



## David Chiu at BCNA Board Meeting Jan. 29



The City's first elected Chinese-American representative of District 3 and newly-elected President of the San Francisco Board of Supervisors, will be the special guest of the Barbary Coast Neighborhood Association at its monthly Board meeting on Thursday, January 29, 2009 at 6 pm aboard Hornblower's Santa Rosa Ferryboat at Pier 3. The public is welcome to attend.

Chiu was officially declared District 3 Supervisor for the City and County of San Francisco on December 2, 2008. Chiu was sworn in as the newest District 3 Supervisor on January 8, 2009. Chiu was the top vote getter in a heated race of nine candidates. With all ranked choice ballots counted and tabulated, Chiu earned 59.37% of the vote. The runner up was Joe Alioto Jr. with 40.63% of the vote.

**ON JANUARY 8**, Chiu was sworn in and then surprisingly elected President of the Board after seven rounds of voting. Chiu, who submitted his name for consideration as a compromise candidate, won the presidency 6 to 5. He is the first Chinese-American to lead the board.

"I am honored and humbled that my neighbors and the citizens of District 3 have chosen me to represent them at City Hall," said Supervisor-elect Chiu. "I am also very proud of my grassroots campaign team of neighborhood volunteers and what they have accomplished, and I look forward to bridge building between our neighborhoods and City to get things done."

**ONE OF THE FIRST** things Chiu did was to call a meeting for his second day on the job with the presidents of the Neighborhood Associations in District 3.

## Planning Commission Repeats Pro Vote For 130-Foot Tower at 110 Embarcadero

Ignoring more than 30 public testimony appeals not to approve a height increase for a controversial building at 110 Embarcadero, the San Francisco Planning Commission voted 4-3 on Jan. 15 to approve the rezoning of the property to allow a super-"green" building to be constructed 46% higher than allowed under the City's General Plan and Waterfront Use Plan.

The building is being developed by Hines, a privately-owned, international real estate firm utilizing the architectural services of Cesar Pelli Associates. The company also designing the Transbay Terminal.

**THIS 10-STORY** mixed-use project located on one of San Francisco's best waterfront parcels is being designed as a Platinum LEED certified building—that's the highest "green" rating a building can have.

A roof top garden is being incorporated into the design for public and private use and acts as the

building's open space requirement. Fostering the green approach and an urban resort appeal, the design incorporates permeable paving, reclaimed irrigation water, reclaimed wood, a fire pit, a water feature, and lounge, table and chair seating.

**AT THE GROUND** level outdoor restaurant seating spills onto the Embarcadero where enhanced pavement, planting, and a minimal fencing system define the boundaries. In addition to LEED certification, the building will also be one of the first green buildings in an urban environment with three sides of the building covered by living walls.

Representatives of community organizations including the Telegraph Hill Dwellers, San Francisco Tomorrow, Rincon Neighborhood Association, Barbary Coast Neighborhood Association and others, testified that it would be a mistake to allow what was essentially "spot

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# New Design for 8 Washington Project Unveiled; GGT&S Club Would Have Just 4 Tennis Courts

By JUNE A. OSTERBERG

Pacific Waterfront Partners (PWP) unveiled its latest proposal for its controversial 8 Washington project at the January 12th Port Commission meeting.

Port Commission members appeared to view the redesigned plan favorably, even warmly. However, the large number of opponents who testified at the informational hearing did not.

PWP proponents emphasized the addition of a new park to the plan. FOGG --Friends of Golden Gateway--said the redesign would destroy even more of the 40-year-old Golden Gateway Tennis & Swim Club than the original project.

**OTHER OPPONENTS** have charged that the two 84-foot luxury condo buildings in the proposal, right on The Embarcadero, would mean the rising of a new wall where the Embarcadero Freeway stood for 40 years.

An 84-foot height limit remains in place despite the elevated freeway having been demolished following the 1989 Loma Prieta earthquake.

