

# TELEGRAPH HILL SEMAPHORE

*Publication of the Telegraph Hill Dwellers*



NUMBER FIFTY FIVE

APRIL 1975

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MARK YOUR CALENDAR:

Telegraph Hill Dwellers general membership meeting - Business (no dinner)  
Annual Meeting - Election of Officers and Directors

WEDNESDAY, APRIL 23

7:30 PM - St. Francis of Assisi Church

610 Vallejo Street

GUEST SPEAKER - Christina Rockrise

Slide show on the Golden Gate National Recreational Area

REPORT OF YOUR NOMINATING COMMITTEE

Your nominating committee consisting of Nora Quinn (Chairperson), Anne Halsted, Greg Jones, Joan Naughten and David Smith present the following slate of Officers:

President	Robert Tibbets	32 La Ferrara Terrace	986-7227
Vice President	Anne Halsted	200 Francisco St.	398-5077
Treasurer	Joan Levin	228 Filbert St.	362-8514
Financial Secretary	Joan Naughten	304 Chestnut St.	392-0314
Recording Secretary	Deni Greene	331 Filbert St.	989-2719
Corresponding- Secretary	Anna Quillen	273 Green St.	981-2244
Historian	Ken Evers	255 Chestnut St.	421-2671
<u>Directors for Two Years</u>			
David Broadbear	490 Greenwich St.	(office)	445-7038
Katherine Koelsch	644B Greenwich St.		398-0572
John Schick	1360 Montgomery St.		981-5495
Ann Zaccaria	315 Chestnut Street		956-0784
<u>Directors Remaining on the Board for one year</u>			
Maggie Baylis	6 Gerke Alley		982-6655
A. de Laet	37 Calhoun Terrace		398-6744
Robert Katz	2 Whiting		986-1890
David Smith	199 Chestnut Street		982-5442
John Holmes	400 Union Street		421-0274

(Ex Officio)

(Immediate Past President)

Anne Halsted, being nominated for Vice-President creates a vacancy on the Board of Directors which will be filled by the President.

THE PEOPLE HELP CHOOSE AND USE

GGNR WHAT?

Golden Gate National Recreation Area (GGNRA) is a new National Park in San Francisco and Marin Counties totalling 34,000 acres of open space.

At the next membership meeting 3 members of the GGNRA Master Planning Team will give an orientation workshop. This will include a slide show showing the origin of GGNRA, what lands are included, what recreation opportunities are now available and an explanation of the Master Planning process. Following the slide show there will be time for your questions, comments and ideas.

GGNRA legislation dictates that the public be involved in every phase of the Master Plan of which these orientation workshops are the first phase. Because of our proximity to GGNRA, your help is needed, and if you are interested now is the time to express your interest and get involved, not after a Master Plan is developed. The people help choose and use.

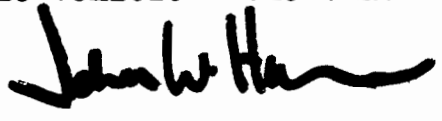
PRESIDENT'S REPORT

Greetings to all members and friends of the THD:

Here is a brief summary of actions taken by the THD since Dec. 1, 1974:

