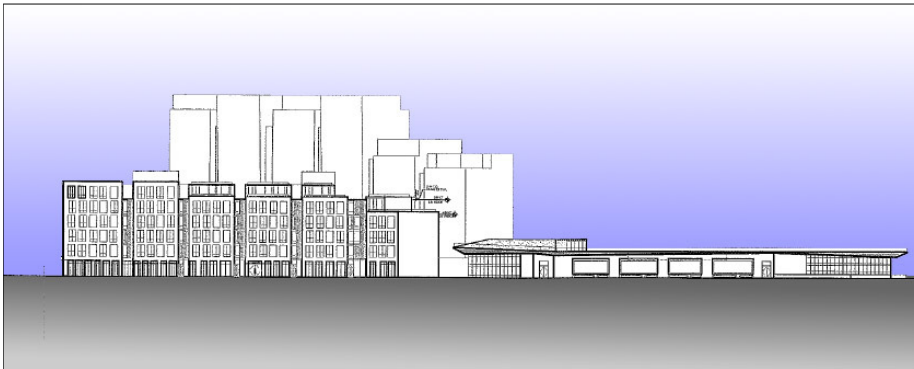




Lawsuit Seeks Roll-Back Of NE Embarcadero Study



8 WASHINGTON REVISIONS—Within days after the Planning Commission “endorsed” the NE Embarcadero Study, San Francisco Waterfront Partners, with a pending project at 8 Washington, submitted new plans reflecting the new height limits advocated by the study, which may violate California environmental laws.

BCNA Position Presented At SF Planning Commission Meeting in July

My name is Bill Sauro and I am president of the Barbary Coast Neighborhood Association, representing the 5,000 residents and businesses of the Northeast Waterfront. Our association is not “anti-development.” We support appropriate mixed-use development in our area.

We acknowledge the efforts made by the Planning Department in their study of our neighborhood. It’s a good start, with excellent support data, especially the informative maps. But at the same time, we find it frustrating that few if any of the recommendations our constituents suggested in Planning and Port workshops made it into this study.

First, our members want open space along the Embarcadero, not bulky view-blocking condos. We

want more emphasis on pedestrians and bicycles, and less on adding more parking spaces. Although the study acknowledges this, the Seawall Lots should be turned into more parks, bike emporiums, restaurants, senior centers, playgrounds and recreation facilities... not large, bulky buildings with massive underground garages. And we think a 40-foot height limit is reasonable and prudent.

Perhaps most disturbing is the fact that the negative traffic impact of a large underground parking structure planned at 8 Washington was not even considered in this study. I just returned from a trip to Northern Europe. Helsinki, Stockholm, Berlin... they are all using their resources to close down additional streets and make them into

(Continued on Page 4)

A half dozen community groups filed a lawsuit August 18 to reverse the City of San Francisco’s endorsement of the Planning Department’s Northeast Embarcadero Study without first conducting an environmental review as required by the California Environmental Quality Act (CEQA).

Litigants include Neighbors to Preserve the Waterfront, Friends of Golden Gateway (FOGG), Telegraph Hill Dwellers, Golden Gateway Tenants Association, the San Francisco Neighborhood Network and San Franciscans for Reasonable Growth.

THE LAWSUIT requests a writ of mandate ordering the Planning Commission to rescind actions endorsing the Study pending full environmental review.

“We couldn’t let this blatant breach of environmental law go unchallenged,” said Dick Stewart of Neighbors to Preserve the Waterfront. “It would set a terrible precedent for similar violations and back room development deals throughout the City.”

ACCORDING TO legal experts, CEQA applies to any discretionary government action that may have a significant environmental impact. All involved say that it is important that environmental review occur as early as possible in the planning process so that it is not just a pro forma rubber stamp of a direction already endorsed by city officials.

The California Supreme Court recently ruled that actions short of an official project approval may be illegal if they move project momentum significantly forward [*Save Tara v. City of West Hollywood (2009) 45 Cal.4th 116*].

