

Richmond District Improvement Plan

To the Citizens of the Richmond District:

Here is your copy of the Richmond District Improvement Plan, intended to be a guidepost for effective community action. It is the product of efforts by several hundred Richmond residents over a two-year period who have been working voluntarily through an organization called PAR—the Planning Association for the Richmond.

Participation without frustration, and controversy with accomplishment have been the tone of PAR's activities since it was formed in late 1970. The work has been accomplished by committees, with final approval for these goals and conclusions reached at well-publicized public meetings held in various parts of the district during 1972.

PAR is open to all people who live in the Richmond District, or who work here or own property. PAR was formed for the purpose of developing a neighborhood improvement plan that would specify the directions the residents of the district wish to proceed in maintaining and improving their environment.

A plan for a neighborhood is similar to an idea for an individual—it is only the beginning.

The plan has been completed for now. Only experience will tell us how it should be expanded or revised. If the policies and recommendations contained in this plan reflect your wishes, then they should be supported. If this support is not forthcoming, then the plan will be just another example of wasted effort by neighborhood groups.

PAR has begun to implement this plan and is asking for your support.

In the Transportation section, for example, Policy VI (the "protected neighborhood" concept) has begun the long trip through the city budget process with a capital improvement request for \$1,000,000 phased over the next five years.

Policy II, Recommendation A (reducing commuter parking in the Richmond) will be brought before the State Legislature soon, and Policy VIII (following the rapid transit studies) has come to life. PAR is leading successful fights to obtain a unique high level of citizen participation and decision-making in these two studies.

In the Residential section, a rezoning application has now stopped all construction of apartments containing over three units in a 20-block Inner Richmond area pending the public hearing and decision on the merits of the application (Policy I, Recommendation B). Policy III, Recommendation C (dog litter), Recommendation D (paper litter), Recommendation F (noise) and Policy IV, Recommendation B (development controls) have all received a recent response from the Board of Supervisors.

In the Community Services Section, Policy IV, Recommendation C (district election of the Board of Supervisors) is now being pursued on a citywide basis in the form of a petition for a special election to fulfill that goal. PAR is represented on the committee established by the supervisors to develop a fair housing plan for the city (Policy I, Recommendation A).

PAR will soon be asking the City Planning Commission to hold public hearings to determine if this Richmond District Improvement Plan should be adopted as city policy by amending it to the current citywide master plan.

Read this plan and ask yourself, "Is there something here worth doing?" If the answer is yes, then join your neighbors who are participating in PAR and help make it a reality.

December, 1972

Martin L. MacIntyre, President (1972)

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Community Services Plan:

Facilities And People

Summary:

1. The plan views cultural pluralism and integration of the Richmond District of major importance. (A culturally pluralistic and integrated district is one which is strongly united because its people adhere to certain common goals and because they appreciate the enriching diversity of culture and life style in their district.) It recommends that the cultural diversity of the district be encouraged. It recommends strongly that the family-orientation of the district be maintained and that housing stocks for varied socio-economic groups be made available. It recommends strengthening the sense of community and neighborhood identity, and expanding communication among various peoples of the district.

2. The plan recognizes the importance of on-going community participation as a primary objective of the Richmond District. It recommends the increased and improved utilization of Richmond community facilities and services—recreational, aesthetic, social-welfare, educational, political, and religious—by all the peoples of the Richmond. It recommends maximizing the use of public facilities as multi-use centers. The feasibility of utilizing the centers to greater efficiency is dependent upon community support and participation. The plan recommends using open space in street rights-of-way permitted by street closures within the protected residential neighborhoods.

3. The plan sees the importance of effectuating a greater degree of political and social responsibility by peoples of the Richmond for their own District. It recommends that the people of the Richmond experiment with, for the purpose of guaranteeing adequate quantity and high quality of social services to Richmond District residents, the following:

- 1) direct liaison between the Richmond District and City Hall,
- 2) district elections for members of Board of Supervisors,
- 3) citizen advisory committees to public agencies.

It also recommends other types of inter-agency cooperation.

Existing Conditions:

1. The Richmond District has increased in cultural diversity over the last 20 years as indicated by the following statistics:

Population growth in Richmond District by ethnic groups:

	1950	1960	1970
All Persons	63,499	62,511	64,526
White	62,692	55,653	45,896
Black	198	991	1,610
Indian	—	—	111
Asians	609	5,867	16,909

Source: U.S. Census

2. Family orientation seems to be decreasing if the trend in housing from single-family housing to apartment and 2-unit housing may be used as a measure:

	1960	1970
Single-family houses:	10,832	9,180
Multiple houses:	13,362	16,719

Source: U.S. Census

3. Housing stock for varied socio-economic groups in the Richmond as shown by the following statements:

- 1) About 22% of rental housing is low-rental (less than \$40-119).
- 2) About 67% of rental housing is medium-rental (\$120-199).
- 3) About 11% of rental housing is high-rental (\$200 & up).

4. A sense of community and neighborhood identity and communication among various peoples in the Richmond are low.

5. In general, community facilities have been located throughout the District without any attempt to link or cluster for greater interaction. In general, there is not enough staff to allow full utilization of existing facilities. Schools are not easily available for recreation after school hours and on weekends. Many of the schools and playgrounds are poorly landscaped. Many recreational areas in the Richmond District are asphalt and devoid of greenery. There is a lack of small-scale neighborhood parks. View areas exist, but are not being fully utilized as public hill top parks. Golden Gate Park is not designed to serve the Richmond District. The Presidio is too inaccessible and is not oriented to use by adjacent neighborhoods; in addition it is not well served by city transit.

6. There is too little citizen participation in the public agencies of the Richmond. There seems to be too little interaction between the people of the Richmond and city government officials and too little initiative in the social and political life of the Richmond community.

Specific Policies and Recommendations

CULTURAL PLURALISM AND INTEGRATION

Policy I: Encourage Cultural Diversity

Recommendation A: Initiate activities which bring together peoples of various ethnic and cultural backgrounds, thus affirming the uniqueness of their contribution.

