

8 Washington Project's Multiple Directions

By JUNE A. OSTERBERG

The stakes were raised ever higher February 24th in the long-running dispute over the 8 Washington Street project.

In that stormy meeting the Port Commission:

(1) Acknowledged receiving a letter from David Chiu, District 3 Supervisor and Board of Supervisors President, in which he proposed a six- to eight-month planning study of the seven northeast waterfront seawall lots before moving ahead on Seawall Lot 351. Commissioners voted in favor of the study.

Despite this action, the Port Commission (2) awarded the Seawall Lot Development Opportunity at Washington Street and The Embarcadero to San Francisco Waterfront Partners LLC (SFWP).

The Port Commission also (3) authorized the Port to enter into exclusive negotiations (ENA) to explore a mixed-use development project combining SWL 351 with the adjacent privately-owned Blocks 168, 171 and 201.

The latter two unanimous votes were not unexpected. The fact that Simon Snellgrove and his partners received the go-ahead at the same time as the planning study is being conducted came as a surprise to the large audience.

Diana Taylor, chair of the BCNA's Waterfront Action Committee, commented: "The NE SWL Planning Project to be conducted by the Planning Department, initiated by Supervisor Chiu, and funded by the Port, is an opportunity to implement a northeast waterfront community design and development planning process that goes beyond the narrow focus of one building at a time.

"We in the waterfront neighborhood have been asking for this type of inclusive 'vision planning' to move beyond the developer-driven designs and partisan squabbling," said Taylor. "I believe in a meaningful public partici-

(Continued on Page 7)



Pier 31 Is Lastest Waterfront Casualty

By JUNE A. OSTERBERG

It looks as if Pier 31 will be the waterfront's next old finger pier to go on the chopping block. Pier 31's superstructure is in an advanced state of disrepair, and there is no money in the Port's coffers to fix it.

This grim news emerged at the February 24 Port Commission meeting when Port Executive Director Monique Moyer led off her report with the results of a recent inspection.

AMONG THE conditions found in the assessment were:

- Collapse, partial collapse, off foundation.
- Major water damage to roof truss and column members.
- Severe cracking of walls, obvious distress.
- Parapet or other falling hazard - spalling concrete.
- Dry rot, termites, broken windows.

Maintenance has installed temporary shoring where needed. Port tenants remaining in the bulkhead would

be moved by June 1, when the Port plans to red-tag the entire facility.

Pier 31, built in 1918 at the foot of Sansome Street, is the third leg of the large pier complex that was the home terminal of Pacific Far East Line for many years, when San Francisco still had one of the world's storied ports.

Piers 27-31 have been in the news for many recent years as developer after developer proposed various projects, usually with recreation, that did not gain community acceptance, or were withdrawn.

Pier 27 has a bright future as a new cruise terminal. See this story on Page 3. No decision has been made yet on Pier 29.

Pier 31, if it doesn't get help, would be the latest in a long line of casualties on the northeast waterfront. Previous port commissions approved the policy that was stated in the 1971 Ocean Shipping Handbook: "...to shift the Port's heavy maritime activity to the southern waterfront...and free sizable portions of the waterfront for non-maritime development..."

555 Washington Street Project Next to Pyramid Moves Forward

By JUNE A. OSTERBERG

The Draft Environmental Impact Report for the 555 Washington Street project was released in late March and is scheduled for hearing by the Planning Commission on May 7.

The proposal is for a 390-foot residential tower to be built close to the iconic Transamerica Pyramid. The ultimate height would be 425 feet, including a 35-foot mechanical penthouse.

THE SITE EAST of the Pyramid is presently zoned for 200 feet. As designed the project would require a Zoning Map change to a 400-Sheight and bulk district. The doubling of the allowed height is expected to engender the primary opposition to the complicated project.

The new Financial District high-rise would be constructed on the site of a nine-story building at 545 Sansome Street, which would be demolished.