Groups filing this lawsuit believe

(Continued on Page 2)

Lawsuit Seeks Roll-Back of NE Embarcadero Study

(Continued from Page 1)

the City violated CEQA by allowing the Planning Commission to adopt a resolution that "recognizes the design principles and recommendations of the Northeast Embarcadero Study for public realm improvements and new development in the area" without first certifying an Environmental Impact Report (EIR) to evaluate the Study.

THE STUDY is intended to provide guidelines for development.

Based on the Planning Commission's "recognition" of the Study, it "urged" the Port of San Francisco to apply the principles and recommendations in the Study to proposals for projects on Port property.

"As the Supreme Court has made

clear, 'postponing environmental analysis can permit bureaucratic and financial momentum to build irresistibly behind a proposed project, ... providing a strong incentive to ignore environmental concerns,' " said Susan Brandt-Hawley, attorney for the community coalition.

SHE POINTED out that just days after the Planning Commission endorsed the Study, a revised application for a project at 8 Washington Street was submitted to the City that incorporated the Study's greatly increased heights.

The community organizations bringing this action are unified in their concern that if the City ignores environmental law in this case, it will encourage short-cuts to environmental

review in the future, "undoing decades of established environmental law in California and opening the floodgates for similar stealth approvals of unpopular projects throughout the City" according to Lee Radner, Chairman of the Friends of Golden Gateway.

The lawsuit requests that the San Francisco Superior Court issue a writ of mandate ordering the City's Planning Commission to rescind its actions endorsing the Study and to refrain from any further action relating to the Study and its guidelines until an Environmental Impact Report (EIR) has been certified.

For the full text of the lawsuit please visit our website

www.BarbaryNeighbors.org and click on the Neighbors Lawsuit link.

Text of Planning Commission Resolution Endorsing the NE Embarcadero Study

URGING THE PORT OF SAN FRANCISCO TO CONSIDER THE PRINCIPLES AND RECOMMENDATIONS PROPOSED IN THE NORTHEAST EMBARCADERO STUDY WHEN CONSIDERING) PROPOSALS FOR NEW DEVELOPMENT IN THE STUDY AREA AND WHEN CONSIDERING PUBLIC INFRASTRUCTURE IMPROVEMENTS IN THE STUDY AREA.

WHEREAS, in February, 2009, Supervisor Chiu urged the Port of San Francisco to engage the Planning Department to lead a planning analysis of the Port's surface parking lots north of Market Street.

WHEREAS, this work, entitled the Northeast Embarcadero Study, began in May 2009 and was completed by Planning Department staff in May 2010.

WHEREAS, the Planning Department led an open public discussion with the intention of creating the broadest possible shared vision for the Northeast Embarcadero Waterfront, and continued this discussion throughout the course of the study.

WHEREAS, the Northeast Embarcadero Study documents the Planning Department staff recommendations for consideration by the public, the Planning Commission, the Port Commission, and the Board of Supervisors.

WHEREAS, the Northeast Embarcadero Study represents the Planning Department's professional judgment on the optimal course for the Northeast Embarcadero.

WHEREAS, the recommendations and guidelines in this report serves as an additional guide to development in the city's Northeast Embarcadero, further articulating the policies and guidelines of the Port's Waterfront Land Use Plan and Design and Access Element, and the City's General Plan and Planning Code.

WHEREAS, the intent of the Northeast

Embarcadero Study is to assure conformity with the Port's Waterfront Land Use Plan and Design and Access Element and the City's General Plan and Planning Code by providing more detailed guidance for the development of properties along the west side of The Embarcadero, from Washington Street to North Point Street, in a common direction. The study aims to create a pleasing public realm that connects the city to the waterfront and strengthens the linear promenade on the west side of The Embarcadero. More specifically, the recommendations are meant to:

1. Create a unique waterfront experience commensurate with The Embarcadero's prominent civic role in San Francisco;
2. Ensure strong connections to the neighborhoods to the west and across The Embarcadero to the Bay;
3. Establish guidelines for site design, massing, articulation and quality materials that reinforce the pedestrian realm and create a distinct place unique to the Northeast Embarcadero;
4. Enhance the open space network by strengthening connections between open spaces and recommending opportunities for new open spaces in the study area;
5. Set forth appropriate streetscape guidelines to provide attractive, safe and inviting sidewalks and pedestrian paths; and
6. Ensure new development respects the context established by historic buildings.