Recommendation B: Support efforts of agencies and groups in the development of interethnic programs for the community.

Policy II: Maintain Family-Orientation of the District

Recommendation A: Sponsor such activities as family picnics, block parties, etc.

Recommendation B: Encourage workshops on child-parent relationships, health education for families, and similar topics.

Recommendation C: Strongly request that the city have supervised recreation programs at all school grounds and seek volunteer leadership in addition to paid staff.

Recommendation D: Encourage the establishment of social services in the Richmond which promote a stable family life.

Recommendation E: Maintain family-type housing.

Policy III: Provide Housing Stock for Varied Socio-Economic Groups

Recommendation A: Utilize various subsidy programs to reduce cost of housing, such as FACE, and rent subsidies. Insure that subsidized housing units are not physically identifiable.

Policy IV: Strengthen the Sense of Community and Neighborhood Identity

Recommendation A: Have a Richmond District festival each fall.

Recommendation B: Support local businesses which are concerned with the well-being of the community.

Recommendation C: Support groups and organizations which promote a sense of community and neighborhood identity.

ON-GOING COMMUNITY PARTICIPATION

Policy I: Increase and Improve Utilization of Richmond Community Facilities and Services by All Peoples of the District

Recommendation A: Establish a center for information and referral which would inform residents of available facilities and services.

Recommendation B: See that community facilities and services arrange for evening and weekend hours which will be convenient for working people.

Recommendation C: Invite representatives of Richmond facilities and services (eg. libraries) to be members of the Community Services Committee of PAR.

Recommendation D: Make a comprehensive study of Richmond facilities and services.

Recommendation E: That PAR print multilingual directories of facilities and community services available to Richmond residents.

Policy II: Maximize Use of Public Facilities as Multi-Use Centers

Recommendation A: Use school playgrounds and gymnasiums in the evenings and on the weekends for recreation.

Recommendation B: Use school rooms and auditoriums in the evenings for neighborhood and district activities.

Recommendation C: Citizens should actively review proposed construction of public facilities to allow consideration of multiple uses.

Recommendation D: Encourage more extensive use of public libraries for neighborhood and district activities.

Policy III: Use Open Space Effectively for Recreation

Recommendation A: Utilize street rights-of-way within protected neighborhoods to create recreational facilities.

Recommendation B: Expand the Golden Gate National Recreation Area to allow maximum public use of the Presidio and restrict development in the Presidio.

Recommendation C: Increase pedestrian and bicycle access to the Presidio.

Recommendation D: Create safe crossings to the Golden Gate Park, Lincoln Park and Ocean Beach.

Recommendation E: Prevent when feasible asphalt open spaces by encouraging planting.

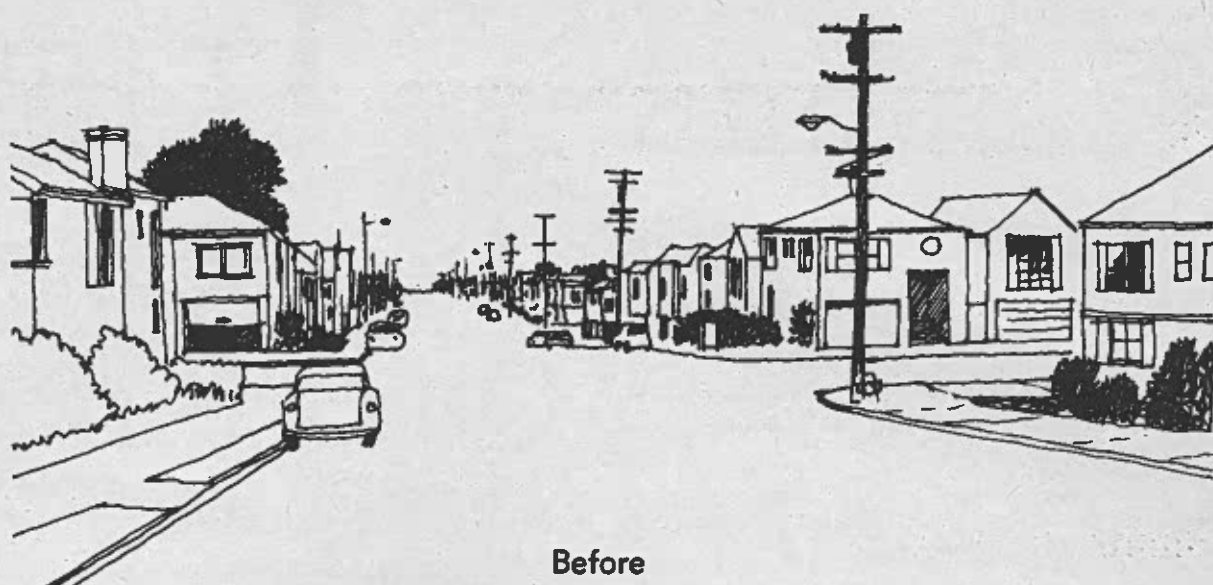
Policy IV: Increase the Community's Political and Social Responsibility

Recommendation A: Establish public forums, "town meetings" to which the mayor, supervisors, assemblymen, congressmen, etc. would be invited.