- 12-12 GM-DINNER (Guest speaker Alan Lubliner)  
Voted to support the proposed "Transportation System for the Embarcadero Area in principle, reserving the right to evaluate details as they emerge.  
Voted to request the removal of the NO RIGHT SIGN at Broadway and Montgomery and the NO LEFT TURN sign at Sansome and Vallejo. This request given a "DO PASS" recommendation by the Supervisors' Fire, Safety and Police Committee.
- 12-30 DIRS  
Voted to reaffirm THD support for the demolition of the Embarcadero Freeway, stressing the importance of "input" from the neighborhoods in working out the details of the proposed "Transportation System for the Embarcadero Area".  
Set date for THD Winter Cocktail Party.
- 1-19 Cocktail Party at the Rusty Scupper (Made \$75.00 for the THD Treasury).
- 2-6 GM-DINNER (Guest speakers: Robert Kirkwood, Dianne Feinstein, and Bill Mason)  
Consensus was that the THD take no stand on the proposed Redevelopment Plan for the Waterfront. THD support would depend on the extent to which the public interest is protected in any legislation setting up such a plan.  
Voted to support the Garfield School Building Committee. Should they fail to save the school or to get a new school, the property should remain in Public use. (It is presently zoned "P").  
Voted unanimously to vigorously oppose the attempt by Quinn -Martin Enterprises (Streets of San Francisco TV series) to erect a fence and gate across the dead end portion of Kearny Street, approximately 90 feet south of Francisco Street. (The THD is opposed in principle to any giveaway of public property to private interests.)
- 3-18 DIRS  
Voted to reaffirm and continue opposition to the construction of a parking garage under Washington Square. Pressure for overdevelopment would be ruinous to the many small business establishments that now serve North Beach and give it its unique character. More traffic would be generated. Hill parking problems would not be relieved.  
Voted that the Annual General Membership Meeting for the election of officers and directors should be a business meeting - no dinner.  
Voted to support the position taken by the Marina Civic Improvement and Property owners Association, Inc. with respect to Doyle Drive.  
Voted to support the use of exclusive bus lanes on our city streets for the Golden Gate Transit District busses and to oppose all plans for placing these busses underground within San Francisco's neighborhoods - a possible exception would be an underwater tube for electrically powered vehicles from Marin to the Embarcadero. This solution awaits the development of a suitable vehicle - one that can spread out and serve Marin County.

MANY THANKS TO ALL WHO HAVE SERVED THE THD.



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Lets plant a tree! The above represents an artist's view of what could happen to the Kearny Street steps. Considerable time has already been expended to make this dream a reality. The plan has already been enthusiastically received by Walter Newman and the Planning Commission. Arrangements are being made to confer with the DPW. One of our dedicated and active members, Mrs. Melba Bloise, has graciously agreed to undertake the very difficult task of contacting the property owners on the steps and securing their approval and cooperation. If any of you would like to help Melba. I am sure she would appreciate it. Suggestions, such as these, should be explored by the Hill Dwellers. The overall effect of improvements of this sort would enhance the beauty of the Hill tremendously.

VALLEJO ST. IMPROVEMENT

Progress is being made on converting that ugly slab of concrete ( Vallejo St. west of Montgomery St. ) to a street of beauty. I am assured by City Hall that the work will be done, probably this summer. It is going out for bid in May and should be done in a reasonable time thereafter. In the meantime a strenuous appeal to remove the poles and place the wires underground has been made, and I am assured by City Hall and the P.G. and E. that the wires are going to be removed on Vallejo St. between Columbus Ave. all the way to Sansome St..

# THE Rusty Scupper



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THE IMPACT OF HIGH RISE DENSITY GROWTH ON SAN FRANCISCO  
SPUR REPORT and Conference, Wednesday, March 19, 1975

Growing concern over the economic and environmental impact of growth in downtown San Francisco led SPUR to engage several SF-based consulting firms to conduct a four-year, \$275,000 study. The resulting report does not pretend to be "the definitive high density growth impact study", but feels that its implications are "sufficiently valid to warrant serious consideration by public policy makers". Some of the assumptions used in the development of the study are:

1. No new major vehicular transportation facility would be constructed.
2. Expansion of existing waste water collection and treatment facilities will take place regardless of growth patterns.
3. Welfare and other social service costs could not be measured relative to office building and hotel growth patterns.
4. Land development would first occur in the core area with the completion of approved redevelopment projects, on vacant land, or on the site of existing low-rise buildings.
5. Population factors and modes of transportation would remain constant.

The report makes a number of conclusions and poses several policy issues. Among these are the following:

1. GROWTH PATTERNS(SCENARIOS):

Using the January 1, 1974 existing pattern (SCENARIO I) as a base point, the study confines its analysis to four possible future development patterns - SCENARIOS: II. LOW GROWTH - NO HEIGHT LIMIT, III. HIGH GROWTH - NO HEIGHT LIMIT, IV. LOW GROWTH - 160' HEIGHT LIMIT, V. HIGH GROWTH - 160' HEIGHT LIMIT; based on the prediction that not less than an additional 10 million nor more than 30 million square feet of office space and 4600 to 6600 hotel rooms would be built by 1990 and concludes: a. That by 1990 most of the construction of office space will have shifted toward the south of Market area. b. That growth will not be limited by the availability of land. c. That the form of the skyline will not differ appreciably between growth scenarios.

