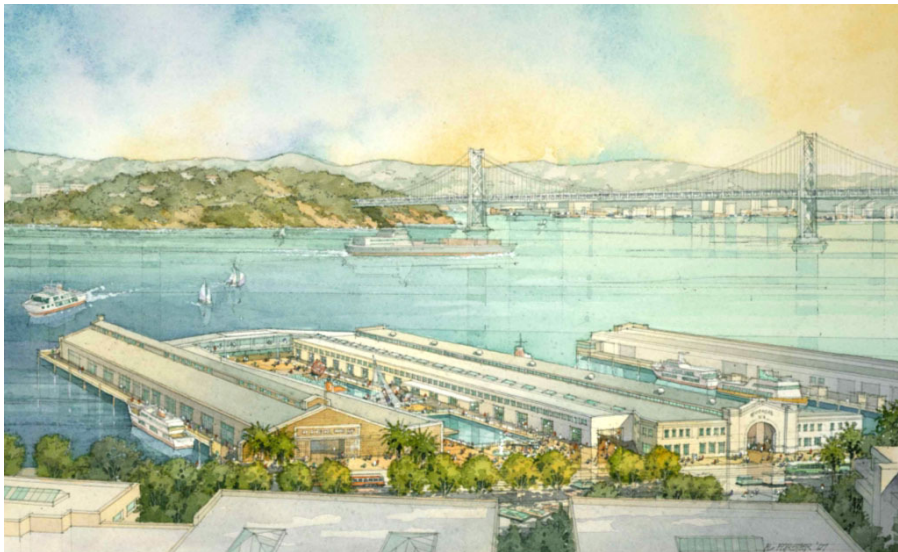


## 8 Washington: A Never-Ending Controversy



*NEW HOME*—A rendering of the Exploratorium which is moving to Piers 15-17.

### Supes Approve Exploratorium Move

By JUNE A. OSTERBERG

The Board of Supervisors voted unanimously on November 3rd to approve a 66-year lease of the Port's Piers 15-17 for The Exploratorium's long-sought move to the northeast waterfront.

There was no discussion and no fanfare when the vote was taken to allow the hands-on museum to relocate to the Bay waters' edge.

The Board also gave its approval to a Parking Agreement to use Seawall Lot 321 for a term of up to 16 years and three Curb Licenses along The Embarcadero.

**THE BOARD'S** key vote is timely because in the same week The Exploratorium began celebrating the fortieth anniversary of its establishment at the Palace of Fine Arts, another of San Francisco's crown jewels, which it had outgrown.

The Port is happy at the outcome, too. An important factor is the deteriorating condition of Pier 15. The old pier had been red-tagged

(meaning load-restricted) and requiring \$29 million in sub-structure repairs alone and doomed to eventual loss if not repaired.

Jennifer Sobol, Project Manager for the Port, stated:

"We think the project will be a win-win for everyone--for the Port, it means the rehabilitation of Pier 15, an historic maritime structure, while retaining maritime uses at the site.

**"FOR THE** Exploratorium, the project will provide a new home to accommodate all of the museum's programs under one roof and in a location that is easily accessible for visitors. For residents and visitors to the city it will create a new attraction on the waterfront.

"We thank everyone who has assisted us in this process, and we are especially grateful to our friends and neighbors of the Barbary Coast Neighborhood Association who have given their support for this project.

"We hope to close escrow and start construction in a few short months."

*(Continued on Page 7)*

By JUNE A. OSTERBERG

In the post-Freeway years that the Port has been busily transforming the northeast waterfront from a world-famous working port to a developer's dream, no proposed project has surpassed the 8 Washington project for inspiring controversy and indignation.

The current round in the ongoing fight has centered on the Northeast Embarcadero Study instigated last February by District 3 Supervisor David Chiu.

**MANY FEEL** that his initiative to have the Port Commission work with the city's Planning Department "to lead a focused public planning process...for the Port's surface parking lots north of Market Street" has not been steered by Planning in a direction to find favor with area residents.

