
CSFN NEWS

METER MADNESS !



BACKGROUND

Supervisor Asha Safai and the SFMTA have proposed increasing meter parking to compensate for the City's budget shortfalls. Such a meter increase would be expected to generate a revenue of **\$18.5 million**. San Francisco's [debt](#) — said to be **\$780 million** — resulted from the many businesses leaving the City during the

When a meter runs low, they text the vehicle's owner, who can deposit funds electronically into the meter.

Covid-19 crisis. The loss of giant corporations has dramatically reduced the City's tax income. Ironically, the state now demands more housing in San Francisco, even as businesses leave the City and workers can perform remotely from anywhere.

WHERE WILL METER INCREASES OCCUR?

One source of meter increases includes districts without parking permits. They would be required to pay for parking permits in the future. Other additions would result from longer hours for meter parking. Today, meters operate from 8 am to 6 pm; in the future, they could run from 8 am to 10 pm. Also, Sunday parking — now free — would require metered parking. On May 23, the Supervisors voted to postpone this issue to a later date. Let your supervisor know if you disagree with the proposed increased metered parking. This increase could be the most significant change in parking policy in 70 years.



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WHERE DID THE OTHER MONEY GO?

Prop L, approved in the November 2022 election, allowed for a sales tax increase. This 1/2 cent [increase](#) was supposed to provide SFMTA with **\$2.6 billion** over a 30-year time frame. Prop L money was intended for newer streetcars, better roads, and paratransit for seniors and people with disabilities. Now SFMTA has suggested this parking increase

policy. Part of the cost is for new kiosk meters everywhere. These new meters are easier to use and have instructions in three languages. When a meter runs low, they text the vehicle's owner, who can deposit funds electronically. In this writer's opinion, the meter's screens are hard to read

These riders, faced with the alternative of buying a car and finding parking, have no other option than to pay for increased fares and taxes.

in the sun, and nothing is more convenient than adding a quarter to a meter for short-term parking. I oppose an increase in meter rates and length of time of parking time.

The SFMTA received \$1.1 billion in federal funds in 2021 to continue public transportation services during the Covid -19 pandemic. How much of that money is left? And why isn't that money being discussed as a [funding source](#) instead of raising meter prices to augment the budget shortfall? The public needs to be informed about this revenue.

A poll by SAVEMUNI has determined that half of the ridership taking MUNI avoid payment. SAVEMUNI is a neighborhood organization comprised of past retired high-level transit employees, architects and concerned citizens. Youths under 18 are exempt from MUNI fares, and that seems fair . However, getting ridership to pay their fair share would be essential in making MUNI solvent . In New York, a public announcement encourages riders to "pay their fair share." Why don't we do the same thing? Also, instructions over a loudspeaker on how to buy a Clipper Card in MUNI terminals could increase revenue. Or does the SFMTA think the fare should be free?

INEFFICIENCY

Past improvements to transportation have been riddled with design flaws. For example, building the Central Subway under the existing streetcar lines was a big mistake because the lines were so deep that water from the San Francisco Bay inhibited construction. Those who constructed the tunnels spoke of a river at their building depths. That was a big surprise despite San Francisco being surrounded by water on three sides.

The SFMTA pays more for their projects than necessary because the bidding process for hiring contractors for San Francisco infrastructure projects has been flawed for years. Favored bidders for City projects often did not have contractor's licenses. After winning contracts, these favorite bidders would pass the projects along to contractors with licenses — after adding a stipend for themselves. The SFMTA could have complained about this behavior to the City for price gauging, for projects lasting longer than they should have, or for poor design. But it did not do so in a meaningful way.

THE SOLUTION

Every neighborhood has different conditions for parking. SFMTA should poll or interview the neighborhoods and ask the residents how it could help their parking problems. Unfortunately, SFMTA employees are often educated out of state, typically live in Oakland, and have never owned or operated a small business that depends on foot traffic or available parking to be successful. Today SFMTA conducts outreach to different businesses, churches and community centers to understand the neighborhood's transit issues and concerns and to discover their recommendations. When asked if neighbors could vote on a concern

to learn the most desirable transit issues solution, an SFMTA employee replied that voting by neighborhood residents on a transit issue is to be avoided. It would seem the SFMTA wants the last say on any topic they design and become legally responsible for.