When Simon W. R. Snellgrove, PWP's most vocal Partner, first brought out his idea of building an underground garage to serve the Ferry Building area he said he should be allowed to place the two condo high rises atop the garage as a reward.

Kathleen Diohep, the Port's project manager for the project, introduced Snellgrove's January 12 presentation. She characterized the site just northwest of the Ferry Building as "extraordinarily well located."

**THE PROJECT** site incorporates Seawall Lot 351, which the Port has called a Mixed Use Development Opportunity despite SWL 351 having been one of the seawall lots north of the Ferry Building removed from Port-supported state law SB 815 allowing development.

The Port issued an RFP (Request for Proposals) for the 2/3 acre Seawall Lot 351--with its 358-foot Embarcadero frontage--on August 13, 2008. Initially, only PWP submitted a proposal.

The Port tried again and finally got a second proposal for the Seawall lot



*This photo of the old Embarcadero Freeway shows its height and mass. The only reason the Port's Seawall Lot 351 and the GGT&S Club land is zoned for 84 feet is because that was the height permitted for freeway adjacent land. Despite 40-foot height limits all along the Waterfront, the 84-foot zoning mistake has never been corrected.*

development. However the competing proposal for a hotel was withdrawn, and only PWP's 8 Washington project remained.

The Partners in the Snellgrove group include Alicia N. Esterkamp and the California State Teachers' Retirement System (CalSTRS). The proposed project includes two 8-story condo buildings containing 70-85 luxury condos each, ground floor restaurants and retail on the southern portion of the lot.

**THE REVISED PLAN** contains a 48-foot wide portion of SWL 351 opening up a new public open space, being dubbed the Jackson Street Commons.

"The portion of SWL 351 north of the Jackson Street right-of-way has a one story health club building with roof top pools."

The proposal continues: "Portions of the two buildings will extend onto land not owned by the Port by combining SWL 351 with the adjacent 2.5 acre Golden Gateway Tennis and

Swim Club site that SFWP has an option to purchase."

**THE SECOND** condo building, underground residential parking, "a rebuilt tennis and swim club with 4 outdoor courts and 12,000 sq. ft. of fitness center and public open space are proposed for this privately owned site."

The Club has 9 courts in its present facility.

In PWP's presentation Craig Hartman spoke for the architect Skidmore, Owings and Merrill and said that he thought tennis courts were not the best use of the land. He cited the plan to put a waterfront version of the Beach Chalet and the Drumm St. Garden Walk as well as an outdoor cafe.

**HARTMAN SAID** the design would have a Gold LEED rating and make a "minimal ecological footprint." Snellgrove told the Commission that if approved 8 Washington could be completed by 2012.

In public comment at the meeting representatives of the Farmers Market

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June Osterberg's *On The Waterfront*

## Port Cruise Terminal Project Moves Along

By JUNE A. OSTERBERG

The Port's efforts to fulfill its commitment to create a new world-class cruise terminal at Pier 27 continue quietly.

"The purpose of the Cruise Terminal Project is to preserve and enhance the maritime tradition of San Francisco's waterfront," according to John Doll, Port project manager.

While preliminary planning goes on, Pier 27's long berth--1,358 feet in length--is still doing its job of providing sufficient docking space for today's ever larger cruise ships.

**FIVE BIG** ships are scheduled so far in 2009.

Chief Wharfinger John Davey said dredging work, which is critical to maritime operation at some Bay piers, was done for Pier 27 in October and November. He said they keep it dug out to a depth of 35 feet. Dutra Dredging Company has a four-year contract with the Port to do maintenance dredging.

Pier 35, which also needs periodic dredging, continues as the primary cruise terminal. Considerable upgrading of the old facility to make it more functional and attractive for many years longer has been done while the Port is developing its plans for Pier 27.

**WHEN THE** new Cruise Terminal Project is completed Pier 27 will succeed Pier 35 as the primary home port cruise terminal.

Doll said that the Port has decided to use City resources to prepare conceptual plans for the Northeast Wharf Plaza as a significant part of the Pier 27 Cruise Terminal Project.