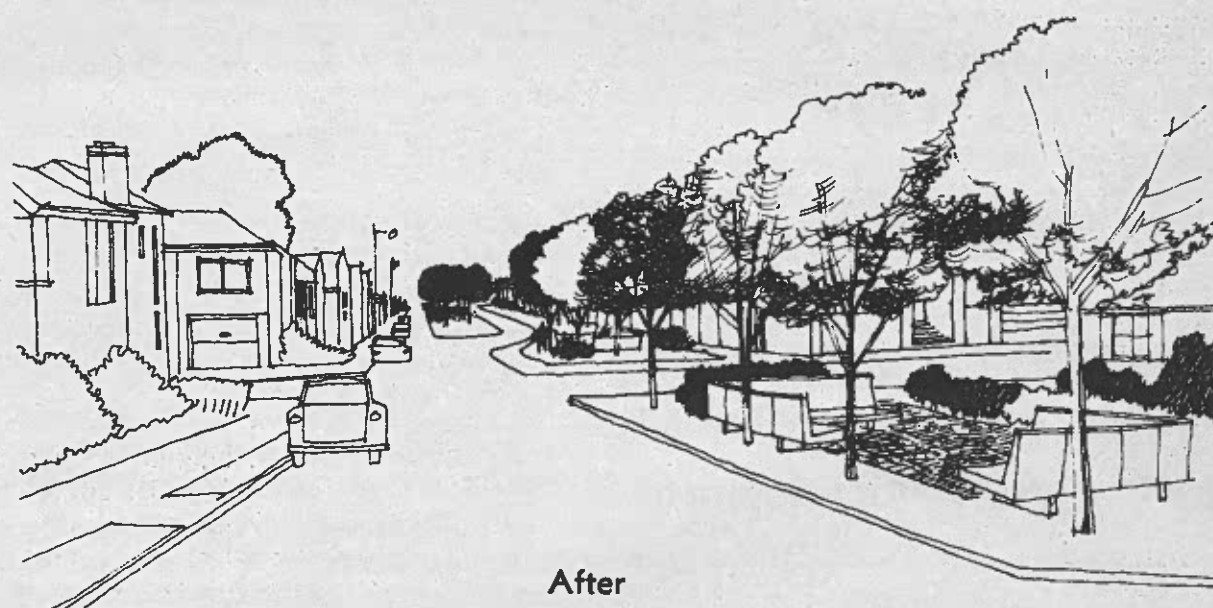
Recommendation B: Urge each city department to designate an individual to act as liaison to the Richmond District.

Recommendation C: Take action to bring about district elections for members of Board of Supervisors.

Recommendation D: Get public agencies to set up citizen advisory committees.



Before



After

Use of street right-of-way to create beauty and open space.

Residential Plan:

The Family Orientation

Policy I: Preserve, Maintain and Improve Existing Supply of Family Housing Stock

Recommendation A: Support code enforcement by increased inspection of all residences, especially multiple family with absent landlords.

- Eliminate illegal units and overcrowding.

- Encourage tenants to report code violations to the appropriate city agencies.

- Eliminate unsafe building conditions.

- Liberalize building and housing codes to allow owners of multiple family buildings to make their own repairs and improvements.

- Modernize list of allowable building materials.

Recommendation B: Discourage increased density in the Richmond District.

- Encourage residents to initiate a downward rezoning in areas where current zoning permits greater height and density than presently exists.

- Oppose city planning code variances which would permit the conversion of an existing building to an increased number of dwelling units (such as off street parking variances which would allow conversion of existing buildings to increased occupancy).

Recommendation C: Encourage support of residential inspection and rehabilitation programs which include loan provisions for owners.

- Acceleration of the implementation of the proposed program for the area bounded roughly by 6th Avenue, Park Presidio, Geary and Fulton in coordination with the proposed District Improvement Plan.

- Expansion of program to include appropriate areas of the Richmond District.

Recommendation D: Encourage revision of tax laws to make it easier to improve property without increased property assessments.

- Increase list of improvements which a home owner can do without increasing assessments.

- Eliminate the possibility that improvements may be aggregated to increase tax assessments.

Recommendation E: Encourage pride in one's residence, whether renter or owner.

- Make information available to tenants and homeowners on improvement programs.

- Promote home improvement by education, publicity and awards.

- Encourage property beautification including trees and shrubs.

Recommendation F: Discourage non-residential uses in residential districts when such uses do not contribute to neighborhood life.

Policy II: Increase Allotment of Tax Funds for Beautification of Public Improvements Within Residential Areas

Policy III: Improve the Quality of Life Within the Neighborhoods

Recommendation A: Support efforts to reduce the impact of vehicular traffic in the neighborhoods.

Recommendation B: Support the formation of neighborhood and block committees which shall determine size and specific needs of "neighborhoods." Characteristics of a "neighborhood" should include the following:

- Residents who have some common objectives.

- A focal point such as an open space or a building facility.

- Clearly identifiable boundaries defined by topography or other natural or man-made boundaries.

- Areas should be small enough in size for ease of physical interaction and communication.

Recommendation C: Eliminate the nuisance of dog dung.

- Support and urge passage of an ordinance which would prevent dog owners from leaving their dog's dung on city sidewalks, streets, curbs and parks.

- Increased enforcement of leash laws.

- Increased educational programs for the public to reduce dog dung on streets.

Recommendation D: Eliminate paper litter.

- Encourage residents to clean their own sidewalks.
- Identify locations for additional litter cans.
- Increase litter cans at bus stops and in commercial areas.
- Improve the design and style of litter cans.
- Support increased enforcement of laws prohibiting use of litter cans for residential and business garbage.

Recommendation E: Increase the level of street cleaning services.

Recommendation F: Support ordinances to control noise levels in the neighborhoods.

Recommendation G: Encourage the development of safe-play areas in the neighborhood.

Recommendation H: Promote the planting of street trees and encourage the landscaping of public property throughout the Richmond District.

Policy IV: Protect the Quality of Life in the Neighborhoods by Controlling Development

Recommendation A: Development of multi-unit structures should be permitted only in select locations.

- Neighborhood committees should request rezoning downward to control the location of multi-unit development where such multi-unit development would be inconsistent with neighborhood life.

Neighborhood committees should request the City Planning Commission to use their discretionary review powers on those building proposals which would have a negative impact on their neighborhood.

Recommendation B: Development controls should be adopted so that new construction will be sympathetic with the existing character of the neighborhood.

- Building setbacks should be legislated to conform to existing setback patterns.
- The building height limit should be forty feet throughout the Richmond with the exception of the three hospitals.
- City regulations concerning bay windows should be modified to prevent continuous overhangs and to insure that bay windows have glass on all exterior sides.
- New construction should encourage family occupancy by having a minimum of 2 bedrooms.
- Extend usable open space requirements to all residential zoning districts.