WHEREAS, the Planning Department urges relevant city agencies, including Planning, MUNI, and DPW, to prioritize further work on such improvements when work programs allow.

WHEREAS, the Planning Department will continue to work with groups in the study area to further advance the study's recommendations.

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission hereby acknowledges the work of staff in completing the Northeast Embarcadero Study and recognizes the design principles and recommendations of the Study for public realm improvements and new development in the area.

FURTHER RESOLVED that the Planning Commission urges the Port of San Francisco to consider the principles and recommendations proposed in the Northeast Embarcadero Study when considering proposals for new development in the study area and when considering public infrastructure improvements in the study area. FINALLY RESOLVED, that this Resolution is not a project approval but represents the Commission's recommendation that the Port and other City departments consider the Planning staff's work performed to create the Northeast Embarcadero Study in future deliberations for development of the area. This Resolution does not commit the Commission to any proposed project or any project that may be proposed in the future. Consistent with CEQA, the Commission may decide to approve or disapprove a project after completion of environmental review and based upon independent review and consideration of any environmental effects caused by such project.

YES: Commissioners Antonini, Borden, Lee, Miguel.

NOES: Commissioners Moore, Olague, Sugaya.

Broadway-Sansome Project Gets Green Light

BY JUNE A. OSTERBERG

The major all-affordable housing project at Broadway and Sansome Street won unanimous approval of the City Planning Commission at its July 22nd hearing.

There was no opposition to this second Lower Broadway building plan of the non-profit Chinatown Community Development Center (CCDC).

The new eight-story structure will cover the block on Broadway's south side between Battery and Sansome, which is now bare ground, and will be diagonally across from the CCDC's earlier project at Battery, now fully occupied.

ALSO APPROVED was the request for Conditional Use authorization for deviation from the "A" bulk standards in the Planning Code in a C-2 (Community Business) District as well as the 65-A Height and Bulk District and the



***SHAPE OF THE FUTURE**—75 dwelling units will be built, with ground-floor retail use. The structure will be 65 feet tall and include an inner courtyard area.*

Washington-Broadway Special Use District.

The building will be 65 feet tall and

will have 75 dwelling units and ground floor retail use, and be approximately 17,850 square feet in size.

Other requests granted were Variances of the Planning Code standards for rear yards (there will be a planted inner courtyard), dwelling-unit exposure (light and air), and off-street parking (no parking will be provided). Storage for bicycles is in the plan.

LIKE THE Broadway Family Apartments, 235 Broadway will be for low-income and very low-income families, but at least 20 per cent of the units are to be for homeless families, families at risk for homelessness, and families in overcrowded or substandard housing.

As with the Battery Street project, CCDC will conduct a lottery for the low-cost rental housing when construction is nearing completion. There were 8500 applications for the units in the previous project.

THE PROJECT is backed by the Mayor's Office of Housing. CCDC has applied to secure primary funding from the State Multifamily Housing Program (MHP), which has only \$35 million statewide.

Kim Piechota, CCDC project manager, said that this may be the last year that the state funding will be available.

Also part of the funding picture are

Sewer Replacement Project Now On Hold

The massively disruptive sewer replacement project that was planned for Drumm, Washington and the Embarcadero, has been shelved.

The San Francisco Water Department issued this statement:

"Following intensive review of the technical issues, including the potential need for trenchless (underground) work in some areas due to substantial utility conflicts, and in order to avoid further additional costs without more in-depth cost-benefit analysis, we have decided to put the project on hold.

