

Broadway & Sansome Family Housing

The Chinatown Community Development Center has embarked on a second affordable housing project on Lower Broadway before its big venture at Broadway and Battery has welcomed its first tenants.

The new housing initiative is called Broadway & Sansome Family Housing. It will occupy the entire block of open land stretching along the south side of Broadway from Battery to Sansome. It will be diagonally across from the new Broadway Family Housing.

A startling statistic illustrates the desperate need for lower income housing in San Francisco. When CCDC announced it would conduct a lottery for the coveted 81 living units in Broadway Family Housing, 8500 applications flooded in.

The new project has the blessing of the Mayor's Office of Housing and has been placed on the fast track.

Broadway & Sansome is in its schematic design stage, according to lead architect Daniel Solomon. Preliminary renderings call for the buildings' two corners on Broadway to be six stories 65 feet tall, linked to a lower building with a rooftop garden with a loggia--and a two-story portal through which can be seen the planted courtyard with real ground and real trees.

There will be 23 bedroom apartments, 16 two-bedroom apartments and 14 studios. There will be retail space on the ground floor at the two corners. No parking is planned. There will be a place for storing bicycles.

The Mayor's RFP--Request for Proposals--specified that 20-35% of units would be for homeless families, families at risk for homelessness, and families in overcrowded or substandard housing.

The CCDC will have another lottery for the new site when the

project is in its late stages.

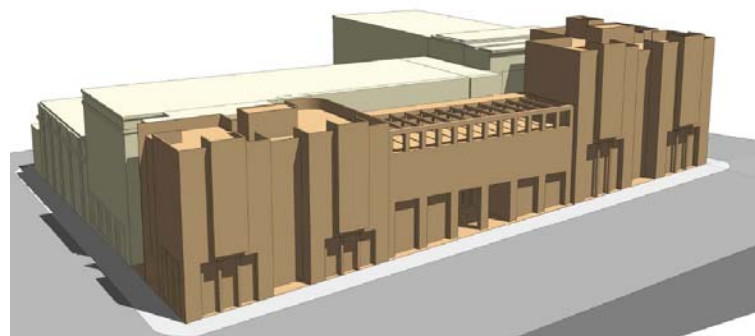
Both CCDC housing complexes won the right to be built on land formerly occupied by on- and off-ramps of the Embarcadero Freeway.

Waterfront residents who had moved into the Golden Gateway when the Bay was blocked by the freeway were pleased when the freeway was demolished in 1991 because of extensive damage in the 1989 Loma Prieta earthquake.

The CCDC learned in August 2007 that its proposal for affordable housing had been selected for the Broadway-Sansome location.

The CCDC is pursuing city, state and private funding for its new project. Whitney Jones of CCDC believes that financing will be in place by mid-2009, and then construction will begin. Projected completion is in 2011.

As for Broadway Family Housing at Battery, the CCDC received its Temporary Certificate of Occupancy March 31. Some lottery winners were expected to start moving in the following week. [R](#)



Broadway & Sansome Housing Rendering

Cruise Terminal Project Under Way

Closed-session negotiations continue between the Port and Shorenstein/Farallon (SF Piers 27-31, LLC) regarding Shorenstein's plans for the project and its financial feasibility. Meanwhile, the Port's idea to turn Pier 27 into a fine new terminal is moving ahead.

John Doll of the Planning and Development department has confirmed that Pier 27 is the chosen location for the new terminal whatever Shorenstein decides to do with its 27-31 project.

For many years the Port had been looking at possible locations for a new site to replace the deteriorating Pier 35 as the Port's primary cruise terminal.

Several factors played a role in focusing the Port's attention on the existing capabilities of Pier 27, including the good shape the pier structure is in and its 1358-foot long berth. Accommodating the Queen Mary 2 early last year proved it could work for the largest cruise ships.

One of the Port's first steps was to proceed with its \$1.9 million plan to construct shoreside power at Pier 27 such as at the Port of Seattle.

The Port's staff report of last December 6 stated that the project will purchase and install a "dual

voltage, 6.6 kV/11 kV system with a design capacity of at least 12.5 MW, similar in design to Princess' newest shoreside power facility in Seattle."