• Encourage city regulations restricting the number and size of curb cuts.

• Scattered low-density public housing should be permitted provided the building is in character with surrounding neighborhoods.

• Encourage cooperation of property owners to assemble rear yards of their parcels to create private parks, and that this improvement shall be added to the list of improvements which will not result in an increased tax assessment.

• PAR should be informed by the Central Permit Bureau of all new construction proposals.

Transportation

Less Cars, Quiet Buses

Analysis of Existing Conditions

AUTOMOBILE

- Streets primarily serve through movement in an east-west direction.
- Geary Boulevard and Fulton Street carry the largest east-west traffic volumes.
- Lesser volumes are on California, Balboa and Clement Streets.
- The bulk of the north-south traffic is carried by Masonic Avenue, Arguello Boulevard, 6th Avenue, Park Presidio Boulevard and 25th Avenue.
- Most streets, however, can be and are used by motorists moving through the district.
- Good accessibility occurs between the Richmond District and other areas to the east. However, movement to the south requires passage through Golden Gate Park.
- Traffic conflicts occur at intersections of major east-west and north-south streets.
- Traffic between Marin County and areas south of Golden Gate Park use Park Presidio Boulevard as a connection.

MUNI

- The district is well served by the Muni internally.
- The district has excellent bus transit service to downtown.
- Average walking distances to major east-west bus routes are short.
- Trips to major downtown destinations can normally be accomplished without transferring.
- North-south crosstown service is not adequate.
- The crosstown routes on Masonic, 10th and 25th avenues and Great Highway provide the only connections with the Sunset District south of Golden Gate Park.
- Access to the Richmond is not directly or easily accomplished from the north, north-east, or south.

PARKING

- Major concentrations of street parking are located along commercial areas and next to Golden Gate Park.
- North-south residential streets between Arguello and 25th Avenue have heavy parking immediately north and south of Geary.
- Residents have stated that commuters use the area near Park Presidio and Geary to park and ride the Muni to downtown area.
- Employees of neighborhood commercial facilities probably affect parking congestion along the Geary-Clement commercial corridor.

THE PLAN

Policy I: Reduce Auto Traffic and Associated Nuisances on Residential Streets

Recommendation A: Eliminate noise and air pollution by utilizing improved vehicles where feasible, or other improved modes of transportation.

Recommendation B: Encourage modes of transportation other than automobiles for local trip purposes, especially walking and bicycling.

Recommendation C: Study measures to discourage families from having more than one car, and/or provide a concession for families dependent upon transit.

Policy II: Reduce Non-Resident Parking in the District

Recommendation A: Continue study of preferential parking permits for residents.

Recommendation B: Provide special transportation modes to handle travelers to specific destinations, e.g. hospitals and the Legion of Honor. (See Policy VII, Recommendation C.)

• Reduce traffic to and parking in Golden Gate Park by increasing transit to Golden Gate Park, the use of small shuttle carriers within the Park and public parking at Kezar Stadium, and other available areas outside of Golden Gate Park.

Recommendation C: Do not develop new public parking facilities.

- Utilize existing facilities more efficiently.
- Utilize existing parking spaces at churches, movie theaters, gas stations, etc. for day-time parking.
- Utilize the University of California-San Francisco (Medical Center), and Kezar Stadium parking lots as weekend parking for Golden Gate Park.
- Investigate the feasibility of utilizing other parking locations such as French Hospital garage, Japanese Cultural Center garage, Kaiser Hospital garage, and Muni car barn.

Recommendation D: Study origin of parked cars in the district to determine if they are commuters.

Policy III: Keep Marin-Downtown Commute Buses Out of the Richmond

Plan:

Policy IV: Increase City Funding and Other Funding for Street Maintenance, Beautification and Improvements

Recommendation A: Allot a greater percentage of state gas tax funds to accomplish community goals of beautification and public street improvements.

Recommendation B: Create a cooperative or voluntary assessment district in commercial areas.

Recommendation C: Investigate the use of matching funds or grants from government or foundations.

Policy V: Establish a Hierarchy of Streets Based Upon Type and Intensity of Use

Recommendation A: Streets

A. Transit: Mass transit, auto, bicycle, walking.

B. Community service: Commercial, non-commercial.

C. Residential: Single family and two family dwellings, Multiple units (3 or more dwelling units).

DEFINITIONS

A. Transit: Mass transit: Type of service—express, local, shopping; Physical location—surface, above surface, below surface. Auto: local, non local. Bicycle: designate bicycle lanes (routes), non-designate lanes. Walking.

B. Community service: Commercial—accepted as a business area by residents; Non-commercial—medical centers, churches, schools, recreation center, rest homes, nursing homes, etc.

C. Residential: Single family and two family dwellings; Multiple units (3 or more dwelling units).

Recommendation B: Develop traffic origin and destination information.

Policy VI: Utilize the Protected Neighborhood Concept in the Inner Richmond as a Prototypical Area

Recommendation A: Narrow street entrances into protected neighborhoods.

Recommendation B: Utilize additional sidewalk open space for bus shelters, passenger loading and landscaping on transit streets.

- Locate tot lots, plazas, parks, sitting areas and landscaping located in open spaces provided by street closures.

Recommendation C: Finalize and implement circulation proposals in prototypical area on a six month trial basis.

Policy VII: Maintain and Improve Public Transit

Recommendation A: Reduce friction of auto and surface transit by:

- Giving preference to transit on California and Balboa.
- Installing traffic signalization to allow more rapid movement during peak hours.
- Improve comfort for transit patrons.

Recommendation B: Improve north-south crosstown access, such as:

- Investigating routes to provide more convenient bus transit to areas northeast of the Richmond, including the Marina and the northern waterfront, the Golden Gate Bridge; and to the south, University of California (Medical Center), Stonestown, California State University at San Francisco, plus other patron generating areas.

Recommendation C: Encourage Muni to institute new routes on a six month trial basis and to make more efficient use of their drivers.