That was never clearer than during the October 27 Port Commission meeting at which John Rahaim, Planning Dept. Director, presented the Dept.'s conclusions and preliminary recommendations to the Commission.

Only one speaker spoke approvingly of the Study results so far and of the unpopular project of San Francisco Waterfront Partners, LLC to build a 420-car underground parking garage topped by two 84-foot luxury condo towers (the plan incorporates SWL Lot 351) right on The Embarcadero, near the Ferry Building.

**THE STUDY'S** many public meetings and workshops have drawn large numbers of waterfront area residents and others interested in what is being planned on the northeast waterfront and in the Study process.

The often-expressed desire in public comment is that there should be more open space in the region rather than buildings.

(The last community workshop, at which Planning will present its draft report, is scheduled for December 16, just as the holidays are fast approaching.)

*(Continued on Page 2)*

# 8 Washington Project: A Never-Ending Controversy

(Continued from Page 1)

Several attendees said that the Dept.'s presentation October 27 could not have been more pro-developer if the sponsor, Simon Snellgrove, had given it himself.

Lee Radner, chairman of FOGG (Friends of Golden Gateway), whose 40-year-old Golden Gate Tennis & Swim Club would lose roughly half of its facilities if the SFWP project on the 3.2 acre site is completed, bristled at Rahaim's statement, "That site should be developed."

SFWP has an ENA (Exclusive Negotiating Agreement) with the Port, and the Port is paying for the Planning Dept.'s Study.

Diane Oshima, Assistant Deputy Director of Waterfront Planning for the Port, introduced Rahaim at the Port Commission meeting and said that "The guidelines developed as a result of the study will be applied to new development within the Study area..."

Selected statements from the Planning Dept.'s report to the Commission illustrate the thrust and tone of the Study:

In **BUILDING ALONG THE WATERFRONT** it is said that because the northeast waterfront "has transitioned away from a working waterfront the fundamental character of the city connected to the Bay through a continuous or nearly continuous urban edge at the west edge of The Embarcadero must be maintained and strengthened by encouraging new development on now-open parcels."

Under **RESPECTING SAN FRANCISCO'S TOPOGRAPHY**--"Views of Coit Tower from certain locations are a defining element of the Northern Embarcadero and of the city and should be preserved. Urban design guidelines should protect these views to the extent possible."

**STRENGTHENING THE CITY'S PATTERN:** "...The streets leading into The Embarcadero from the west--including Clay, Jackson, Pacific, Vallejo and Union--should be opened to public pedestrian access and allow views to the waterfront.

"This access may be the result of an easement across privately-owned land, or an extension of the public way across publicly-owned land..."

**RECOGNIZING THE CITY-**



**PROPOSED CONDO DEVELOPMENT**--This rendering, from the San Francisco Waterfront Partners website, shows the positioning of their proposed condominium project at 8 Washington. A majority of Barbary Coast residents who have spoken out object to the height and mass of the buildings placed almost directly on the west sidewalk of the Embarcadero, plus the loss of open recreational space.

## WIDE ROLE OF THE NORTH-EAST WATERFRONT

Recommendation: "...surface parking and above-grade structured parking is inappropriate here, and the existing surface parking should be phased out from this significant location. To the extent that parking is needed in the area, it must be below grade."

In **PROVIDING PUBLIC OPEN SPACE** Planning noted that the recently updated Recreation and Open Space Element analysis "determined that the study area is not 'a high need area' for the acquisition of open space."

"The Department concludes that this sector of the waterfront is not in need of significant new open space."

**ENSURING THE HIGH QUALITY DESIGN OF STREETS ALONG THE WATERFRONT:** The west side of The Embarcadero should have a graciousness that equals but does not duplicate the Embarcadero Promenade...

**BUILDING WITH A CIVIC VI-**

**SION ALONG THE EMBARCA-DERO** "...The Embarcadero's substantial width requires a continuous, or near-continuous, built edge to bring definition to its space. Buildings need to be of sufficient height to prevent pedestrians from feeling lost or exposed while walking along it.

"Parcels south of Broadway...should be taller than those north of Broadway."

