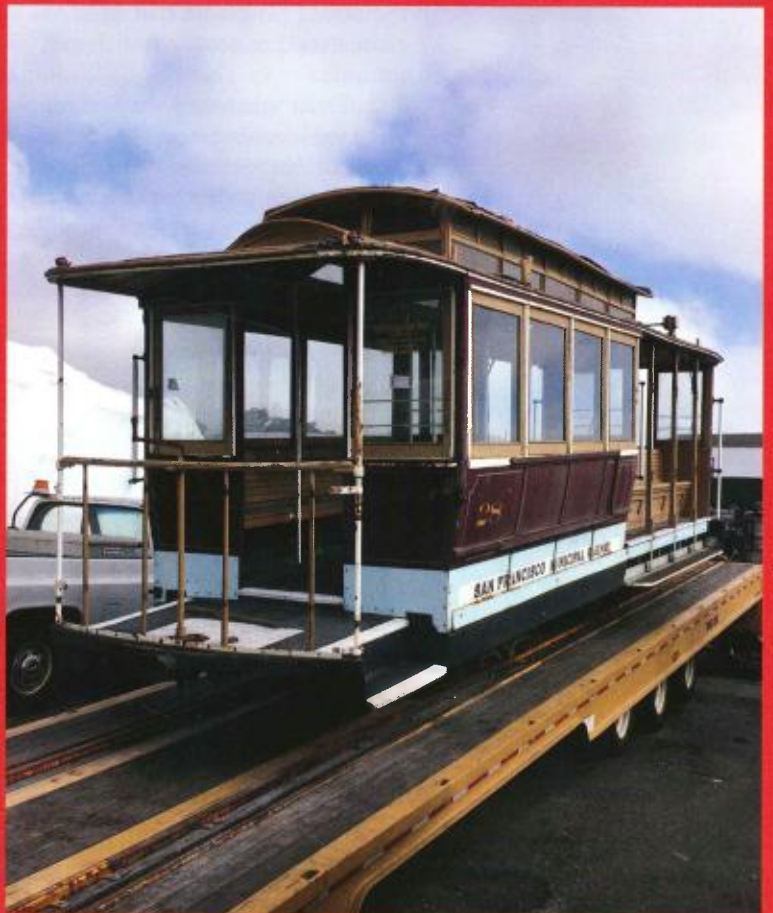
Muni has offered the other retired cable cars to various parties without finding takers to date. We'll keep you up to date on their disposition.

Cable Car Trailer

Also at Marin Street is the derelict body of cable car trailer 68, which last operated on the Pacific Avenue cable line, closed in 1929. It lacks a truck or platforms and is in very poor condition. We will tell its story in the next issue of *Inside Track*.



The vintage Peckham 14 B3 streetcar trucks arrive at Muni Metro East from Connecticut.



Ex-Powell cable car 28 loaded up at Marin Street for its new home at the Shore Line Trolley Museum. Bill Wall photo.

Welcome New Members

INDIVIDUALS

Operator \$250

Alison Wright, San Francisco CA

Conductor \$100

Lawrence Dow, Palm Springs CA
Mollie Gardner Hector, SF CA

Passenger \$45

Polly Arenberg, San Francisco CA
John Carlson, San Francisco CA
John Carillo, San Francisco CA
Justin Franz, Whitefish MT
Mark Freiberg, Tiburon CA
Robert Holt, San Francisco CA
T. Vincent Jang, San Francisco CA
Diamond Leagrey, San Francisco CA
Charlotte B. Lockner, SF CA
Scott Neuner, Carmel CA
Aaron Pierce, Citrus Heights CA
David Reardon, San Francisco CA

Leave a Legacy

Help vintage transit live on in San Francisco by including Market Street Railway in your estate planning. Send an email to info@streetcar.org, write us at the return address on the back page, or call (415) 305-5242, and we'll send you information that makes it easy!

We Want Your Friends

More members make us stronger.

Please take us a moment to think of friends who would appreciate a Market Street Railway membership. Then send us their email address or mailing address, and we'll send them an electronic copy (or hard copy by mail) of this *Inside Track* so they can see this important membership benefit.

Email us at info@streetcar.org.



Valuable Volunteers

Market Street Railway was founded by volunteers and accomplished so much with volunteers. Opening our museum ten years ago led to hiring of our first paid staff, but we do everything we can to keep the focus on volunteers, because we could not do what we do without them.