- Utilize Muni drivers on off peak hours to operate shoppers' shuttles along Geary, provide express runs to downtown, and provide increased service to and in Golden Gate Park to encourage reduction of cars.

- Stagger starting points of express buses on peak hour service.

- Extend the No. 31 Balboa westward to the beach.

- Retain the No. 38 route on Balboa to provide outer Richmond residents with access to Geary Blvd. stores and the possibility of transferring to the No. 2 Clement.

- Expand full service linkage from the U.S. Public Health Service Hospital to Fort Miley and the Legion of Honor.

Recommendation D: Public transit moving through the district should be routed so as to provide maximum service to the Richmond residents.

Recommendation E: Encourage use of alternative modes of transportation. Possible alternatives include:

- The use of bicycles for recreation, commute, shopping, etc.

- The mini electric car for use within the community and for shopping and business trips.

- Ownership by the city with lease arrangement to the business community/merchants association, or ownership by the business community.

- Vehicles would be made available to users from home to market or business.

- Vehicles would be made available to users for home to market use by means of a credit card system. Validated purchases would offset charges for use. Sufficient purchases would make free use of the vehicle by the consumer possible.

- Facilitate the feasibility of walking.

- Elephant train to link residential areas to the business community. A merchants association would sponsor a series of elephant trains. These trains would tie together the linear commercial development, making it possible for the shopper to get to many places along an extended route.

Recommendation F: Lower transit fares with possible subsidies from parking taxes or bridge tolls.

Recommendation G: Support Department of City Planning proposal for in-depth city-wide study of transit lines.

Recommendation H: Support proposals to study creation of Transportation Commission as well as study of transit administration and operation.

Policy VIII: It Shall Be the Policy of PAR to Oppose a Sub-Surface Form of Rapid Transit. PAR Shall, However, Actively Follow the Northwest San Francisco Rapid Transit Extension Project and the Golden Gate Corridor Rapid Transit Study

Consideration given to these studies should include, but need not be limited to, the following:

- Impact on intensity of development along transit corridor and particularly around stations.

- Development controls which will complement the existing community fabric and protect environmental quality of area.

- Relationship to Muni.

- Level and quality to service to district.

- Flexible feeder trunk system and mainline system other than existing BART car.

- Impact on land use and circulation patterns.

- Impact on utilities.

- Impact on environmental quality.

- BART to cooperate with the Golden Gate Bridge and vice versa.

- Pressure of Marin County on Richmond District.

- Speed of trips considering: Service now, collector buses possibility, distance to stations, destinations now vs. destinations on a subway downtown.

- Cost to patron.

- Destruction of residential area and replacement when construction is complete considering: Density of replacement housing; type of housing to be rebuilt compared to that existing in neighborhood.

- Parking needs.

- Destruction of commercial areas and changes to occur in those areas.

- Effect on property values.

- Effect on services required for higher densities and subsequent higher taxes.

- Effect of increased population in higher densities.

- Type of construction and effect on traffic being shifted from auto streets to residential streets.

- Accurate estimates of costs.

- Effect of spending so much on the Richmond District as opposed to spending a like sum on the whole city.

- Debt service cost related to benefits.

Transportation

Parks in The Streets

I: INTRODUCTION

Throughout the city, there has been a resurgence of interest in programs to upgrade the quality and the attractiveness of neighborhoods. And yet, little real progress has been made. Our cities, it has often been said, are becoming islands of the very rich and the very poor, with the home-owning, tax-paying, middle-income family fleeing to and then commuting from the suburbs. In San Francisco, the trends are evident. The social and financial implications of the problem are known to all.

What is needed is to re-establish the inner city as an attractive alternative to the suburbs. Why is the city not attractive? We believe the chief reason is the generally poor atmosphere of our neighborhoods. Our neighborhoods are characterized by ugly streets with life made hazardous, noisy and inconvenient by the through traffic which races down each and every street. This is contrasted to suburbs with streets that really look more like parks, with through automobile traffic channeled to main streets designed for that purpose.

To improve the atmosphere of the cities, there must be a new emphasis placed upon minimizing those negative effects of the automobile on the tranquility and basic livability of the neighborhoods through which those automobiles pass. This is not a purely aesthetic argument. Livability can be directly related to property value as shown by the fact that San Francisco's prime residential areas are those in which the effects of the automobile have been minimized and a real effort made at beautifying the streets.

At the request of the Fire, Police and Safety Committee of the Board of Supervisors in March 1971, PAR has prepared a comprehensive plan as a move to accomplish this goal in the Inner Richmond.

This plan has as its primary objective removing all but essential traffic from as many residential streets in the area as possible. This will be done through a combination of diverting traffic to priority streets, improving public transit service and restricting access to residential streets. The effect will be to create a number of "Protected Neighborhoods" in which the car is no longer the dominant factor in the life of the inhabitants.

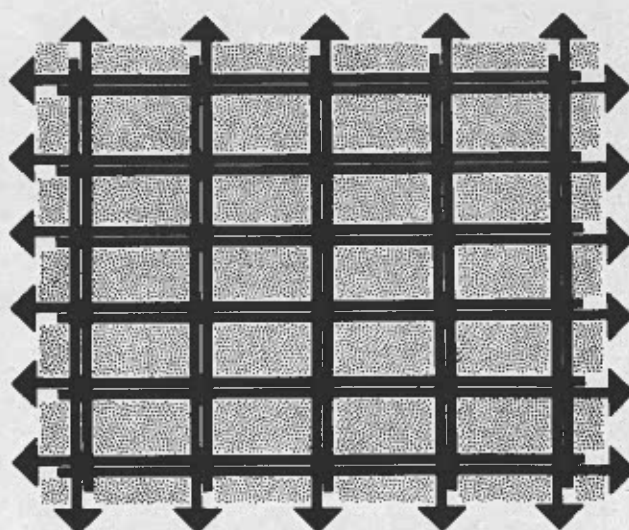
We believe this concept represents a major step in restoring the balance between people and their environment within the city. Not only should it free residents from the hazards of heavy traffic on their streets, but should allow people to once again direct their lives outward toward the streets which is the very basis of neighborhood life.