"We are looking into a number of options to find the best method of construction with the least amount of disruption and with less impact on the budget. Our engineers are working with utility companies to devise a new plan and design for the work needed. Information will be provided as details become available."

The new sewer pipes tying up parking spaces on Washington are now gone and the pavement cuts on Drumm have been patched up.

Ferry Park's Peter Plan to Fly Away Sept. 5

It turns out the huge tent and presentation of "Peter Pan" at Ferry Park did more than just annoy the southern residents of the Barbary Coast. It also put a major crimp in the timing for the big remodeling of the Park.

According to Rick Thall, project manager for San Francisco Recreation and Parks Department, bid requests had been sent out earlier this year for

the \$1.8 million park remodeling project, but had to be put on hold when the City leased the park land to the producers of "Peter Pan."

The good news is that Peter Pan will be flying off to Never-Never Land on Sept 5, 2010 and at that point bids will be re-requested and hopefully work will begin before the end of the year on the badly-needed and long-delayed Ferry Park refurbishing.

(Continued on Page 4)

Port to Plunge Ahead With Cruise Terminal at Pier 27

BY JUNE A. OSTERBERG

The Port's popular plan to plunge ahead on its own (no private developer) to give San Francisco's historic waterfront a stellar new cruise terminal has been moving along about as expected.

In July Port staff submitted a fiscal feasibility report for the bold project to the Board of Supervisors, which the Board will consider in September.

Now the project is in the initial stages going toward CEQA (California Environmental Quality Act) processes.

The project managers requested Port Commission approval of an \$851,543 contract with Environmental Science Associates for environmental services at the special meeting of the Commission on August 19.

SOME REQUIRED realities of a major undertaking may not have been as smooth sailing for Port staff. That old bugaboo--hard-to-find funding--conditions all choices and decisions.

The budget is pegged at \$60 million.

Some results and interesting details of planning have surfaced:

► Pier 27's familiar shed is likely to be a casualty of the Port project, which includes the new Northeast Wharf Plaza.

The Design Team has presented the Port and community groups with two choices--to renovate and adapt the present shed for cruise passenger purposes, or to construct a state-of-the-art cruise terminal. So far opinions seem to favor Scheme B.

Both possibilities would provide 80,000 square feet of terminal space.

► Pier 29 is not included in the first phase of the master plan. Its ultimate fate is not known.

► It appears that the Plaza, two acres of public open space, may not have all the wished-for elements in the beginning on account of budgetary considerations.

► The Plaza will be a green two-acre parcel close to the water at the southern part of Pier 27, the intersection of The Embarcadero and Lombard Street.

► The cruise terminal project, referred to only as Pier 27 in early planning, is now called the James R. Herman Cruise Terminal, honoring the late labor leader.

That was the Port's name for the new cruise terminal project slated for



Piers 30-32 (south of the Ferry Building) years ago, which did not happen.

The challenges of meeting the security demands of the passenger cruise industry, while also providing for meeting space and special event use when the terminal is not occupied for cruising purposes, as well as bringing public open space to the Plaza, will preoccupy many capable people for the foreseeable future.

THE NEXT Design Steering Committee meeting is scheduled for September 23 to review the preferred terminal design concept. The next public workshop will be in November to review Plaza variations.

The Port's project manager is John Doll, Planning and Development, and Kim von Blohn is project director,

Engineering.

The Design Team consists of the joint venture team of KMD Architects and Pfau Long Architecture in association with cruise terminal design consultant, Bermello Ajamil & Partners for Architectural and Engineering Services.

AFTER PORT COMMISSION comments and input from the community, Port staff intends to go before the Commission again September 28 or October 12.

Next:

- The Schematic design phase, to be completed by early 2011.
- Design development and construction drawings a year later.
- Construction starting in 2012.
- Terminal operational by mid-2014.

Broadway-Sansome Project Approved

(Continued from Page 3)

low-income housing tax credits and tax-exempt credits and that CCDC is focusing on several sources while awaiting word from Sacramento.