Remarkably, this section also contained recommendations for certain currently allowed heights to be reduced: Embarcadero between Washington and Jackson--a 65' limit; Embarcadero between Jackson and Pacific--35' feet, to preserve views of Coit Tower and Telegraph Hill; Drumm Street frontage--45' "with a horizontal setback of at least 20' above the fourth story, above which the building should be permitted to rise to 84 feet."

Port Commission members enthusiastically thanked the Planning Dept. for the quality of its Study.



# 2nd Broadway Housing Project Seeking Neighborhood Input

By JUNE A. OSTERBERG

When the CCDC was planning its first truly affordable housing project for lower Broadway, which is open and fully occupied at Battery Street, the Chinatown Community Development Center involved neighborhood residents in its planning.

That is happening again with the second CCDC affordable housing project to be built nearby, on the south side of the street between Battery and Sansome Streets. An advisory committee has been formed, met with the project planners September 22nd, and will meet again before year's end, according to Kim Piechota, CCDC project manager.

**IT IS NAMED** the Broadway-Sansome Apartments Advisory Committee. Its members include at least three architects as well as several well-known people of the community. David Chiu, District 3 Supervisor, attended.

Meetings of the Committee are open to the public.

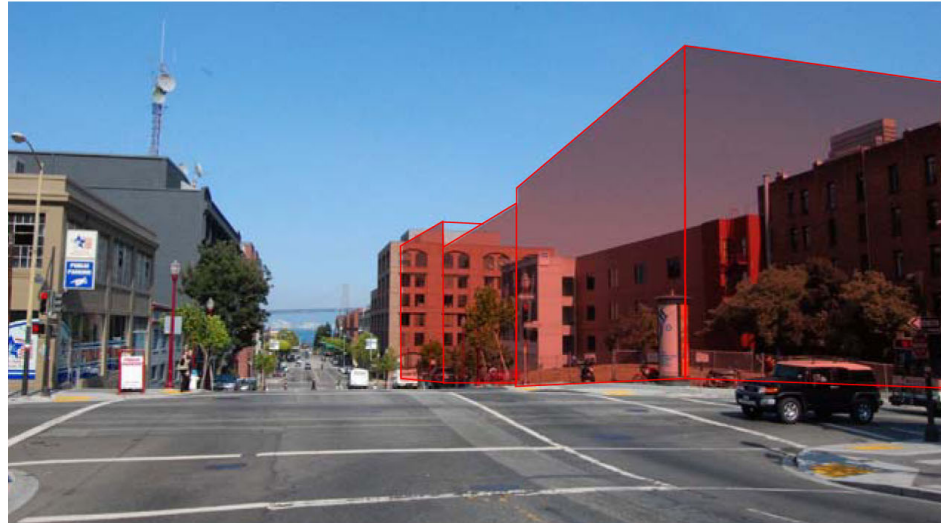
The two projects will not be twins, but they have the same architecture firm, Solomon ETC. The architects and CCDC planners have been considering how many units can be built--61 units, so far--within the 65-foot height limit.

Kim Piechota said they also have looked at design options that would result in a considerably higher building that would allow more units in order to decrease the cost per unit, but would require creating a Special Use District. At present, she said, planning is for the 65-foot limit.

**SHE SAID THAT** the plan still includes 4,000 sq. ft. of retail space at the two corners at Battery and Sansome, which would be for two businesses and could be subdivided. Also being explored is a taxi loading zone.

The development is for rental housing for low and very low income families, with at least 20 per cent of the units targeted to families who are homeless or at risk of homelessness.

Another requirement is that at least 30 per cent of the units must be three bedrooms so that the project can qualify as a large family project under the



**POSSIBLE NEW APARTMENTS**—This rendering shows the height and mass of one of three possible configurations of the Broadway-Sansome Apartments.

California Low Income Housing Tax Credit Program.

CCDC is a non-profit housing developer. The buildings do not include parking.

Kim Piechota said that the first project, Broadway Family Apartments, which has been very well-received, is within the Northeast Waterfront Historic District but that Broadway-

Sansome is not.