We believe that our plan is the most comprehensive plan being prepared in the city at the present time and probably has involved the most citizen effort. It is indeed probably the foremost plan in the city in terms of effort expended, details supplied, considerations given and in planning. It is the result of volunteer citizen effort put forth in an attempt to do something about their environment.

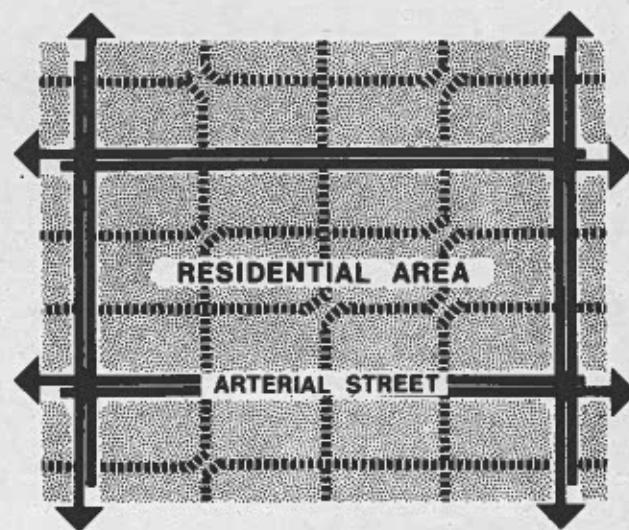
We feel that the time has come to request the city to formally review the Protected Neighborhood Plan with the intent of funding it as a city project.

II: DEVELOPMENT OF PLAN

The plan presented in this proposal is the product of a great effort to determine the needs and desires of Inner Richmond residents. These



Existing



Proposed

needs plus data on the actual usage of streets in the area were then combined to a basic proposal to improve the quality of life in the Inner Richmond.

Specifically, an inventory of every block in the district was made to find out how each block was constituted, what the existing land uses were, and what improvements were needed to upgrade the block.

Many facts and figures supplied by the Department of Public Works were studied. An effort was made to determine what traffic using the streets could be channeled on to other major streets without disruption.

Other studies were made to determine traffic source and destination, density of population, make-up of buildings, existence of trolley wires, contour and topography for bicycling, and existing landscaping and buffer areas. Also, existing traffic improvements were studied—width of streets, existing signals, stop signs, landscaping, and lighting.

Preferences of residents were studied, as were realities of construction costs and attendant difficulties thereof, existing traffic flow including routing of emergency vehicles, growth of traffic flow, potential additional capacity on selected streets, and location of public facilities as major destinations of traffic (shopping, hospitals, library, etc.).

III: THE PROPOSED PLAN

The conclusion of the studies made by PAR was that any attempt to upgrade the quality of neighborhoods within the Inner Richmond had as a prerequisite reducing traffic on residential streets to an absolute minimum. This conclusion is consistent with the findings of many studies including those of the San Francisco Department of City Planning.

To accomplish this, a plan establishing a priority of street uses was developed. This plan envisions the establishment of designated priority streets to carry traffic through the Inner Richmond with as little disruption to the residents as possible. It also calls for the establishment of bus priority streets to speed transit service.

To insure that these priority streets are, in fact, used as intended, through traffic would be systematically discouraged from using residential streets through such means as traffic diverters at intersections, street closings and coordinated stop signal and sign installations.

The net result of such a plan would be to channel through traffic and disruptive but necessary bus traffic off of predominantly residential streets and on to streets structured to handle it. The balance of the streets, protected by traffic restriction devices, would be freed to a large extent from the unattractive effects of the automobile.

IV: PUBLIC DISCUSSION AND RESPONSE

After developing the framework of the "Protected Neighborhood" plan to a point where it could be meaningfully discussed, PAR embarked on a major program to encourage discussion of

the plan with the district as a method of stimulating additional citizen participation and obtaining feedback on its plan.

It has been reviewed by the Transportation Committee of PAR many times. It has been presented to well-publicized general membership meetings of PAR and in principle approved at these meetings. It has been reviewed in homes on several blocks and has been enthusiastically received after people have understood exactly what the plan would mean to them on their block.

We have sponsored or attended more than 100 other citizen meetings and presentations during a two year period. These included an actual one-day demonstration of a closed intersection at 9th Ave. and Anza St.; public display at the Richmond Branch Library; and presentations to the San Francisco Planning and Urban Renewal Association (SPUR), Richmond Environment Action, Jordan Park Improvement Association, Outer Richmond Neighborhood Association, San Francisco Bicycle Coalition, St. John's United Presbyterian Church, and various PTA groups.

Some of these are detailed below:

Public meetings: With the cooperation of SPUR, almost 10,000 flyers were delivered door to door to each home in the affected area, as well as Jordan Park. Two public meetings were held as advertised in this notice. Almost 100 attended. The flyer also included a telephone number where interested citizens could contact a member of the committee for further explanations.

Many calls were received; in almost every case answers were provided to the satisfaction of the caller. The flyer also solicited responses to many questions affecting the plan. Of the responses, only less than two per cent were negative and these were followed up.

Publicity was obtained in a front page article in The Richmond Banner and also in the Progress pointing out the meetings. (Press releases were sent out to sixty-three media). A notice was sent to every PAR member. As much as possible within PAR's resources was done to give the public a chance to participate in the meetings. At the meetings, movies, posters, charts and pictures were displayed.

Richmond Branch Library: The plan was presented in display form in the public library for over four months. This display consisted of four panels covered on both sides with maps, routes and other pertinent information about the plan. The display was promoted via a picture on the front page of The Richmond Banner detailing the whereabouts and content of the display.

Block meetings: These meetings are now getting underway on a mass scale to inform the public of the proposals for their particular street and general area. Movies or slides and typical drawings of contemplated improvements are shown, petitions passed out, questions, answers and comments solicited. To date the response has been overwhelmingly favorable.