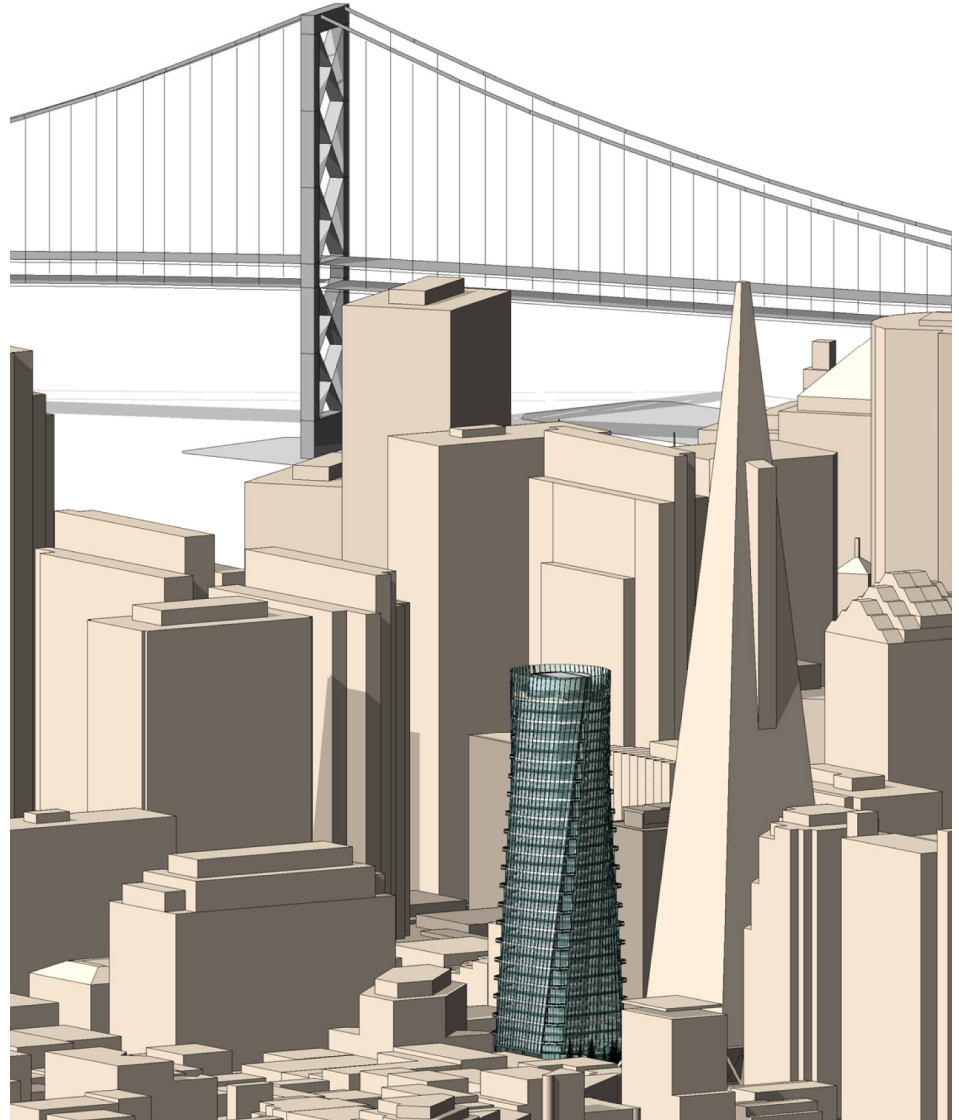
Among other factors in the plan are providing about 248 residential units in about 331,640 square feet, 6,780 sq. ft. of retail space, and 230 subsurface parking spaces on four levels accessed from Washington Street.

BCNA News readers may recall the letter from Andrew Segal in the Winter issue in which he emphasized the amount of open space that would be provided if the project eventually wins approval from the Planning Commission and the Board of Supervisors.