The Daniel Solomon Design Partners firm is architect.

Kim Piechota said that there will be further developing of the design, working with the Broadway Sansome Apartments Advisory Committee.

SHE SAID THAT CCDC anticipates beginning construction on the site--formerly part of ramps of the historic elevated Embarcadero Freeway--in December 2011, finishing in 2013.

Project Manager Piechota said, "We're excited about being a part of

the continuing evolution of the Broadway Corridor and about bringing more affordable housing to this neighborhood."

BCNA Planning Position

(Continued from Page 1)

pedestrian malls. They understand that we don't have to design our cities around the automobile any more.

"Transit First" should be amended to read "People First." Big oil, carmakers and the highway lobby don't call the shots anymore. Any study of the NE Embarcadero should reflect that philosophy. And most important, Planning needs to address the effect of "mega-garages" in our area... and they haven't! Thank you.

A PERSPECTIVE ON PIER 27

BY JUNE A. OSTERBERG

It was just a few years ago that Pier 27 was generally thought of merely as one-third of a Port package for development--Piers 27-31.

Pier 27 was not usually considered as an unusually long berth that could accommodate ever larger cruise ships.

IN THE FIRST decade of the 21st century Piers 27-31 attracted the attention of a Virginia-based builder of shopping centers, the Mills Corporation, which wanted to plant a mega-project of retail and recreation on the piers complex.

It became known as the Mills Mall as opposition quickly mobilized despite the company's friends in high places.

The controversy over Piers 27-31, the former home of Pacific Far East Line in glory shipping days, was heated.

EVENTUALLY, its project having been found not financially feasible, Mills gave up.

The next contender for the prized piers was a partnership of Shorenstein Properties, LLC and Farallon Capital Management.

As the Fall 2008 BCNA NEWS reported, "It was the local Shorenstein/Farallon partnership that took over the right to negotiate with the Port, and now that group has quietly left the scene in favor of developing Piers 30-32."

THE PRINCIPAL problem was that "the group" sought the site mainly for offices.

The State Lands Commission wrote to Port Director Monique Moyer that "various aspects of the development proposal pose serious questions about the project's consistency with the public trust and with the Burton Act."

With regard to building a new cruise terminal to succeed tiring Pier 35, it was Piers 30-32--south of the Ferry Building--that was the location of a complicated public-private development in which the private developer relinquished his involvement because it didn't pencil out, after all.

MEANWHILE, in another part of that plan, the Port went into the real estate business and built the 22-story Watermark tower of view condos not far away and part of the waterfront.

One more Port project that had its origin in the unrealized cruise terminal plan, the Brannan Street Wharf, is still in the works.

Planning and preliminary work for the public green space--a new 57,000-square-foot park in South Beach--is going ahead.

P.S. As for Pier 29, and Pier 31, their fate is uncertain.

Evolution of A Cruise Terminal

2001...



Shopping Center Developer Mills Corporation planned to build a retail and recreation complex at Piers 27-31. With major lobbying by then Major Willie Brown, Mills was chosen over Chelsea Piers group. Nothing was ever built.

2007...



Shorenstein Properties and Farallon Capital Management planned to develop a cruise terminal supported by office rental income. Nothing was ever built.

2010...



The Port of San Francisco decides to "go it alone" and build its own Cruise Terminal at Pier 27. Funding is not assured, but the plan has been well received.

June
Osterberg's

On The Waterfront

It would be laughable if it weren't serious: a three-member Port Commission. For many weeks now.

Mayor Gavin Newsom still had not filled two vacant seats on the powerful five-member Commission, as this is being written.

One of the vacancies occurred because of the departure of Michael Hardeman, who had been on the panel since being appointed by Mayor Frank Jordan in 1994. His recent appointment is to the Fire Commission.

Stephanie Shakofsky, who was vice president when her term expired, had not been reappointed at the time of this writing.