By June, 1973, at least one meeting on nearly every block in the Inner Richmond will have been held.

Street Closing at 9th and Anza: This was a project to demonstrate to the public in actual form just how they would be affected by a given solution at a given place. A typical intersection was closed (the most restrictive treatment possible), making a small park for one afternoon. The response was overwhelming, the participation unique, the interest high, the results outstanding.

(Cont'd)

Through this medium everyone could see for themselves what the results of such a project would be. It was felt that the day lived up to and beyond expectations. It worked. Traffic was diverted that had no business on that street, children were able to play in the street, people got together for the first time, friendships were renewed, and a lot of explanations were made about the plan.

In addition to public meetings, many discussions have been arranged with public bodies and agencies to develop improvements and support for the plan. Among these were: Fire, Safety and Police Committee of the Board of Supervisors, and staffs of the Department of Public Works, Department of City Planning and Municipal Railway. We were also requested last fall to appear before the Senate Local Government Committee.

V: IMPLEMENTATION

The Protected Neighborhood Plan has now reached a stage of development where it is in need of public funding and design participation to become a reality. The citizen effort outlined earlier has accumulated many facts, ideas and general plans that now must be transformed into a detailed plan to conform to the needs and desires of the residents of the area.

Preliminary estimates made by PAR indicate that a plan of the type envisioned by its studies could be implemented over a five year period in the Inner Richmond area for about \$1,000,000.

With an initial appropriation of \$150,000 for detailed planning and trial implementation, phasing in subsequent years could then more accurately be determined.

It will require study and coordination of several city departments. This will require a

major effort to coordinate and utilize budget expenditures from these groups to maximize results to be gained by the plan.

Obviously, the Inner Richmond is not the only area of the city in need of such a project. However, because of the extensive study already devoted to this plan PAR believes this should be used as a prototype project for the city. If successful, it could then be expanded to other areas, especially the entire Richmond District.

As an integral part of the proposal, PAR stands ready to devote whatever effort is required working with the responsible city agencies to work out the details of the implementation, stimulate citizen support and resolve citizen conflicts through public discussion. Such an approach would provide a truly unique opportunity to involve citizen participation on a public project that would have direct and tangible benefits to all the residents of the area.

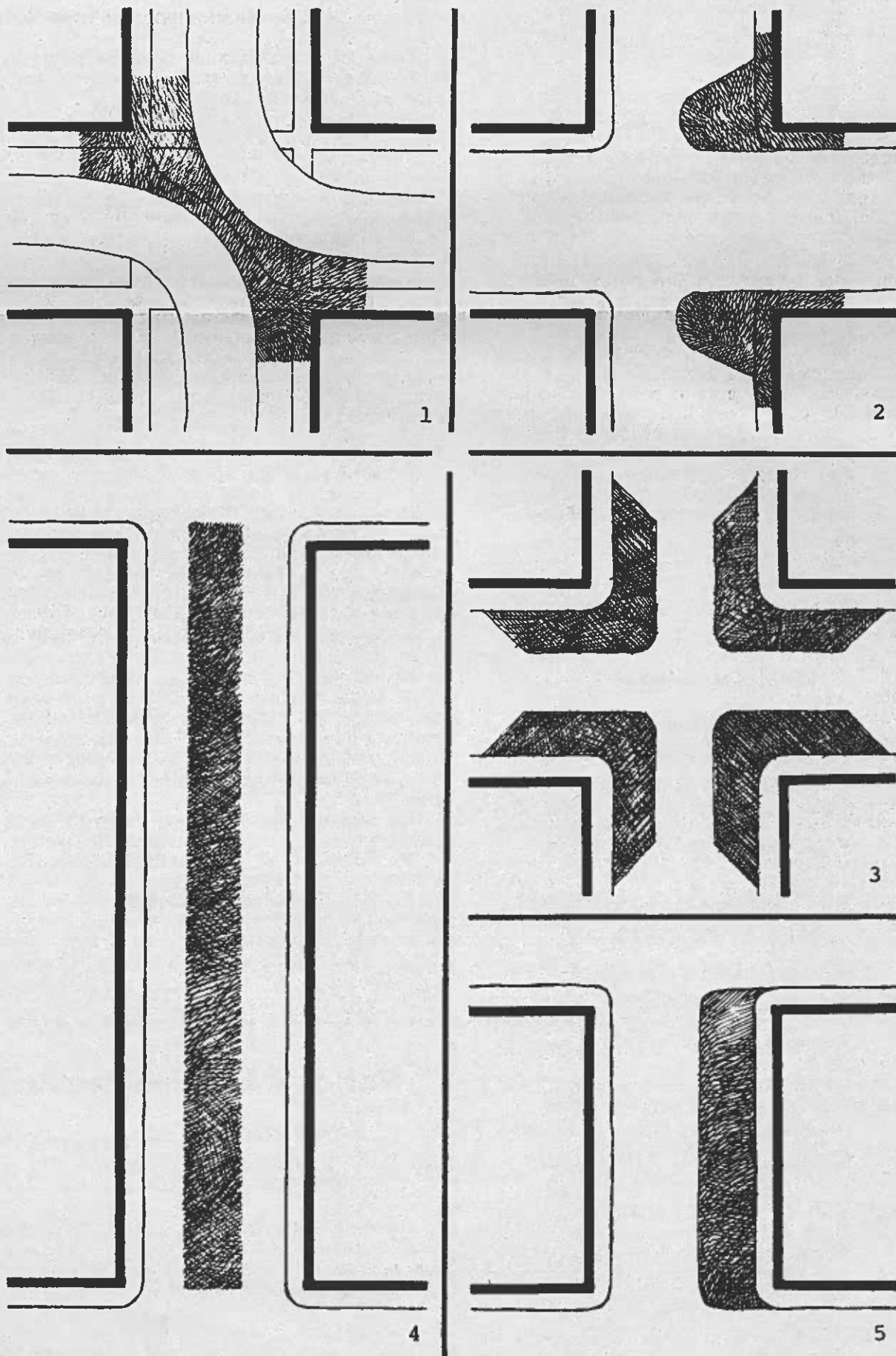
Sample Intersection Modifications

A variety of possibilities exists for modification of wide rights-of-way to increase pedestrian comfort, safety, and convenience.