2. URBAN ECONOMICS:

The report concludes: a. That without office building and hotel expansion the economic base of the city would decline. b. That the imposition of a 160' height limit would have little or no effect on the number of jobs generated. c. That long-term demographic changes will result in a decreasing need for school facilities, but with increasing cost pressure on the housing stock of the more desired neighborhoods - mostly in the northern half of the city.

3. MUNICIPAL FINANCE:

The report concludes that the addition of high-rise commercial buildings would produce an excess of revenues over costs ranging from \$28, 075, 000 to \$63, 609, 000. Here again the imposition of a 160' height limit would have little effect. The additional costs associated with increased traffic flows are heavily offset by the availability of federal and state funds.

4. TRANSPORTATION:

The report concludes that 7,000 to 10,000 new parking spaces or the equivalent of 1 to 1-1/2 city blocks covered with six levels of parking spaces would be required (!!!) and that further diversion from autos to transit is unlikely without the imposition of drastic controls. Substantial highway and street congestion is envisioned with a consequent need for staggered work hours, increased parking fees, more car pooling and transit only streets.

5. ENVIRONMENTAL IMPACTS:

a. Noise: Increased growth will produce a serious increase in noise levels. b. Views: Greatest gain will be in the upper floors of new high-rise buildings with the greatest loss suffered by residents of Nob Hill. c. Winds: Winds of 35mph over 50% of the time and greater than 50mph 6 % of the time at street level can be induced by the construction of high-rise buildings. d. Air Quality: Carbon monoxide concentrations will reach levels sufficient to produce adverse health effects on non-smokers on calm days. The effect on smokers is worse. e. Park and Plaza Use: Negative impacts on park user visits where high-rise buildings border a neighborhood park suggest that restrictive zoning be considered. In addition, high-rise buildings also have adverse effects on the livability of downtown streets.

6. STUDY CONCLUSIONS:

"The study results ... show that intensive high-rise development is in San Francisco's long-run economic interest." ... Although there is a reduction in the level of amenities accompanying this type of growth, it would appear that this environmental degradation is not of sufficient proportion to warrant imposition of growth discouraging restrictions. On the other hand, ... for example height limits down to 160' may be imposed without economic penalty."

The above study conclusions are certainly open to question, especially with respect to the environment. Also one might question some of the assumptions used in the development of the report. The TRANSPORTATION section totally ignores the fact that the THRESHOLD of vehicular accommodation has virtually been reached, and the consequent need for additional mass transit facilities, and the enormous cost of such facilities. It is incredible that mass transit alternatives were not made a part of the study! Due to lack of funds, the study was unfortunately unable to deal with the effects of downtown growth on the city's neighborhoods. In spite of its limitations, the report does succeed in providing a valuable tool for making public policy decisions.

SPUR'S President, Robert C. Kirkwood, emphasized that SPUR'S Board of Directors has not yet studied the report and had taken no policy decision on same. He emphasized that the opinions expressed were those of the authors alone. Nor does the report reflect the opinions of the Telegraph Hill Dwellers whose name appears on the Advisory Committee for the study.

The study was concentrated on, and for the benefit of, the downtown business community. It is difficult to understand how "intensive high-rise development is in San Francisco's long-run economic interest" when the study significantly points out that height limits of 160' can be imposed without "adverse economic effect". The adverse environmental effect could assume disaster proportions. Obviously the city's economic base must be preserved, but means must be found to preserve the quality of life in the city - perhaps mandatory mixed use zoning (office and residential) solution as proposed by Supervisor Feinstein could save the day. IT IS URGENT THAT THE PEOPLE OF SAN FRANCISCO GET TOGETHER AND PUSH FOR SOME RATIONAL CONTROLS OVER DEVELOPMENT!

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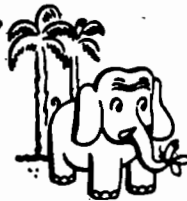
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