Understandably, most who ride MUNI are willing to pay for suggested increases in fares or taxes. These riders, faced with the alternative of buying a car and finding parking (which is becoming increasingly more difficult), have yet to find any other option. When fear tactics are posted in the media on May 29 by SFMTA Director Tumlin — threatening to cut **20 MUNI lines** — if more money is not available, it's no wonder they are willing to pay for any increase in fare Muni demands. SFMTA is crying "wolf" again. Will this tactic ever fail?

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Executive Committee: How to Get in Touch with Us

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FROM THE PRESIDENT'S DESK

FIVE SAVES YOU CAN MAKE TO HELP CSFN THIS SUMMER

Save the date!

Last year we had a great Semicentennial Celebration at the Flood Mansion! Marty Macintyre, present at the creation of CSFN, spoke to us of our founding back then. We had hors oeuvres, wine and live music. Why not repeat that success with a celebration of Fifty Years Plus One? We have booked that great venue again: look forward to seeing you there on Wednesday, Dec. 6, for a Holiday Party that will equal or surpass last year's! Stay tuned for further information at the GA and in the News Letter.

Save Historic Preservation!

Rincon Neighbors has discovered the planning department approved permits for many large sign the historic Rincon Annex (former Post Office). They have filed

appeals and are asking for our help. Find their resolution in this issue, read it and vote your support Send City Hall the message that Historic Preservation is still a priority with San Francisco residents!

Save the Marina!

The Marina Green will be forever changed unless we speak up now. SF Parks and Rec is fully behind a plan to build a larger harbor for nearly 200 additional boats in front of the now unobstructed waterfront. The proposal to "Renovate" it is going to move forward unless you register your objection to it during the public comment period ending the middle of this month! If you like the bay views, the parking, the access to the water, etc. please contact Monica Scott at [.REC-SFMarinaProject@sfgov.org](mailto:REC-SFMarinaProject@sfgov.org) to send them your message.

Save the Port of SF

This month the Port will lay out its strategies to manage the effects of climate change on our seawall and piers. We have invited Executive Director Elaine Forbes to speak with us later this summer and answer our questions about rising sea water, falling land and mitigating coping strategies. Watch for our article in the NL soon, hear her speak and vote on the resolution to be discussed.

Save our cities!

In the February NL I presented the case for saving SF and all of our California cities from the attempt by the state to cripple our control of our own planning and force us to build thousands of new residential units with no consideration for large numbers of vacant ones, nor of lack of capital for construction, fleeing workers seeking to work remotely elsewhere, and unfunded mandates for infrastructure. We passed a resolution demanding relief from RHNA numbers and HCD. Now we must join with Livable California and Ca. Catalysts in support of a referendum next year to end this tyrannical state takeover! of our local control!

Charles Head, CSFN President



DRAFT MINUTES FOR CSFN GENERAL ASSEMBLY MAY 16, 2023

1. The meeting was called to order by President Head at 6:35.

- II. In the Spotlight, Steve Ward spoke of the accomplishments and aspirations of La Playa Park Village Coalition.

- III, The Program was a panel discussion" Robotaxis Driving in SF: Red, Yellow or Green Light Ahead ". Fire Chief Jonathan Baxter, SFMTA Deputy Director Darton Ito, and Mission Local columnist Joe Eskenazi shared their concerns with us and answered our questions.

- IV. Officers' Reports: President Head deferred until later; Vice President Rogers had concerns about changes in the M car line; Treasurer Scott said our financials are sound; Legislative Representative Boken traced our support for the waters off Ocean Beach to be included in a National Marine Sanctuary.

- VI. Committee Reports: Ex Comm chair Rogers warned of Higbee lawyers acting like ambulance chasers for journalists; G&E chair Wooding told of impactful state ballot initiatives to come in 2024 for minimum wage, oil wells, higher rates and a higher affirmative vote requirement; LUTC chair Mari Eliza solicited interest for more Town Halls; Open Space chair Rogers is concerned about Pilgrim's Church and Oceanview Library.