In the plan, private Redwood Park would be expanded to more than 22,000 sq. ft. by demolishing the ground-level vacant restaurant at the base of the Pyramid and a portion of the 505 Sansome Street building. The Park would then be conveyed to the city of San Francisco as a public park.

IN ADDITION, a portion of the capped basement at 517 Washington would be converted to park land and open space.

Mark Twain Alley, currently used to access building garages in the Trans-



ICONIC COMPETITION—Transamerica Pyramid Block proposal features a new expanded public park, rainwater garden, new trees, and a pedestrian piazza. The "green" residential building at 555 Washington will be a slender tower about half the size of the Pyramid that the architect claims fits into the backdrop of four higher buildings nearby. For more photo renderings of the building and the EIR visit www.BarbaryNeighbors.org/555.

america block and for trash pickup, would be purchased from the city and converted into open space.

555 Washington Street is a project of Lowe Enterprise, with Andrew Segal

as local project partner. Architects are Heller Manus Architects.

The case number for the project is 2002.0133E, and the Planning Dept. planner is Joy Navarrete.

Safeway at The Gateway To Be Remodeled

Although the start date has been delayed, Safeway Store Manager Alfredo Lewis says his store at 145 Jackson Street will be undergoing some significant remodeling during 2009.

Two "Self-Checkout" aisles will be added, and the Deli area—which is one of the more popular aspects of the

store—will be expanded, according to Lewis.

In addition, interior design improvements will be added including upgraded flooring and an improved Produce Department.

The store will remain open during the remodeling work.

June
Osterberg's

On The Waterfront

March was a gratifying month at the Port and its very good dry-dock because of the Port's rewarding connection with Carnival Cruise Lines and with BAE Systems at Pier 70.

Carnival's largest ship, the 113,300-



ON IT'S WAY—Carnival Cruise Line's *Elation* sails underneath the Bay Bridge toward Pier 70 for scheduled repairs and refurbishments.

PHOTO BY JAY ACH.

ton Carnival Splendor, made her maiden call on March 21st. Built in Italy last year, she carries 3,000 passengers and will be providing year-round seven-day Mexican Riviera cruises from Long Beach starting in April.

PIER 35, the Port's aging primary terminal, was able to accommodate the Splendor.

The 2,000-passenger Carnival *Elation* came in February for 12 days of scheduled repairs and refurbishments at BAE San Francisco Ship Repair dry-dock. She departed March 10, returning to Southern California, where she offers three- and four-day itineraries to Mexico.

The 960-foot Carnival *Spirit* arrived March 13 for a two-week refit at the Pier 70 dry-dock. The *Spirit* makes a variety of West Coast and Hawaii cruises.

THE TWO SHIP repair jobs generated 100,000 hours of work for shipyard workers and about \$8 million in revenue. The Port received a percentage because of its agreement with BAE Systems.

Carnival Cruise Lines is one of 11 cruise brands operated by Carnival Corporation & PLC, world's largest cruise company. Other Carnival brands

include the familiar Cunard Line, Holland America Line, P & O Cruises and Princess Cruises.

BCNA

Speaking of ocean cruising, which discussion has been continuing for many years, there is more information on plans for the new cruise terminal to be created at Pier 27.

The Port has produced a splashy color brochure entitled "A Cruise Terminal - Where San Francisco's Economic, Community & Environmental Values Come Together."

Among its disclosures is that "The Port will convert the Pier 27 shed into a vibrant year-round

Cruise Terminal and community facility" and will be "configured to allow recreation and special events when not occupied for cruise purposes." The size of the shed is 120,000 square feet.

Further, "After removing a portion of a non-historic industrial shed, the Port will build the new two-acre Northeast Wharf Plaza between The Embarcadero Promenade and the Cruise Terminal." That is, a public plaza at Battery and Lombard Streets.

ACCORDING TO the folder, San Francisco's cruise business brought more than 250,000 visitors to the city in 2008, who contributed more than \$65 million to the regional economy and more than \$900,000 to the city's General Fund.