However, the ultimate design of the current project will complement the buildings within the District, as it sits right on the edge of the District, she said.

The new timeline is for construction to start in mid- to late-2011 with completion slated for sometime in 2013.

Your Are Cordially Invited To Our

## BCNA Holiday Party

Sunday, December 6, 2009  
4:30 to 6:30 pm

### The Old Ship Saloon

298 Pacific Ave @ Battery St  
No-Host Bar • Free Hors d' Oeuvres  
RSVP to (415) 226-0400

# RESTAURANT ROUNDUP

The Barbary Coast will soon find another dining option in our area—**CREDO**—due to open in the Financial District after the first of the year. Owner Clint Reilly is opening what is being called an “urban trattoria” in a building on Pine Street that originally was an old Chinese bank. There will be 79 seats, with a private dining room below with room for 50, and an upstairs bar with eight seats. Chef at the restaurant will be Mario Maggi, who hails from Florence but trained in Milan, and has worked in 31 restaurants around the world. This will be his first San Francisco gig. Lunch and dinner will be served Mon–Fri, and dinner on Saturdays. 360 Pine St. at Montgomery.

\* \* \*

Thursdays at the Ferry Building is proving to be a mecca for fabulous lunch choices as they continue their **Thursday Street-Food Market**. Lunch-goers can choose from **ROLI ROTI** famous rotisserie meats; smoked fish from **CAP'N MIKE'S HOLY SMOKE**; **TACOLICIOUS**, a side project of the Laiola Restaurant guys; **PIZZA POLITANA** pies baked in an 800-

degree oven and ready in 3 minutes; Ryan Farr's **4505 MEATS** with smoked hot dogs, etc; Korean barbecue tacos from **NAMU**, plus others.

\* \* \*

**IL CANE ROSSO** in the Ferry Building has decided to extend their Sunday Supper \$25 dinner to every night, serving it from 5:30pm–9pm. Check out their website site for menu details, but typical fare includes kale and apple salad with pecorino, toasted hazelnuts, and thyme vinaigrette; *Marin Sun Farms* brisket with horseradish aioli; soft polenta with *Pt. Reyes* blue cheese; and snickerdoodle cookies with *Straus Dairy* vanilla soft serve. One Ferry Building, 415-391-7599. <http://canerossosf.com>.

\* \* \*

One of the most anticipated restaurant openings in the Barbary Coast came to pass on October 1<sup>st</sup>, when **QUINCE** moved into the former Myth space on Pacific to rave reviews from all concerned. Formerly in a smaller location on Octavia in Lower Pacific Heights, Quince features Italian-French

food in a truly elegant setting. Many wondered why the new owners would gut the relatively attractive Myth décor. But now that the project has been completed, the remodeling was truly justified. And their success is palpable: There’s up to a 30-day wait for reservations. Good news is you can eat the full menu at the bar. 470 Pacific Ave. at Montgomery. 415-775-8500.

\* \* \*

After some delays apparently caused by financing issues, it looks like construction work has resumed at Pier 5 for the third new restaurant in San Francisco Waterfront Partners Piers Development, **LAFITTE**. The brainchild of “Dissident Chef” Russell Jackson, the developers and the Port have also applied to the San Francisco Bay Conservation and Development Commission (“BCDC”) for a permit to allow construction of a 736-square-foot outdoor dining area and to enclose it with canopies. The outdoor area would be built on the north side of the Pier 5 bulkhead building.

## It's Time To Join or Renew Your Membership In The **BARBARY COAST NEIGHBORHOOD ASSOCIATION**

**Yes**, I want to **JOIN OR RENEW** my membership in the Barbary Coast Neighborhood Association for 2010. I have enclosed my check made payable to the **BCNA** corresponding to my membership type.