- VII. The minutes from the CSFN GA on April 18, 2023 were unanimously approved.

- VIII. Unfinished Business: Frank Noto withdrew a CSFN resolution concerning the Police Commission and traffic stops as now unneeded. Dave Osgood had concerns about the Warfield theater conversion to housing without retrofitting.

- VIII. Under New Business, a Resolution on Robotaxis will be in the NL and voted on next month, as will one on Signage at the Historic Rincon Post Office Building.

- IX. The meeting was adjourned by President Head at 8:15.

Charles Head, CSFN President



TENTATIVE AGENDA FOR CSFN GENERAL ASSEMBLY JUNE 20, 2023 ON ZOOM

1. Call to Order
2. Spotlight; Corbet Neighbors
3. Officers' Reports Committee Reports Approval of the Draft Minutes for the May General Assembly Minutes
4. Unfinished Business: Resolution on Seismic Safety
5. New Business: Resolution on Autonomous Vehicles
6. The Conversation Continues
7. Adjournment

CHARLES HEAD, CSFN PRESIDENT



CSFN EXECUTIVE COMMITTEE MINUTES

Wednesday, May 23, 2023, 5:30 PM / By ZOOM Glenn Rogers, Charles Head, Greg Scott, Mari Eliza, Al Fontes, Clair Zvanski, George Wooding, Dave Osgood, Mari Eliza, Eileen Boken and Mary Harris.

Call to Order/Quorum.Met? ZOOM host Glenn Rogers
 Agenda approved? Accepted as amended. Record!

I Officers Reports

- A. President, item 41 to put off raising meter rates passed.
- B. Vice President, wrote a letter to the Brian Haagsman of SFMTA, Participatory Budget will be open June 12 for voting and will last 2 weeks, attended the Pilgrim Church several times when closed.
- C. Recording Secretary, working on Minutes.
- D. Corresponding Secretary, not present
- E. Treasurer, not present

II Committee Reports

- A. Executive Committee, Water and Sewer is asking for on a 7% increase this year and 8% next year without a Citizen Representative present, mayor’s appointment
- B. Land Use and Transportation, provided a report.
- C. Government and Elections, 875,000 sign. to rescind State housing plan.
- D. Bylaws, Claire will schedule a meeting in June 2023.
- E. Open Space, the Oceanview Library is back on the Library Commission with \$47 million budget, I have a ZOOM meeting June 1 with Michael Lambert and Dr Pierre and no anyone attended. Neighbors want Library at 100 Orizaba.

III Unfinished Business,

Earthquake Resolution., see N with one additional Resolve clause.

IV New Business,

- A. Next Program? Supervisor Peskin parking with meters.
- B. Next article? Parking meters. Future article on Port. Thames barrier.

V For the Good of the Order

- A. Rincon Annex or Historic Post Office needs protection from six signs.
- B. Rock shows to be located elsewhere than in Sunset diistrict.

Adjourn 7:00 PM

Glenn Rogers, Vice President



CSFN OPEN SPACE MINUTES

Wednesday, May 23, 2023, 7:00 PM / By ZOOM Glenn Rogers, Charles Head, George Wooding and Dave Osgood

- I. Requests 4 separates requests for \$175 regarding an Appeal for the Rincon Annex.
- II. No one wants Oceanview Library at Pilgrim Church/IT Bookman location nut prefer it to be at 100 Oceanview Library.
- III. Rincon Point Resolution regarding both Earthquake Resolution and the Rincon Annex.
- IV. David Osgood offered to do an article but we do not do two articles in newsletter.
- V. Offered to do a Resolution regarding the Rincon Annex.