Planners are aiming at a sustainable cruise terminal with LEED (Leadership in Energy and Environmental Design) practices and a carbon neutral facility.

"Using the length of the shed roof to maximize solar and wind energy capture" and "use of Bay water to heat and cool the terminal" are being explored.

Perhaps bottom line is Pier 27's size. The 1,300-foot length of the pier

and water depth maintained at 35 feet means that the pier will be able to accommodate the *Queen Mary 2*.

As for numbers, the capacity is being designed for a 4,400-passenger ship, allowing the Port of San Francisco to compete effectively in the world's cruise market.

THE TERMINAL DESIGN is projected to have been prepared by the end of 2009. The preferred design would be chosen by next year, and in 2011 should be finalized and permits obtained.

Construction is scheduled to start as 2012 begins, and the new cruise terminal will open in 2013 if all goes well.

Good Luck. (That is not said sarcastically.)

BCNA

In today's recession it should not be surprising that the Broadway & Sansome Family Housing project is "slow in getting off the ground,"

in the words of Whitney Jones, Director of Housing Development for the Chinatown Community Development Center.

He said that the latest plan for Lower Broadway is still moving ahead and that the CCDC is continuing to discuss some financing issues with the city.

CCDC, with support from the Mayor's Office of Housing, is working on the design so as to maximize the number of units that the new project can contain.

Good news for neighborhood activists is that the CCDC is putting together a community outreach committee such as was done in the planning for the Broadway Family Housing Project which opened a block away at Battery Street last year.

Individuals who may be interested in participating and giving input may contact Whitney Jones at (415) 929-0757.

CCDC is a community-based non-profit housing developer, property manager and service provider.

BCNA

Dates for this year's Sunday Streets program along the waterfront have been announced. Of most interest to BCNA members--the area from AT&T Park to Aquatic Park--will be April 26th 9:00 AM to 1:00 PM.

A very large playground with no traffic!

Historic Musto Building Sold Again; Will Require Major Seismic Upgrade



By JUNE A. OSTERBERG

The historic Musto Building at 717 Battery Street, which was featured in the BCNA NEWS' Summer 2008 issue, has been sold again.

Purchasers are Michael and Xochi Birch, founders of the social networking website Bebo, sold by them to AOL last year. They are said to be not professional real estate developers.

NEVERTHELESS, their representatives are talking with the City Planning Department about preliminary plans to remodel the structure and create offices.

The building project of the previous owner, Bill Poland, was offices, and he had a ready-made tenant. His plan was centered on providing a new location for the law offices of Kecker & Van Nest LLP.

The well-known firm would have occupied all the offices on Battery Street but not the ground floor, which was reserved for restaurant/retail.

POLAND'S PROJECT for the L-shaped structure included a slender new building to be constructed on the Musto courtyard on Pacific Avenue, which would have connected with the rear of the Musto Building.

The Planning Dept. had reviewed the proposal and had approved a building permit because the offices project met all the requirements of the Planning Code, according to Planning Dept. records.

A condominium project proposed by Douglas Rosenberg, the developer prior to Poland, was not approved.

A Planning Dept. spokesman said that the Musto Building is unreinforced masonry and will require seismic upgrade.

ANOTHER IMPORTANT factor is the historic significance of the 1907 building. It is eligible for the National Register of Historic Places and also eligible for inclusion in the Northeast Waterfront Historic District.

The Birches are believed to appreciate the historic aspect of their acquisition. And with their background they may feel at home in the energy of Media Gulch.

They did not, however, wish to disclose the price paid for the Musto Building.

The fine old building has been vacant for many years, and the plaza on Pacific has become disgracefully dere-

lict. Sarah Stocking, president of the Jackson Square Historic District Association, said that whatever else is done with the property, she hopes "they will fix up the plaza."

THE MUSTO Building's name derives from the Italian master stone cutting Musto family. The Joseph Musto Steam Marble Mill was established in the city in 1868.