Name \_\_\_\_\_

Address \_\_\_\_\_

San Francisco, CA Zipcode \_\_\_\_\_ Phone \_\_\_\_\_

Email Address \_\_\_\_\_

@ \_\_\_\_\_

*Please Mail To:*  
**BCNA**  
**640 Davis Street #28**  
**San Francisco, CA 94111**



(Please Clip and Mail)

### Type of Membership:

- Individual Membership.....\$25
- Family Membership .....\$35
- Small Company Membership  
(Fewer than 10 employees).....\$50
- Large Company Membership  
(10 or more employees).....\$150

**Additional Contribution** ..... \$ \_\_\_\_\_

**Total Enclosed** ..... \$ \_\_\_\_\_

June  
Osterberg's

## On The Waterfront

Foreign Trade Zones once were an important part of international shipping at the Port of San Francisco, which received U.S. Commerce Department authority to establish, operate and maintain Foreign Trade Zone No. 3 in San Francisco March 10, 1948.

It was opened at Pier 45 and subsequently moved to Piers 19-23, where it operated until December 2008.

Port staff saw that not much was going on at its old stand and that it could work for modern industries in a new place away from tourism activity.

That became an irresistible item on the agenda of the September 22 Port Commission meeting--irresistible because the staff memo listed what advantages a trade zone offered in the heady days of ships sailing in and out of our piers. Harken, kiddies:

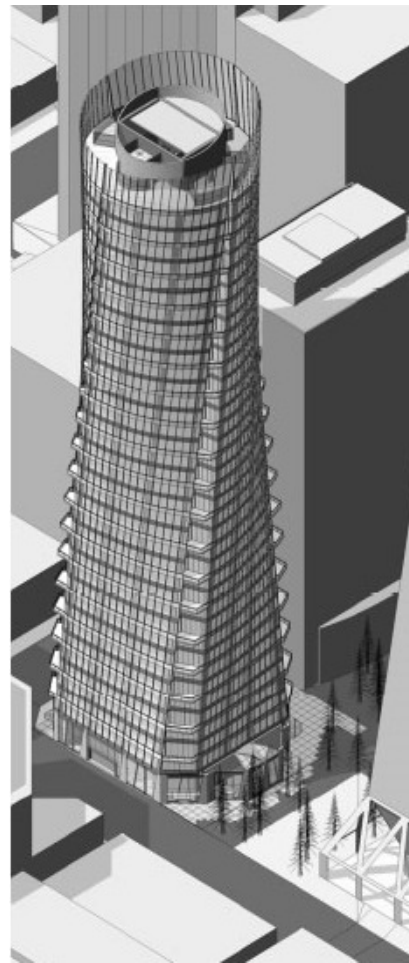
Imported merchandise could be stored, sold, auctioned, tested, cleaned, calibrated, consolidated, sampled, relabeled, repackaged, inspected, displayed, repaired, commingled, manipulated, mixed, processed, assembled, manufactured, salvaged, or destroyed. Something for every foreign trader!

Relocated, reorganized and integrated with the city's present-day economic and workforce development, today's Foreign Trade Zone 3 could provide improved access to: local, state and federal tax credits; energy-efficient programs; employee training funds; employee recruitment, training and retention services; and site location assistance to facilitate start-up, expansion or relocation, according to the memo prepared by Peter Dailey, Deputy Director, Maritime.

Airport Director John L. Martin said, "We look forward to the success of the reconstituted foreign trade zone." The Port Commission gave the revivification its collective blessing.

*BCNA*

The controversial 555 Washington project has been opposed by some organizations because it seeks to construct a 400-foot luxury condo building on a site with



a 200-foot height limit, near the iconic Transamerica Pyramid.

On September 28 William H. Sauro, president of the BCNA, advised the San Francisco Planning

Commission and Recreation and Parks Commission that the BCNA was reconsidering its conditional support of the project and had voted to take a "neutral" position.

Backers of the project, while awaiting the Environmental Impact Report (EIR) to be finalized, since then have cited the support of the Jackson Square Merchants Association and Friends of the Urban Forest, and have said that a coalition of neighborhood supporters has established the Friends of Redwood Park.

It also was stated that the project sponsors recently committed more than \$1.6 million for public art at 555 Washington and would use local San Francisco artists, and that more than \$12 million is earmarked for affordable housing in the city.