Glenn Rogers, Open Space Committee Chair

Rincon Point Neighbors Association

88 Howard Street

Post Office Box 193015

San Francisco, CA 94119

CSFN resolution calling on the City and County of San Francisco to seriously address without further delay all the known risks facing thousands of people who live and work in high-rise buildings

Whereas, 114 named tall buildings in San Francisco are on soil with a “very high“ liquefaction potential, and “most“ of these buildings do not rest on bedrock, according to city documents,,

Whereas, the city has not set a deadline for retrofitting the 39 specific tall buildings known for nearly 30 years to have weak steel framework welds nor checked to see if they were damaged in the 1989 Loma Prieta Earthquake,

Whereas, the city continues to arbitrarily maintain weaker earthquake standards for large buildings under 240-feet high,

Whereas, San Francisco officials require only a 90% chance that tall buildings remain standing after a large earthquake, and therefore the collapse of 10%—or approximately 16 tall buildings, possibly fully occupied, and even without liquefaction—appears acceptable to them,

Whereas, many tall buildings in San Francisco are older, were designed using outdated seismic standards, and have not been retrofitted,

Whereas, city officials are aware of the risks facing tall buildings because of the problems with the Millennium Tower and the five *New York Times* articles titled “San Francisco’s Big Seismic Gamble“ but have failed to act promptly and comprehensively,

Whereas, the city’s lack of preparation for these known problems will likely contribute to the biggest disaster to hit San Francisco this century,

Therefore be it resolved, the Coalition for San Francisco Neighborhoods calls on city officials and independent experts to address all relevant earthquake factors—liquefaction, weak welds, building age, inconsistent requirements, etc.—regardless of building height and to not cherry pick which issues to mitigate.

Be it Further Resolved, we call on city officials to set deadlines and require retrofitting of all vulnerable buildings—including office to residential conversions—and to make all relevant information readily available to the public.

- Submitted by [Rincon Point Neighbors Association](#), March 21, 2023

Primary sources: [The New York Times](#) and SF [Office of Resilience & Capital Planning](#)

Rincon Point Neighbors Association

88 Howard Street

Post Office Box 193015

San Francisco, CA 94119

CSFN resolution calling on the San Francisco Board of Appeals to support four appeals from the Rincon Point Neighbors Association opposing excessive signage proposed for the exterior of the historic Rincon Annex

Whereas, the LA-based corporate owners of the 83-year-old landmark [Rincon Annex](#) (former post office) on Mission Street near the Embarcadero are attempting to install numerous unnecessary signs on three sides of the historic building,

Whereas, the Rincon Point Neighbors Association is currently appealing the four building permits that would allow the **eight sets** of inappropriate and unnecessary signs on the building's [Streamline Moderne](#) exterior,

Whereas, the building permits were issued in secret, behind closed doors, and over-the-counter by the San Francisco Planning Department,

Whereas, there was no neighborhood notice, hearing, or opportunity for comment,

Whereas, the building was designed by [Gilbert Stanley Underwood](#), a renowned architect working for the Roosevelt Administration who also designed numerous grand railroad stations, post offices and national park lodges (including the Ahwahnee Hotel),

Whereas, the site was re-developed in the 1980s into the multi-use [Rincon Center](#) and the historic building's lobby and exterior were to be preserved,

Whereas, a carefully crafted sign plan was implemented in the 1980s that contributed to the many successful businesses at the center for 30 years,

Whereas, the planning process could be streamlined without lowering standards or jeopardizing historic preservation,

Therefore, be it resolved, the Coalition for San Francisco Neighborhoods calls on the San Francisco Board of Appeals to approve the four appeals regarding signs on the Rincon Annex.

- Submitted by Rincon Point Neighbors Association, May 29, 2023

ARTIFICIAL INTELLIGENCE VEHICLE RESOLUTION

Whereas, AI cars are not able too distinguishing yellow tape with “Emergency or Caution” written on it and can endanger the public;

Whereas, AI cars do not avoid fire hoses and when they cross these hoses, they can endanger the public;

Whereas, AI cars when confused, unexpectedly stop, surprising human drivers and can cause serious accidents resulting in costly property damage and physical injury to human drivers or occupants;

Whereas, AI cars are often confused by policemen waving traffic thru a lane after an accident;

Whereas, hackers are capable of misdirecting AI vehicles and causing accidents;

Whereas, human drivers use facial expression, eye contact and body language to determine how a pedestrian will react. Will AI vehicles be capable of doing the same?;

Whereas, who will be responsible if an AI car is in an accident. The AI vehicle, the manufacturer or the human passenger?;

Whereas, AI designers have not been able to successfully describe Black skin to AI cars, therefore, these cars do not see Black people;

Be It Resolved, the State in forcing the City and County of San Francisco to experiment with AI vehicles should compensate the City for a significant sum of money to offset severe property damage and loss oof life by having the AI vehicles operating here;

Be It Further Resolved, that if the State of CA is unwilling to compensate the City and County of San Francisco for this experiment of allowing its streets to be used to provide data for AI cars leading to property damage and possible loss of life, we request the experiment be held elsewhere.