Telegraph Hill Dwellers (THD) pointed out in comments on the Rosenberg proposal that the "Musto Sons were responsible for the acclaimed marble work at the California Palace of the Legion of Honor and the San Francisco City Hall."

THE THD letter to the Planning Dept. also noted that "All five of the buildings on the block (including the Musto Building) were built prior to the 1906 earthquake or in the decade after and constitute a cohesive block.

"Three of the buildings were originally factories or warehouses, and two of the buildings were restaurants and saloons."

BCNA Annual Meeting And Party Is Set For Thursday, June 4

The Barbary Coast Neighborhood Association's Annual Meeting and Party will be held Thursday, June 4, 2009 from 6-8 pm at the Pier 1 Bayside Conference Room.

Snacks, wine and other beverages will be served.

All BCNA members are urged to attend this meeting, where we elect our Board of Directors for the coming year.

Please RSVP by May 29 with the number in your party whom will attend.

Email: info@barbaryneighbors.org

Phone: (415) 226-0400

In addition, if you are interested in serving on the Board of Directors of the BCNA, please send an email to the President of the Board, Bill Sauro at wm@sauro.com.

Results of BCNA Poll on 8 Washington Development

In February, the BCNA polled all members who have email addresses and asked them to participate in an online survey regarding the proposed condo development at 8 Washington Street. The results follow:

1. Are you in favor of the current project known as 8 Washington to build 140+ luxury condos in two 8-story towers, a large underground parking structure, and other features, while requiring the reduction of the outdoor recreation areas at the Golden Gateway Tennis and Swim Club at the corner of the Embarcadero and Washington Streets?

- Strongly support 5.9%
- Somewhat support 9.8%
 - I am neutral 5.9%
- Somewhat object 13.7%
- Strongly object 64.7%

2. Should there be some development on the triangular Port-controlled Seawall Lot 351 at the corner of Washington and the Embarcadero that is currently a surface parking lot?

- Yes, develop the lot 55.1%
- No, keep it as it is 44.9%

3. If Seawall Lot 351 is developed, what would you like to see built there?

- A hotel 0.0%
- A restaurant 2.1%

- A park 53.2%
 - Condos 8.5%
- Senior center 6.4%
- Playground 14.9%
- It should remain a parking lot 14.9%

4. The Seawall Lot and the Tennis and Swim Club land are currently zoned for buildings as high as 84 feet. How tall should buildings be on this site?

- 84 feet 12.2%
- 40 feet 40.8%
- 20 feet 10.2%
- No buildings at all 36.7%

5. Would you vote in favor of an initiative on the November, 2009 San Francisco General Election ballot to rezone the Seawall Lot 351 and the Tennis and Swim Club as "recreation/open space", as opposed to its current zoning for 84-foot multi-family residential?

- Yes 83.7%
- No 16.3%

6. Would you be willing to contribute money to help win a rezoning ballot initiative? If so how much?

- Not willing to contribute 42.6%
- Would contribute \$100 36.2%
- Would contribute \$500 8.5%

- Would contribute \$1,000 0.0%
- Would contribute more than \$1,000 12.8%

7. If the current proposal to build 8 Washington could be modified to have smaller buildings on the Embarcadero, more tennis courts, and grand-fathered Club memberships to current members, would you then support the project?

- Yes 67.3%
- No 32.7%

8. Which action should the Barbary Coast Neighborhood Association take with regard to the 8 Washington Project?

- Fight it forever, never compromising 18.4%
- Sit town at the table with the developer and negotiate a compromise 49.0%
 - Raise funds to rezone the land via a ballot initiative
 - that may or may not pass 28.6%
- Remain neutral and let other groups fight the developer 4.1%

9. Do port tenants on the water side of the Embarcadero need more parking for their customers?

- Yes, parking is critical 44.9%
- No, more people should use public transit 55.1%