Further, it has been announced that the project has increased the size of Redwood Park--formerly private but now to be public-- from approximately 17,980 sq. ft. to about 26,780 sq. ft.

*BCNA*

Speaking of the powerful five-member Port Commission, the term of one of the longest-serving members, Kimberly Brandon, expired during the summer. The other four members had to make do one short for quite a few meetings.

Actually, the Commission went down to a bare majority of three when Commission President Rodney Fong was absent for jury duty.

Mayor Gavin Newsom did not act quickly to reappoint the experienced Kimberly Brandon, who had indicated her willingness to continue serving, but at last she was back on duty in October.



# Port Commission Approves Issuance of Revenue Bonds

By JUNE A. OSTERBERG

Revenue bonds were quiet but significant items on the Port Commission's October 13 calendar. The Commission voted to approve the issuance of the Port's Series 2009 Revenue Bonds--\$45 million with an interest rate not to exceed 12% per annum--to fund Port property improvements.

Pier 35, the old cruise terminal, and Pier 27, the fine new terminal project the Port is building on its own, are the two principal beneficiaries.

Tina Olson, Deputy Director, Finance and Administration, said there is an urgency about Pier 35, which needs repairs to both the substructure and superstructure (see below) to enable it to continue to serve cruise ship passengers until the Pier 27 project is completed.

**SAN FRANCISCO'S** Charter gives the Port Commission the exclusive power to issue revenue bonds for Port-related purposes, but requires the approval of the Mayor and Board of Supervisors. The Mayor gave his approval on November 2nd, and it is expected that the Supervisors' Budget and Finance Committee will do the same November 18.

It was last July 1st that the Port made the final payment on its revenue bonds originally issued in 1984. That left the Port with no outstanding bonded indebtedness, according to Tina Olson.

Executive Director Monique Moyer's Memorandum to the Port Commission said that "Port staff focused on identifying projects that would (1) most benefit the Port financially by transforming under-utilized Port assets into performing assets, (2) meet the Port's maritime and public missions, and (3) ensure the safety of Port employees."

**PORT STAFF** is going forward with the new Bond Series pricing, probably in January, Tina Olson said.

Ten million of the \$45 million Bond issuance is allocated for design and planning costs for the Port's Pier 27 Cruise Terminal project, which includes renovating the Pier 27 shed to a cruise terminal that will serve as a special event facility on non-cruise days. Also included is a public plaza/park on the front of the terminal.

The project is in the design phase now. Staff anticipates construction to begin in the first quarter of 2012 and be completed in the first quarter of 2014.

**THE ALLOCATION** for Pier 35 is \$5.5 million for design and construction costs to fund urgently needed repairs of failing wood columns and to repair pilings, beams, girders, and slab panels. The project also calls for installing new ADA accessible restrooms in the old terminal's main entrance/Reception area.

Design is under way. The most critical repairs are expected by Port staff to be complete before April 2010 and the remainder by April 2011.

The next item on the list for the Bond Issue is a \$2 million allocation for Pier 19 or 23 for design and planning for a "Port-managed development of an underutilized pier."

**THE STAFF** memo states that one or the other of the two piers would be renovated to provide office space and public access around the piers and the apron.

According to Tina Olson, Pier 23 is preferred because it is in better condi-

tion and consequently will cost less to repair.

The Port expects to issue an RFP (Request for Proposals) for design services during the winter of 2010, and construction is expected to begin by the end of 2012.

As for Pier 19, there is a \$3.5 million allocation to replace its roof so that the Port can continue to maintain the pier and continue to lease the facility on an interim basis.

**THE DESIGN** for this will be complete by March 2010 and the construction done by September 2010.

Other Bond monies will go to two southern waterfront projects, including \$8 million for Backlands improvements and \$1.5 million for Pier 50.

The Port Commission approved Port staff's intention to issue the 2009 Bonds through a negotiating sale with Jefferies and Company, Inc., the Port's underwriters selected by an RFP through the Controller's Office as-needed pool of underwriters.