Two members of the current three-member Commission--President Rodney Fong and Commissioner Ann Lazarus--elected the third member, Kimberly Brandon, vice president in a jolly election at the July 13 Port Commission meeting.

This awkward situation resulted in the following item on the agenda for the August 19 special meeting:

"Request approval of delegation of authority to the Executive Director, upon consultations with the Port Commissioners, to approve matters in or affecting the Fisherman's Wharf Waterfront until such time as four Port Commissioners are seated."

BCNA

The new sculpture on the waterfront--the Raygun Gothic Rocketship--drew an enthusiastic crowd and watery salutes of the Phoenix fireboat at its unveiling at Pier 14 on August 6.

The 40-foot-tall "retro-futuristic" artwork was created by a team of Bay Area artists led by Sean Orlando, Nathaneal Taylor and David Shulman. It was introduced at the 2009 Burning Man.

Placing it here is a project of the non-profit Black Rock Arts Foundation, which sponsors temporary art exhibitions. Black Rock Arts raised \$35,000 to finance the appealing project, working with the Port, which committed \$15,000, according to Tomas

McCabe of the Foundation.

While the previous large sculpture was an excellent public art object, it somehow didn't win the affection of

comer to the Port, is her successor in this important job.

BCNA



the populace that the 1930s rocket ship already has.

Do you suppose the fact that it was a giant spider had something to do with that?

BCNA

After 18 years as a standout project manager for the Port, Jennifer Sobol has retired. Her most recent job has been piloting The Exploratorium through the rough waters a coveted location on the waterfront entails.

The number and sincerity of the affectionate tributes to her at the July 13th Port Commission was impressive.

Her response was that her colleagues had been wonderful and that it had been an honor and privilege to work at the Port.

On the Waterfront adds its applause for her cooperation and sense of humor.

Phil Williamson, also not a new-

The top job at the Port is that of Executive Director. Monique Moyer has held that post since 2004.

Compensation for this very challenging role must be approved by the Port Commission.

Port staff has been reviewing salaries for port directors in other major West Coast ports and for other City department heads and has prepared a memo dated August 11 for the August 19 meeting.

Surprisingly, the staff memo recommends no increase in her present salary of \$238,586 even though the average annual salary at other ports is \$243,295.

But this seems to be in keeping with her practice of declining the use of a Port vehicle and parking, and also her having opted to reduce her compensation by 10 per cent consistent with Mayor Newsom's request effective last July 1st.

The Port Commission doubtless appreciates this attitude, and Monique will take some furlough days as the year goes on.

RESTAURANT ROUNDUP

These days, you can tell a lot about the relative success of new restaurants by trying to get a reservation at one of them via www.opentable.com.

Just try getting a table at Tyler Florence's new **Wayfare Tavern**. They are booking a week or more out, and you have to eat after 9 pm.

Nancy Oakes' new **Prospect** has a bit more availability, but the most popular of our area's "anticipated" new spots is clearly former French Laundry chef, Corey Lee's **Benu**, in the old Hawthorne Lane space. It's booked completely—well into mid September!

Also in the "still hot" category is **Barbacco**, the offspring of Perbacco on California Street.

Things aren't quite so rosy for the three new places in Piers 1½, 3 and 5. Dubbed the new "Restaurant Row" by *Chronicle* food critic Michael Bauer, only **La Mar Cebicheria Peruana** is heavily booked during prime 7-8 pm dinner hours. **Plant Organic Café** and **Lafitte** are both pretty much wide open for reservations anytime.

Also quite easy to book are the new sustainable seafood place **Georges** on Sansome, and **Wexler's**, the "barbecue-influenced" spot on Sacramento Street

next to Wayfare. Same for **Credo**, the Italian spot owned by political consultant Clint Reilly.



If you found it a bit too far to walk to Union Square to the old Michael Mina restaurant for a fancy celebration dinner of some sort, you'll like the news that the NEW version of **Michael Mina Restaurant** will be taking the space of the former Aqua on California St, right here in our neighborhood.