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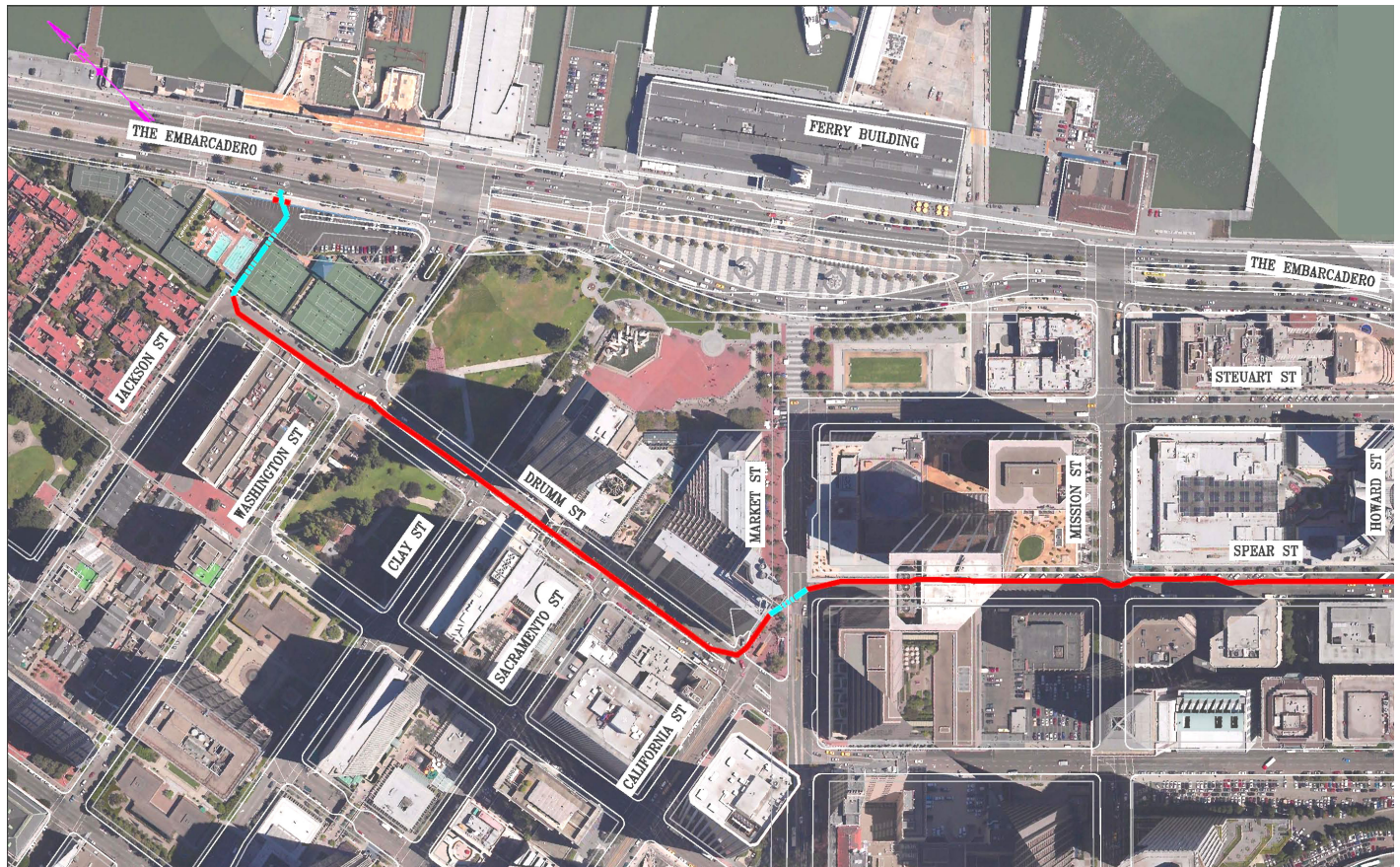
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You'll get most all the benefits of a regular membership, including:

- Communications and Newsletters Sent via Email
- Invitations to Social Events and Meetings
- Participation in Our Online Surveys and Polls
- (so we know what you want done!)
- Right to Vote for our Board of Directors

It's easy and fast. Just visit WWW.JOINBCNA.ORG.