The October 8 Memorandum stated that Port staff believes that "a negotiated sale is more appropriate at this time since the Port has not been in the bond market for some time, and "we wish to minimize difficulties in marketing the bonds, which may result in a higher cost to the Port."



**SOON TO BE IMPROVED**—Pier 35, the Port's current makeshift Cruise Terminal, would receive some long-neglected repairs, while bond funds would be used to reconstruct Pier 27, which would be the home of a new Cruise Terminal.

## BCNA To Host First Holiday Party Event

Members, residents, and businesses alike are all invited to the Barbary Coast Neighborhood Association's first Holiday Party.

"Anyone in the Barbary Coast who is interested in keeping our neighborhood the best is invited," said BCNA Board President William Sauro.

The party will be held on Sunday, December 6, 2009 from 4:30 to 6:30 pm at The Old Ship Saloon, 298 Pacific Ave at Battery St.

There will be a No-Host bar plus free hors d'oeuvres.

"It will be a great time to meet more of our neighbors and also let people know what the BCNA stands for and why we need everyone's active membership," added Sauro.

Those interested in attending can RSVP by calling (415) 226-0400 or sending an email to [wm@sauro.com](mailto:wm@sauro.com).

## Objectives for Improving Sue Bierman Park Outlined by Recreation/Parks Department

A total of \$1.812724 has been allocated by the City's Capital Planning Committee for improvements at Sue Bierman Park, formerly known as Ferry Park, at the Embarcadero between Clay and Washington Streets.

Among the goals for the remodeling:

- Maintain open meadow-like character that accommodates flexible, informal recreational activity that is passive in nature. No infrastructure for organized sports is proposed.
- Gently reshape land to create a more varied topography, eliminating poor drainage and to providing higher vantage points for views to the bay.
- Improve the terminus of Clay Street as a focal point and to create a better link between Justin Herman Plaza and Block 202.
- Remove the diagonal path that cuts Block 202 in half and replace it with a pathway system that allows for movement in a way that does not disrupt the cohesiveness of the site, providing a larger passive meadow space.

## Supes Approve Exploratorium Move

(Continued from Page 1)

Even as attractive a prospect as the innovative Exploratorium, a not-for-profit corporation, had to mount a long and unflagging campaign to win acceptance of its plan. A place on San Francisco's historic northeast waterfront is much to be desired but not easy to acquire, and many proposed projects don't make it.

**ANOTHER PART** of the successful project was the Board approval of Baydelta Maritime, Inc.'s move from Pier 15 to Pier 17.

The Exploratorium's long lease requires the repair, seismic upgrade and historic rehabilitation of Pier 15 and gives the museum the option of redeveloping and expanding into Pier 17 subsequent to re-establishing itself at Pier 15.

The plan includes: exhibit space,

fabrication space, teaching classrooms, cafes, a museum store, a multi-purpose room and administrative offices.

**OTHER SPECIFICS** of the approved plan include: removal of a portion of the asphalt deck between the two piers (the "valley"), removal of the connector building and construction of a new "Observatory Building" in its place, creation of substantial public space, rehabilitation of the north apron, construction of office and warehouse space inside the Pier 17 shed for Baydelta, and construction of a water taxi dock at the south apron, which the Port will operate.

Navy ships, commercial ships and other types of ships will continue to dock at the east apron berth. Baydelta's tugs and towboats will berth at the newly-restored north apron and newly-dredged Pier 17-19 water basin.

Exploratorium management had looked at other available sites in the city before choosing the piers at the foot of Green Street.

**PIERS 15 AND 17** are on the National Register of Historic Places and are part of the Embarcadero Historic District.

Wilson Meany Sullivan, the real estate developers probably best-known for its hand in the immensely successful transformation of the landmark Ferry Building, has been providing project management services for the Exploratorium's rehabilitation project since 2005.

Lead designers are EHDD Architecture (Esherick, Homsey, Dodge & Davis).

At least a silver LEED (green building rating system) designation is a requirement of the approvals, but everyone involved in the project is striving to surpass that and become one of the first net zero carbon science museums in the world, according to Leslie Patterson, Exploratorium public information officer.