The "old" Michael Mina at the St. Francis Hotel will transform into one of Mina's **Bourbon Steak** establishments. He has outposts in Scottsdale, Washington, D.C., Miami, and Detroit.



Word is that Gary Danko's new **American Brasserie at Ghirardelli Square** finally has its financing in place and construction is resuming after nearly a two-year delay.

The much touted restaurant is supposed to open in early 2011.



Speaking of "Restaurant Rows," Mint Plaza off Fifth Street between

Market and Mission has added another noteworthy eating establishment: **Thermidor**. Neil Jorgensen and Bruce Binn from Spork have gone back in time with Continental cuisine classics brought current with innovative ingredient changes. Think Chicken Kiev or Lobster Thermidor, with subtle changes. Also in Mint Plaza are Italian gem **54 Mint**; French-inspired **Chez Papa Resto**; and **Blue Bottle Coffee Shop**.



Although not in the Barbary Coast, **Union Street** has experienced a "restaurant re-birth" with several new spots doing great business. It's the result of lifting the limit on eating establishments in the area. Most noteworthy: **Café Des Amis**, from the Bacchus Management Group (Spruce, Village Pub) in the old Prego location at the corner of Union and Buchanan. Also worth considering, Italian spot **Capannina Restaurant** at 1809 Union St, burger emporium **Jovino** at 2184 Union St, **Unwind on Union** 1875 Union St, and the not-just-cupcakes restaurant **American Cupcake** at 1919 Union.

It's Time For YOU To Join 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 \$ _____

President's Perspective By Bill Sauro



The efforts being made by an interesting coalition of citizens and groups to embark on an alternative planning study of the Northeast Embarcadero is a step in the right direction for the Barbary Coast.

The coalition includes Brad Paul, Fred Allardyce, Phil Ryan, Asian Neighborhood Design (AND), Telegraph Hill Dwellers (THD), Golden Gateway Tenants Association (GGTA), Friends of Golden Gateway Tennis and Swim Club (FOGG), residents of The Commons, and several Chinatown community groups.

They have done an excellent job of going to the core of our land-use issues and finding out what the residents of San Francisco want to have happen to the Northeast Waterfront.

For years the BCNA has supported the idea of a comprehensive, constituent-based study of our area, as opposed to a biased, "income-only" vision that the Port of San Francisco has long tried to espouse.

Unfortunately, the BCNA, being such a new neighborhood organization, never had the financial wherewithal to fund such an urban design study.

But this current effort should be supported, and the City agencies

involved in OUR Seawall Lots should heed the recommendations that will be forthcoming.

When the San Francisco Planning Department's version of the Northeast Embarcadero Study was unveiled, it was so obvious that the Port had already dictated certain "givens" that it made the entire effort rather pointless.

I'm speaking of the possible development at 8 Washington Street. Apparently, since the Port and San Francisco Waterfront Partners had already struck a deal on the development of Seawall Lot 351, it was not a surprise that the Planning Department study--paid for by the Port--would recommend a large-scale condo development and a massive parking garage at 8 Washington, while decimating the current Golden Gateway Tennis and Swim Club.

It will be very interesting to see how this alternative planning study is received by the powers that be. Let's hope they give it serious consideration.

* * *

Let's all be more vigilant before Rec and Park plunks another "Peter Pan" into Ferry Park. Just because they need money doesn't mean our neighborhood open-space should be made into a tacky amusement park.



A PUBLICATION OF
THE BARBARY COAST NEIGHBORHOOD
ASSOCIATION

WRITTEN BY JUNE A. OSTERBERG

www.BarbaryNeighbors.org

For the Latest Neighborhood News:

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
STEVE CHEN
AL DOCKUS
BOB HARRER
MARY LOU LICWINKO
FELIX RODRIGUEZ



THE BARBARY COAST
NEIGHBORHOOD
ASSOCIATION

640 DAVIS ST / # 28
SAN FRANCISCO, CA 94111