GLENN ROGERS, DELEGATE PmAC
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Wiener has written terrible state planning legislation. His failure is that he continues to believe that housing density legislation will lead to housing affordability. This contributes to poorly designed housing being sold at market-rate prices. Additionally, developers cannot make a profit selling affordable housing and will not develop affordable housing.

Statewide Ballot Campaign To Stop Stop Scott Wiener's Legislative Attacks on CEQA

Status: Fund raising and ballot signatures

This statewide ballot initiative will:-rescind prior Housing legislation that impinges on CEQA rights

-Save CEQA from Gavin newsom's attempts to minimize CEQACEQA definition:

Scott Wiener has written terrible state planning legislation Such as SB9 and SB10. His failure is that he continues to believe that housing density legislation will lead to housing affordability. This contributes to poorly designed housing being sold at market-rate prices. Additionally, developers cannot make a profit selling affordable housing and will not develop affordable housing. Wiener's ultimate goal [is.to](#) minimize CEQA so that it no longer has any housing impact.

Gov. Newsom Announces Plan to Streamline CEQA Review

Former Gov. Jerry Brown once called CEQA reform “doing the Lord’s work.” Well, the current governor has committed to that mission. After expressing frustration with the state’s environmental law on Feb. 25 and its use by “NIMBYs who weaponize CEQA” to block much-needed development projects through delay and increased costs, Gov. Newsom introduced his legislative package to tackle two of the primary culprits in the CEQA bottleneck: administrative record preparation and lengthy legal challenges to a project’s environmental review.

The proposal, which borrows from prior CEQA streamlining bills for “environmental leadership projects,” narrows the scope of the administrative record and creates judicial streamlining for certain water, transportation, clean energy and semiconductor or microelectronics projects aimed at climate resiliency, safety and infrastructure maintenance. Below we outline the key provisions of the bill and the issues they attempt to address:

Preparation of the administrative record:

Bottleneck: One of the tools project opponents use to string out lawsuits challenging a project's CEQA compliance is the administrative record. The administrative record is a compilation of the documents, studies and testimony the lead agency relied on in approving a project and certifying an environmental impact report. Under existing law, project opponents can choose to prepare the record on their own and then slow play preparation of the record to delay litigation—oftentimes for several months to over a year. Project opponents can also argue about the scope of the administrative record—i.e., what documents were before the agency when it undertook the challenged action.

Legislative fix:

To speed up that process, Gov. Newsom has proposed several solutions: For all projects, the bill allows a lead agency to prepare the record notwithstanding the project opponent's election to prepare it. A lead agency may also assume the responsibility of preparing the record when the project opponents fail to prepare it in a timely manner

.For all projects, the bill narrows the scope of the administrative record by clarifying that head ministrative record does not include “internal agency communications” that were not presented to the final decision-making body. This is critical as oftentimes record preparation is bogged down in attempting to collect email correspondence between agency staff during the project environmental review and entitlement process.

For certain water, transportation, clean energy and semiconductor or microelectronics projects, the bill requires lead agencies for the project to prepare the administrative record while it is processing the project's application and preparing the environmental impact report. (See, e.g., Public Resources Code Section 21167.6.2, allowing an applicant to request the same but leaving the decision to the lead agency's discretion.) The lead agency is directed to “certify” the record within five days of approving the project so that if any litigation is filed challenging the project, the record can be lodged with the court and the parties can proceed immediately to briefing the merits of the case.

Resolution of CEQA challenges within 270 days:

Bottleneck: Project opponents often use a lengthy court process—which in some instances can take several years to complete—to delay project financing and construction.