Case in point: Dick Jesson (left) and Bill Watt, two very dedicated volunteers who go down to the E- and F-line terminal at Beach and Jones Streets every Friday morning, and clean an entire cycle of vintage streetcars as they cycle through. They pick up litter, clean up messes, ask the operator if they'd like the windshield cleaned, and generally help keep the cars looking new. They also oversee other volunteer cleaners who are part of developmentally disabled programs that help on the cars, previously featured in *Inside Track*.

Given what they do to keep the cars looking new, it's appropriate that we asked Dick and Bill to pose with a car that actually is new, or at least newly renovated: Car 1050, which

recently reentered service following its complete rebuilding at Brookville Equipment Company in Pennsylvania. Following the first 'second life' of this streetcar, which ran in Philadelphia for 40 years before Muni acquired it, it was renovated in the early 1990s as part of the permanent F-line fleet, and painted into Muni's famous 'Wings' green and cream livery, as none of Muni's own single-end PCCs were renovated at that time. That has since changed, so the 1050 now pays tribute to St. Louis Public Service in red and cream.

Dick and Bill are also in charge of ensuring that every car has accurate signage in good condition. This includes car description signs (like 1050's, pictured), maps of the E- and F-lines to save the operators from having to answer obvious questions, information cards about the San Francisco Railway Museum, and more. They follow in the footsteps of previous dedicated volunteer car stewards, including the late Art Michel, MSR board president and director, and long-time MSR board member Will

Flynn, a labor attorney, who served as a steward for 20 years until retiring from that role (but staying on our board!) recently.

We are so grateful to Will, Art, Dick, Bill, and the many other volunteers who have donated time from their schedules and important careers over the decades to keep the streetcars looking great.

To thank them and volunteers in other parts of our organization, including office and administrative work, image archives, and other areas, we are pleased to partner with SFMTA to offer them an inside tour of the Cable Car Barn (the non-public part as well as the public Cable Car Museum), led by Cable Car Superintendent Ed Cobean, who is making great strides with the cable cars (the subject of a story in the next *Inside Track*). This event will take place this fall. Our volunteers will receive a direct invitation.

If you have skills to share with Market Street Railway, or a willingness to learn tasks we need performed, just write us as volunteer@streetcar.org. ■



Heritage Weekend Shaping Up

Muni Heritage Weekend is September 8-9 this year, and it's shaping up as the best one yet. Among the streetcars Muni will try to operate one or both days of the event: Muni 1 (1912); Muni 162 (1914); Market Street Railway 'Dinky' 578 (1896); Melbourne 916 (1946-new this year); Brussels/'Zurich' 737 (1952-first appearance in some years); and the 'new' boat tram acquired by Market Street Railway a few years ago, Blackpool 233 (1934). Bus fans won't be disappointed either. We're hoping that 1956 Mack motor coach 2230, gloriously restored, works out some

mechanical kinks and can carry passengers this year. We expect stalwarts like 1938 White motor coach 042, 1970 GM 'New Look' 3287, 1975 AM General 4154 and other motor coaches to carry passengers, along with two trolley coaches: Marmon-Herrington 776 (1950) and Flyer 5300 (1975). The route is still being determined, but it will be scenic.

Iconic O'Farrell, Jones & Hyde cable car 42 (1907) will again be on the California line. Muni is planning a special cable car bell ringing exhibition in the plaza across from our San Francisco Railway Museum as well as

other events. We may have additional surprises popping up. Stay tuned.

Our Operator's Circle members (\$250 or more annual support) are invited to a VIP reception and charter on Friday night, September 7, starting at 6:00pm at our Museum. MSR Board Chair Carmen Clark and President Rick Laubscher will greet you and answer your questions about MSR, then a fun ride on a mystery streetcar. If you'd like to upgrade your membership to qualify for this special event, send an email to membership@streetcar.org and we'll send you details. ■

SHORT-TURNS

FLEET UPDATES

- The two ex-Red Arrow (Philadelphia Suburban) streetcars that Muni purchased from the Shore Line Trolley Museum are sitting in Brookville, Pennsylvania, awaiting the outcome of discussions between Muni and Brookville Equipment, which has quoted Muni a very high restoration price on the two streetcars. Brookville Equipment says the streetcars, which have PCC-like bodies but bigger trucks that are located too far apart for Muni's system, need extensive engineering and lots of redesign.
- In the current contract with Brookville to rehabilitate sixteen current Muni PCCs, the three double-end PCCs critical for full E-line service are the most impor-

tant remaining cars. Car 1015 (tribute livery to Illinois Terminal) is stripped down at Brookville now and is expected back in San Francisco in April 2019. Double-ender 1010 (Muni blue and gold livery) left San Francisco July 11 to join 1015. It will be followed by the third double-ender, 1007. Those two cars are expected back in San Francisco by the end of 2019.