Meanwhile, the project still must obtain approvals from BCDC (Bay Conservation & Development Commission) and from the State Lands Commission.

Leslie Patterson said that Exploratorium people are in the quiet phase of their capital campaign and hope to open on the waterfront in 2012.

- Remove the space frame structure and associated concrete paving as they detract from the aesthetic and functional qualities of the park.
- Plant light canopied trees that overcome the shadiness of the area.
- Retain the JC Decaux facilities in their current location on Drumm Street.
- Provide for informal play using innovative sculptural elements.
- Reconfigure the circulation on Block 203 to enhance cross-movement without diminishing recreational functions.
- Enhance the aesthetics of the maintenance facility.
- Relocate the Korean Memorial to a better vantage point, with the input of the Korean community.
- Establish flowering trees, shrubs and groundcover in a setting that bring life, color and interest. Retain, wherever feasible, the tall trees that provide a scale transition to adjoining high-rise buildings.

## President's Perspective By Bill Sauro

First, there was a bit of “good news” in the Planning Department’s preliminary recommendations for what to do with the Northeast Embarcadero and the Port’s Seawall Lots. That was the fact that the planners finally agreed that views from the Embarcadero of Telegraph Hill, Coit Tower and other City landmarks should be protected with some height restrictions on buildings at 8 Washington. But that was about the extent of the “good” portion.

Ironically, the Port staff highlighted the importance of the Golden Gate Tennis and Swim Club, calling it an “important neighborhood resource.” Yet by also stating that “the 8 Washington site needs to be developed,” they offered no suggestions on replacing the lost open recreational components that would be victim of the developer’s wrecking ball.

What about some ideas like replacing tennis courts lost, with new public versions built at developer cost on a Pier? Or requiring the developer to build a public swimming pool park on Seawall Lot 324 at Broadway?

Secondly, the Planners’ notion of having an “urban edge” of buildings

along the west side of the Embarcadero is flawed. They visually highlighted famous waterfronts in various world cities as examples of using buildings to define a waterfront. But in San Francisco we have massive Pier sheds and bulkheads that already block the view of the bay from most of the Embarcadero. By building 40-80 foot structures on the west side of our best City boulevard, we’d be creating a claustrophobic canyon of building walls.

Today one of the most gracious parts of a walk along the western side of the Embarcadero is when you reach Levi Plaza. The trees, waterfalls, gardens and meandering paths create a visually stunning and peaceful oasis.

This is exactly what Barbary Coast residents have been pleading for with the Port and the Planning Department. The Seawall Lots should offer more open space, recreation, senior centers, playgrounds, bike rental facilities, and parking, if needed, below grade.

The creation of an “urban edge” is nothing more than saying that all the Seawall Lots should be turned into condos or office buildings.

That’s not good planning, and it’s not what San Franciscans want.



A PUBLICATION OF  
THE BARBARY COAST NEIGHBORHOOD  
ASSOCIATION

WRITTEN BY JUNE A. OSTERBERG

[www.BarbaryNeighbors.org](http://www.BarbaryNeighbors.org)

For the Latest Neighborhood News:  
[www.theBarbaryCoastNews.com](http://www.theBarbaryCoastNews.com)

### BOARD OF DIRECTORS

#### OFFICERS

PRESIDENT  
BILL SAURO

1ST VICE PRESIDENT  
DIANA TAYLOR

2ND VICE PRESIDENT  
JONATHAN MIDDLEBROOK

TREASURER  
CAROL HOLLAND PARLETTE

SECRETARY  
BILL BENKAVITCH

#### BOARD MEMBERS

MORTON BEEBE  
BOB HARRER  
MARY LOU LICWINKO  
FELIX RODRIGUEZ  
LINDA SCHWARTZ  
JOSEPH WYMAN



THE BARBARY COAST  
NEIGHBORHOOD  
ASSOCIATION

640 DAVIS ST / # 28  
SAN FRANCISCO, CA 94111