Looking forward to your participation in the Barbary Coast Neighborhood Association!



Major City Sewer Project Will Affect Embarcadero Area for Up to A Year

Starting this Summer, major portions of the Embarcadero area will be disrupted as a large sewer repair and replacement project is undertaken by The City's Public Utilities Commission.

Two different types of trench work will be used:

Open-cut excavation, (shown on the picture above in **Red**) in which the roadway is opened and a trench is dug to reach the 70-year old sewer lines;

And also **Trenchless Method**, (shown above in **Blue**) in which the sewer is repaired by burrowing under certain areas. The later minimizes traffic and pedestrian disruptions.

Unfortunately most of the work in this part of the Barbary Coast will be the "open-cut excavation" method. So Drumm Street will be particularly affected when the trench is opened up in the middle of the roadway.

The City will use the Trenchless Method to burrow under the Golden Gateway Tennis and Swim Club along

the extension of Jackson Street, and also under Market Street at Spear.

Construction will halt from Thanksgiving 2009 until January 2010 giving residents and businesses a break during the Holidays.

The sewer lines are part of The City's **North Shore Force Main**, an

important sewer pipe system that transports sanitary sewage from the northeastern part of San Francisco to the Southeast Treat Plant.

More than 70 percent of The City's sewers are more than 70 years old and badly need repair and replacement.

Supervisors Require EIR for 110 Embarcadero

After hours of public testimony, the Board of Supervisors voted 8-3 on March 17 to approve an appeal of the proposed "super-green" 110 Embarcadero project.

At issue is whether a former union hall on the development site could be considered an historic resource and should be protected, and whether the proposed height of the building is too high.

The controversial project was narrowly approved by the Planning Commission even though city staffers op-

posed the project. The BCNA officially objected to the proposed height -- 124 feet, nearly 40 feet over the waterfront area's 84-foot limit.

The building was the headquarters of the International Longshoreman's Association in 1934. That summer, as the ILA led a strike, two protesting workers were killed by police outside the union hall. July 5 became known as Bloody Thursday and led to the four-day General Strike. Preservationists argued that the building should be landmarked, and asked the board to force a longer study.

8 Washington Project's Multiple Directions

(Continued from Page 1)

pation process that brings all stakeholders to the table.

"I am hopeful that the community will be willing to suspend our past disappointments and work to plan developments that will balance our neighborhood needs for community services, recreation, congestion calming, and open space with the Port's need for revenue-generating developments."

She said that the Planning Dept. has committed its most experienced planners toward a successful planning process. They will be led by David Alumbaugh, Acting Chief of City-wide Planning and Manager of the City Design Group.

Jennifer Clary, President of San Francisco Tomorrow, said, "I wonder if the Planning Dept. has been brought in to play the role of mediator. I wonder if that can be successful."

"The process sounds fine, but if the participants do not have some shared goals and understanding, it's going to be very difficult to reach consensus."

SFWP's project to construct a large underground parking garage and two nine-story condo towers on The Embarcadero, incorporating much of the site of the Golden Gateway Tennis and Swim Club, is all within the boundaries of the Barbary Coast Neighborhood Association.

Much of the opposition to the far-reaching plan has come from the Friends of Golden Gateway (FOGG) because it would sharply reduce the activities of the Club.

At 84 feet plus mechanicals, the project would be higher than the elevated Embarcadero Freeway, now demolished.

"Quotes from Lee Radner or Bill Sauro on the situation." "Quotes from Lee Radner or Bill Sauro on the situation." "Quotes from Lee Radner or Bill Sauro on the situation." "Quotes from Lee Radner or Bill Sauro on the situation." "Quotes from Lee Radner or Bill Sauro on the situation." "Quotes from Lee Radner or Bill Sauro on the situation."