- Among the single-end PCCs in the current contract, Car 1060 returned to San Francisco July 11 for the second time following warranty work on the roof; Car 1052 is next, due in late July, followed by 1061 (tribute to Pacific Electric) later this year.
- Car 1053 (tribute to Brooklyn) is finished, being tested at Muni, and will go into service soon.

- Car 1063 (Baltimore tribute livery, damaged in a January 1 collision, weeks after returning to service following its rehabilitation) has now cleared insurance issues (a trucker swerved in front of it), and Muni is working to get a repair contract in place.

- European PCC 737 (Brussels 1952, but painted for San Francisco's sister city of Zurich Switzerland) is operational again and will welcome the Mayor of Zurich in September. We hope it will get some F-line running time as well.

- Melbourne 916 (1946) has been finished and should be on the E-line by early August, forming a 'tag team' with sister car 496 (1928). We would like to see at least one vintage car on the E, and ultimately the F, every day. ■



You can see the images and stories of all the streetcars mentioned here at streetcar.org/streetcars

STAY UP TO DATE WITH ALL OF THE LATEST NEWS AND UPCOMING EVENTS AT

streetcar.org

Market Street Railway®

is the nonprofit IRS 501(c)(3) preservation partner of the San Francisco Municipal Railway, which operates the popular F-line and the world-famous cable cars.

Inside Track is the quarterly magazine of Market Street Railway, edited by Rick Laubscher. Contents copyrighted. Articles, photos, and the trademarked Market Street Railway logo may not be reproduced without permission. Comments welcome via email at feedback@streetcar.org.

Back issues of *Inside Track* are available for sale in sets by volume (year) at the San Francisco Railway Museum at 77 Steuart Street.

Market Street Railway

870 Market Street, Suite 803
San Francisco CA 94102
(415) 956-0472 voice mail
www.streetcar.org

BOARD OF DIRECTORS

Chair

Carmen Clark

Vice Chair &

Corporate Secretary

Art Curtis

Treasurer

George Pleasant

Ian Dailey

Carmen Clark

Ron Fisher

William J. Flynn

Katie Haverkamp

Paul Lucas

Antone Sabella

Paul Wells

President & CEO

Rick Laubscher

Museum & Operations Mgr.

Alison Cant

ADVISORY COUNCIL

Bruce Agid

Alessandro Baccari

A. Lee Blitch

Louis Briasco

Troy Campbell

Kevin Carroll

Jim Chappell

Chip Conley

Tom Creedon

Joe D'Alessandro

Oz Erickson

Nick Figone

Rodney Fong

Anne Halsted

Rich Hillis

Leslie Katz

Katy Liddell

Feysan Jefferson Lodde

David Perry

Sharyn Saslfsky

Leslie Tang Schilling

Market Street Railway Company

870 Market Street, Suite 803
San Francisco, California 94102
www.streetcar.org

ADDRESS SERVICE REQUESTED

Non-Profit Org.
U.S. Postage
Paid
San Francisco, CA
Permit #491

RECEIVED

JUL 25 2018

**CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
CPC/HPC**

S1 P6
20

*****AUTO**5-DIGIT 94103

Planning Commission
1660 Mission St # 500
San Francisco CA 94103-2414



Back to the Future



California Cable Car 56 is back in service following a rebuild, with a retro paint job and retro placement of the car numbers, small and above the gripman's window. The maroon livery of the California cars hasn't changed much since a new fleet appeared following the 1906 earthquake, but there have been minor variations. One of the most visible changes came in the late

1960s, when Muni replaced the small car numbers over the center windows on the ends with much larger ones inside the route ribbon on the ends of the cars. For almost all of the 'small number' era, women were not allowed to ride on the running boards of cable cars, a policy changed in 1965 after protests. So, it would be unusual indeed to see this scene back then: a Cal car with

small numbers gliding up Nob Hill at Larkin Street carrying a group of women enjoying the breeze on the running board. Actually, it'd be impossible. No selfie sticks back then. It's not known whether this retro look is the new standard, but we'll find out. We'll also let you know the reason for the white stripe under the end windows, not traditional, but possibly a safety measure.