In April 2007 the Bay Area Quality Management District approved \$1.9 million for the Port and Princess Cruise Lines jointly to fund the power project. The Board of Supervisors approved it last Dec. 4.

While plans for the new cruise terminal at Pier 27 are being formulated and acted upon, Pier 35 must continue to serve as it has for so many years.

A Port project undertaken last year to repair, improve and generally spruce up the old facility was virtually completed in early April--structural repairs to the facade, upgrades to the existing interior restrooms, upgrades to guardrails, and construction of a staff conference room.

As to the Piers 27-31 package, the Port Commission on January 15 approved the Seventh Amendment to the Amended Exclusive Negotiation Agreement between the Port and SF Piers 27-31, LLC, extending the ENA to May 30. The new deadline for Shorenstein/- Farallon to furnish a Revised Proposed Plan of Development is May 5. [R](#)

Exploratorium En Route To Waterfront

Many San Franciscans have been pleased by the news that The Exploratorium will be moving to the waterfront.

The unique, hands-on museum, established in the city in 1969, is highly regarded and remains one of the city's prime attractions. It might have been assumed that it would continue indefinitely at the venerable Palace of Fine Arts, its birthplace.

However, The Exploratorium's success has resulted in its outgrowing its lovely location. Museum staff began searching for a larger home many years ago.

Now the museum expansion project is going through all the approvals necessary to occupying Piers 15 and 17. The present 100,000 sq. ft. of space would grow to 330,000 sq. ft. in the new location.

The Port's Waterfront Land Use Plan identifies some piers in the northern waterfront as Transitional Maritime Areas in which existing "maritime operations are encouraged until the area is determined to be no longer required or suitable for maritime use exclusively." Piers 15-17 are in this designation and that fact constituted an early hurdle for the project.

The Port's Northeast Waterfront Advisory Group (NEWAG) took part in the review process that determined that the two piers were no longer viable for maritime activities, according to Peter Dailey, Port Maritime Director.

Two marine enterprises persist nevertheless. Baydelta Maritime, a tugboat operator, has been at Pier 15 since 1993 and will continue there for now. Their tugboats escort tankers from outside the Golden Gate to East Bay oil refineries.

Also the Port still will be able to use the eastern berth of Piers 15-17 to berth visiting ships when needed.

The Exploratorium plan is to lease Pier 15, the Connector Building and the valley between the two piers and a portion of the east apron, with an option to expand into Pier 17.

The Port and The Exploratorium executed an ENA (Exclusive Negotiating Agreement) in March 2006. The Port will pay for a portion of the substructure repairs by providing rent credits to the museum under the lease. The museum has a number of generous private backers.

The Board of Supervisors has approved the museum's fiscal feasibility.

BCNA members have attended several public meetings and along with others have raised issues of traffic congestion along The Embarcadero, transportation, and safety, particularly the hundreds of schoolchildren who will have

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**Make check payable to:
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to cross Herb Caen Way.

That promenade already is crowded at times with pedestrians and bicycle riders.

The city's Office of Major Environmental Analysis is currently conducting a full EIR (Environmental Impact Report) for the project, including a traffic study, that is expected to be published in draft form in July or August 2008.

The Exploratorium hopes to begin construction in the summer of 2009 after lease approval by the Port Commission and the Board of Supervisors. Its opening is projected for December 2011, according to Jennifer Sobol, Project Manager.

Museum staff are expected to make another presentation to the joint review bodies of the Port Waterfront Design Advisory Committee and the Bay Conservation and Development Commission's Design Review Board on May 5. [R](#)

Correction: The Winter issue article about the Broadway Family Housing incorrectly stated that the site was the on-ramp of the Embarcadero Freeway. It was the off-ramp.