Diagonal pedestrian connectors (1) prevent through traffic, thereby decreasing traffic volume in residential neighborhoods, and may be planted and landscaped.

"Chokers" in a variety of configurations (2, 3) slow traffic at intersections, making street crossing easier, and may provide space for neighborhood recreation and planting. A planted center strip (4) turns a wide street into a boulevard, particularly if heavily planted, and makes street crossing safer by separating the lanes of traffic.

Extended sidewalk area on one side (5) provides the largest and most useful space for recreation.



Transportation (Cont'd)

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Staff services to the Planning Association for the Richmond (PAR) and expenditures of funds on its behalf are made available by SPUR, with the financial assistance of a grant from The San Francisco Foundation during 1970, 1971 and 1972.

Whisler-Patri

Planning Consultants to PAR (January 1971 to February 1972)

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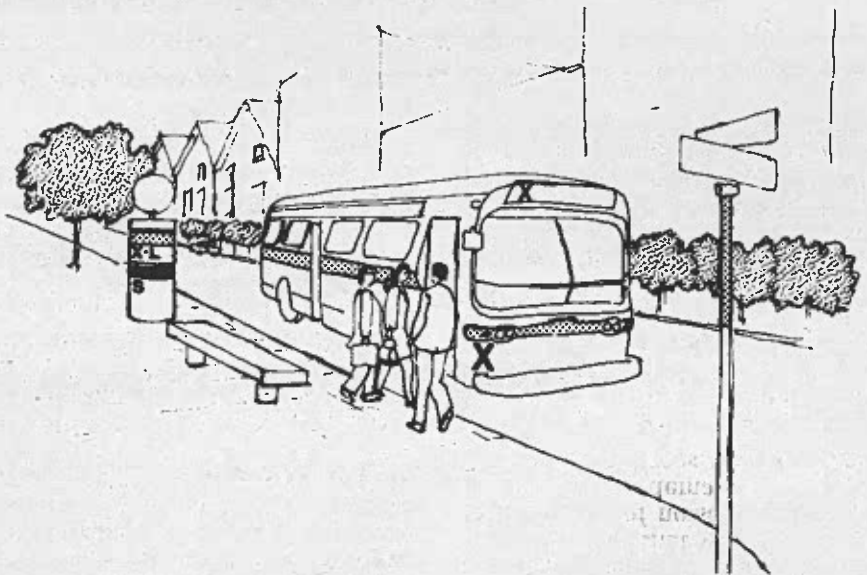
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT:

John Torrey

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Improving Transit: New Lines, Less Night Waits



—All illustrations from City Planning Commission's Urban Design Plan

There are two reasons to be concerned with Muni transportation service in the Richmond.

1. To upgrade the quality of service.

2. To make our residential streets more pleasant to live on by reducing the noise and air pollution caused by the diesel buses.

The bus routes that run through the Richmond have been examined in some detail and we have come up with some recommendations.

Crosstown Service: Our plan would extend Muni service to the Golden Gate Bridge. It would enlarge the crosstown bus connections by adding two new lines and extending the southern destinations of one line already here. It would provide a connection to the Presidio, Letterman General Hospital, and to the Marina district.

Door-to-Door Service: It would initiate jitney service to and from your home to provide convenient transfer service to a variety of bus lines.

Downtown Service: It would improve conditions through the creation of special bus lanes on some streets and through the addition of buses on lines not now having them. For example, the No. 55 (Sacramento) line could be extended out California Street on the route of the present No. 1 (California) line to give additional service to the financial district.

Service could also be improved by using a system of staggered express buses. For example, the No. 38 (Geary) express line could have one set of buses starting from 48th Ave. to 25th Ave., another set starting from 25th Ave. to Park Presidio, etc. By shortening the pick-up area, possibly no one would have to stand and speed would be gained through eliminating some pick-up stops.

Owl Service: Presently, owl (midnight to 5 a.m.) service is supplied on the No. 5 (McAllister), No. 31 (Balboa), and No. 38 (Geary) lines. We recommend that the owl service on the No. 5 and No. 31 lines be consolidated on the No. 38 (Geary). This would place five buses on the approximately 80 minute Geary round trip, thus giving about a 15-minute headway between

buses. Thus, owl service in the Richmond would be every 15 minutes on Geary rather than the present 45 minute service on Geary and one hour service on Balboa and Fulton.

Ft. Miley Shuttle: We are recommending the introduction of a shuttle service to the Veterans Administration Hospital at Fort Miley. The VA has begun construction of new buildings which will eliminate several hundred parking spaces and will greatly increase the amount of parking on residential streets by those going to or working at the hospital.

A shuttle bus route has been worked out that will cross 11 of the Richmond bus lines, thus enabling many who now drive to Ft. Miley to take the bus rather than park their cars in front of homes. In keeping with our anti-noise pollution policy, this bus line would be covered by conventional Muni buses during commute hours and at other hours by small jitney buses, of a Dodge-van nature, like those that run on Mission Street.

Pollution Control: To protect our residential streets from diesel bus air and noise pollution, we have tried to route the buses, whenever possible, on the major arterial streets of the Richmond. We have identified these as Arguello, Park Presidio, 25th Ave., Geary and Fulton.

All other streets are considered residential streets, in need of protection from noise pollution. We feel that we may have to accept a certain amount of noise at commute hours, because of the heavy demand for mass transportation but at other times, improvements can be made in the present system.

These changes have been carefully considered and we feel that they do not reduce bus service to Richmond residents or provide any major inconveniences. We lose nothing in bus service and gain quieter streets.

Through our committee's proposals, our neighborhoods would be made more pleasant to live in and transportation would be made more convenient. These are our goals. We welcome your ideas and any help you can give us.

Not on PAR's mailing list? Want to be?

Your Name _____

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