TEXT OF LETTER FROM SUPERVISOR CHIU

Dear Commissioners:

As you know, many of my constituents along the City's northern waterfront have called for an update to the Port's Waterfront Plan. Given the current discourse regarding the development proposal at Seawall Lot 351, I believe that the time is right for this effort.

Port development in the northern waterfront is an extremely important issue to many of the residents of my district. In recent years, several Port-initiated development efforts have failed in the face of community opposition. Similar concerns are currently being raised regarding the proposed development at SWL 351 and the future development of seawall lots on the northern waterfront, and I share many of these concerns.

To address these concerns, I would strongly urge the Port Commission to 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. This effort could recommend possible amendments to the Port's Waterfront Land Use Plan and Design and Access Element, and to the San Francisco Planning Code. I urge the Port Commission to condition any negotiations regarding SWL 351 upon the full participation of both the Port and the project proponent in the planning process, and require any development proposal to respond to development guidelines established through the process. This planning effort can be structured to not delay current efforts that have broad community support to rebuild Port piers across the street, such as the Exploratorium or Pier 27 International Cruise Terminal.

The Planning Department has undertaken several successful community-based planning efforts, including a recent effort involving Upper Market, to resolve land use conflicts. From my perspective, this is a successful model to address valid community concerns and the Port's financial condition.

I believe that a focused, six to eight month process managed by the Planning Department could foster community consensus for a SWL 351 project and design, as well as for future development along the northern waterfront. The community and Port have legitimate goals and concerns, and I hope that by bringing all stakeholders to the same table, we can build consensus for the future of our waterfront.

Sincerely,

Supervisor David Chiu

Please Support These Business Members of the BCNA

The UPS Store
110 Pacific Avenue

Piperade Restaurant
1015 Battery Street

Bocadillos Restaurant
710 Montgomery Street

Hornblower Cruises and Events
Pier 3, San Francisco

Waldeck's Office Supplies
345 California Street, Suite 150

Davis Cleaners
635 Davis Street

President's Perspective By Bill Sauro

The fact that our District 3 Supervisor, David Chiu, intervened with the Port of San Francisco to demand that development schemes in our area be analyzed in a larger context through



The City's Planning

Department, shows two important things for citizens of the Barbary Coast: First, that we have an intelligent, respected Supervisor representing us. And second, that the Port of San Francisco needs to think more long-term in its feverish attempt to bring in money. The costs to future generations of San Francisco are simply too dear.

The Port of San Francisco is supposed to revise the Waterfront Land Use Plan **every five years**. The Port claims it doesn't have enough money to do it and insists that its limited "amendments" to the Plan should suffice. That is simply not right.

I've been to half a dozen neighborhood meetings and the people that live and work in the Northeast Waterfront want the Port to use the "Seawall Lots" that they inherited from the State for free for parks, open space, recreation and things like playgrounds or senior centers—not towering luxury condos. One of the attractions of Pacific Waterfront Partner's proposed 8

Washington project for the Port-side tenants of the Waterfront is the fact that more parking will be made available, a total of about 500 car-park spaces.

Well, if the residents want parks and the Port wants parking, why not combine the two into a win-win situation?

Parks can be built on top of surface or slightly submerged parking facilities, like the grounds of Yerba Buena gardens here in The City, or at High-Line Park in Manhattan.

With virtually no excavation, a park platform could be built atop the existing surface parking lots along the Embarcadero, masking the parked cars but also providing an interesting visual and recreational amenity without too much expense. The facilities could be built with Revenue Bonds and paid back from parking revenue and leases for facilities in the Parks.

I hope this is something the Planning Department considers when it starts its process of studying the wants and needs of the Barbary Coast.

Otherwise, every Seawall Lot up and down the Embarcadero will likely go as 8 Washington Street might—hulking luxury condos blocking light, views of Telegraph Hill and destroying the grand feeling of walking up and down San Francisco's best boulevard and a civic treasure.



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THE BARBARY COAST NEIGHBORHOOD
ASSOCIATION

WRITTEN BY JUNE A. OSTERBERG

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