Legislative fix: For certain water, transportation, clean energy and semiconductor or microelectronics projects, the bill attempts to address this delay by requiring all actions to challenge an environmental impact report or the granting of any project approvals for such a project within 270 days of filing the record of proceedings “to the extent feasible.”

George Wooding, Chair of Government and Elections



Land Use and Transportation Report

No request for meetings so far, but, we are open to suggestions still. We need a new LUTC Chair. (Send applications to EXCON). Get your members involved in the actions CSFN is taking. Stay tuned for some ideas in how to do that. So many issues and so little time to cover them all... In no particular order.

First and most distressing are the effects state overreach is having on our communities. Governor Newsom may have bitten off a bit more than he should have as he now has the attention of the environmental protection groups. Stay tuned for more on that, or just read the news. Please sign up to follow the CSFN blog where we post regular news stories. Charles will fill you in on some of it.

State issues are covered here: <https://www.discoveryink.net>

Newsom's latest anti-CEQA moves are here: [Newsom signs executive order, proposes reforms to environmental law known as CEQA](#)

In the Marina, East Harbor Marina plans are 2 projects combined, From Cindy Beckman:

1. Environmental remediation of PG&E-inherited gas plant contamination. You can find the fact sheet, which describes all the levels of proposed clean up, here: https://documents.geotracker.waterboards.ca.gov/regulators/deliverable_documents/9917981803/20230417_East%20Harbor%20and%20Outside%20East%20Harbor_Fact%20Sheet%20for%20Feasibility%20Studies.pdf

2: Remodeling the East Harbor to become "Marina Park". You can view the presentation slides, which are a little easier to understand regarding the proposal, here: <https://sfrecpark.org/DocumentCenter/View/19970/San-Francisco-Marina-Park--Community-Presentation-FINAL>

City wide transit issues:

Letter written in support of funding the sand clearing operation on [the Great Highway](#).

Letter written in support of Aaron Peskin's resolution to order a study on the [parking meter expansion](#).

Letters written in opposition to the [Geary Quickbuild](#) project.

Some success in forming city-wide unity on methods to curtail the SFMTA with Petitions, letters etc.

Robocars: New information on attempts by SF and LA authorities to put the brakes on an increase in deployment of Robocabs on our streets. Tumlin, SF Police and Firefighters, City Attorney and the Board of Supervisors took part in the reports and requests to the CPUC and the CDMV to not enhance the programs. Lots of evidence of problems with the cars has been documented and shared.

SF Small Business Commission held a hearing on merchants parking complaints. I will post an addendum with notes from the meeting links so you may see the comments and concerns voiced by the Commissioners. Data is being gathered on various commercial corridors. Please address this issue with the businesses in your communities and report back to me. [Link to the meeting](#).

I sent out a lot of reports during the month. If you want any more information let me know and I will get it to you. Also let me know if you have any pressing needs for a meeting, or you want to write an article.

Mari Eliza, zrants@gmail.com



MEMBERSHIP RENEWAL FORM

NAME OF MEMBER ORGANIZATION _____

Mailing Address _____ SF 941 _____ Email _____

CURRENT OFFICERS:

President Address, City, ZIP Email Phone

Secretary Address, City, ZIP Email Phone

Other Officer Address, City, ZIP Email Phone

CSFN DELEGATE:

Name Address, City, ZIP Email Phone

If your organization has alternate CSFN delegate(s):

Name Address, City, ZIP Email Phone

Name Address (with ZIP) Email Phone

DUES & DONATIONS

CSFN annual membership dues are \$45.
Organizations wishing to include an additional donation to CSFN are encouraged to do so.

**Make check payable to "CSFN" and mail to:
Greg Scott, CSFN Treasurer, 637 Noe Street, San Francisco, CA 94114**

CSFN Membership Certification: CSFN Bylaws (Article II, Section A-G) require each voting member organization to certify that it has a membership of 35 or more in order to maintain voting privileges. Organizations not having the required membership may retain membership as associate members without voting privileges at CSFN's sole discretion.

I confirm that we are renewing as a:

Member Organization with 35 or more members

Associate (non-voting) Organization - number of current members: _____

Certifying Signature Print name/Position Date