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The purpose of this newsletter is to provide residents, business owners, employees and those interested in preserving the special qualities of the Barbary Coast with important news regarding change or potential change in our neighborhood. If you would like to find more information on a topic or how you can participate in any of our activities please contact: info@BarbaryNeighbors.org. As we are a non-profit organization, it is critical that we maintain a strong support base of active members. If you or anyone you know is interested in becoming a member, please visit our website: www.BarbaryNeighbors.org



Barbary Coast Neighborhood Association News

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Seawall Lot 351 Still A Target

It is obvious that Seawall Lot 351 still requires defending. The long-running battle to save the north-eastern waterfront from untoward development has heated up and is becoming a saga.

As reported in the Winter issue of the BCNA News, members rejoiced at passage of SB 815 last year. The effect of State Senator Carole Migden's bill was to take the wraps off four seawall lots south of the Ferry Building but leave the seven seawall lots on the north side safe from unrestricted development.

However, the Friends of Golden Gateway (FOGG) and other waterfront-watchers have learned that it is possible for wily developers to do an end run around the Public Trust doctrine if they have a cozy relationship with the Port, according to Lee Radner, chairman of FOGG.

In this instance the Port authorized the developer Simon Snellgrove (San Francisco Waterfront Partners LLC) to go straight to the city's Planning Department, bypassing normal procedures, and pay for evaluation of his project under CEQA, the California Environmental Quality Act.

The Planning Dept. must review other development options, as well, including the No Project Alternative. FOGG and other opponents fervently wish for that, or for a public park or other recreational open space.

The controversial project that would incorporate Lot 351, one of the "saved" lots, is called *8 Washington" and is located on The Embarcadero near Justin Herman Plaza.

It would combine 2.5 acres owned by the Golden Gateway Center on the northern side of Washington Street between The Embarcadero and Drumm Street with the Port's adjacent 2/3 of an acre Lot 351.

On this enhanced site the project would build two massive eight-story residential towers 84 feet tall with 170 luxury condos.

It would rebuild the Golden Gateway

Tennis and Swim Club with six tennis courts instead of the nine existing courts and two outdoor swimming pools.

Key to the proposal is an underground parking garage with 520 parking spaces--350 spaces for the public and 170 for the condominiums.

Observers recall that when Snellgrove first revealed plans for his project he said that the area had a great need for parking and that if he furnished it, he should be allowed to build his two huge condo buildings.

Residents of the first eight floors of the Davis apartment building in the Golden Gateway will look at a tall wall again as they did when the Embarcadero Freeway bestrode the waterfront, if the project is approved.

It appears that the project could slide out from under Public Trust requirements if he gives the Port a sizable share of the garage revenue in a land swap, Radner said.

Port staff said that the seawall "could be developed for non-trust uses by an exchange of property of equivalent value into the public trust or a state legislative action."

Staff added that "any development at SWL 351 would require a public trust strategy acceptable to the

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Neighborhood News, Events, Politics

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State Lands Commission."

It was only after many public meetings that Port Staff "determined that SWL 351, as a prime waterfront site, can be developed independently and recommended to the Port Commission that it is in the best interest of the Port to offer the site for development through a competitive process."

That is the reason for the Development Criteria Workshop for Seawall Lot 351 on April 14--the Port's preparaton for issuing a Request for Proposals (RFP). It will be at the Ferry Building, second floor, 5:30 - 7:30 p.m.

Following the community workshop the Port has scheduled a Staff presentation on development criteria to the Port Commission on May 27.

Sue C. Hestor, attorney for FOGG, wrote a letter April 3rd to Kimberly Brandon, president of the Port Commission,

noting that May 27 is the day after Memorial Day and suggested that the meeting could be combined with its June 10 meeting.

No reply had been received by April 8. Action on the RFP is expected in May/June with proposals to be evaluated in the Fall. [R](#)

**YOU ARE INVITED TO ATTEND
THE APRIL 14 MEETING**

**DEVELOPMENT CRITERIA WORKSHOP
FOR SEAWALL LOT 351**

**PART OF THE PORT'S PREPARATION
FOR ISSUING A REQUEST FOR PROPOSALS**

**FERRY BUILDING, 2ND FLOOR
5:30-7:30PM**



Picture Provided by FOGG

One of Two 8-Story Buildings Proposed