Earlier, EDAW, an architecture and environmental consultancy, had provided site design options integrating cruise operations and circulation with public access open space that includes the two-acre Plaza, which runs along the western side of the Pier 27 shed.

"We assume renovation of most of the Pier 27 shed with addition of a mezzanine and demolition of a portion of the west end of the shed to accommodate the Northeast Wharf

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The name Golden Gateway has been shortened to the trendier "The Gateway." The apartment buildings of the massive 1960s redevelopment project have new generic names such as Vista East\* and Vista West. Farewell, Whaleship and Richard Henry Dana. Goodbye, Buckelew and Macondray and William Heath Davis. A million-dollar remodeling of the lobbies has them resembling hotel lobbies. Perhaps an ad in a 7 x 7 *Magazine* will explain to the apprehensive tenants: "The elegant new lobbies and timeless views from our hi-rise balcony apartments and townhomes, and our *exceptional swim and tennis club*\* still define luxury for-lease living..."

Stay tuned.

\* For irony see Page 2.

*BCNA*

Hand in glove with Location, Location, Location is Parking, Parking, Parking.

A case in point is the Ferry Building, hub of our historic waterfront and a huge success in its post-Freeway makeover. The closure of the dilapidated Pier 1/2 last year has had an impact.

Phil Williamson, project manager of the Port's Downtown Ferry Terminal Project, said that the Port has been working with Ferry building management to provide an additional valet parking area in support of Ferry Building retail merchants and Farmers Market customers.

The parking vendor is Ace Parking Management, Inc., which has been offering valet parking in the area since early December, utilizing the northbound Embarcadero curb and the remaining marginal wharf at Pier 1/2. On December 9th the Port Commission approved use of the 20 spaces at Pier 2 at least until January 31, 2010.

*BCNA*

It was all smiles at the Port Commission's first meeting in 2009

when the five members elected new officers amongst themselves.

The longer-serving members chose the two more recent appointees to serve as president and vice-president. Rodney Fong became president and chaired the meeting, and Stephanie Shakofsky was elected vice-president.

*BCNA*

We don't hear much about the hundreds of tenants of Port properties that go about their business without making news or waves.

Who knew that we had a chocolate factory with the name TCHO Ventures, Inc.--not Ghirardelli --in our waterfront neighborhood?

A young company founded in 2005, TCHO Ventures came to light because it is located at Pier 17, part of The Exploratorium's long-range plans. On October 28th the Port Commission approved a five-year lease and a temporary retail sales license for TCHO, a "tenant in good standing" since June 1, 2006, at Pier 17.

The start-up company employs about 20 people and estimates its first year sales to be approximately \$2 million.

*BCNA*

As for The Exploratorium, its project to move the internationally famous museum continues to go about obtaining official approvals of its major project at Pier 15.

There was a Board of Supervisors finding of fiscal feasibility in July 2006, and The Exploratorium went back to the Board in late November to add Pier 17 to its lease and to increase the rent credit for substructure repairs due to increased construction costs.

Jennifer Sobol, the Port's project manager, said that The Exploratorium will make an informational presentation to NEWAG at its February meeting.



**NEW PARKING SPACES**—At the urging of the Port of San Francisco, the City's Municipal Transportation Agency recently installed 11 new parking meters on the West side of Davis Street between Clay and Washington. The new metered spaces will provide more parking for the neighborhood and especially the Farmers' Markets at the Ferry Building. They were installed within 30 days of MTA approval.

## Supe Prez David Chiu To Appear at Jan. 29 Barbary Coast Meeting

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BCNA Board President Bill Sauro attended the meeting and was pleased with President Chiu's intellect, demeanor and style.

"He's going to make a very effective Board President," said Sauro, "and will definitely build a bridge between the Mayor's Office and the Board, and do it in a calm and mannered way."

**CHIU, 38**, is a Polk Street neighborhood leader and Small Business Commissioner who has served San Francisco as a criminal prosecutor, community court Judge-Arbitrator, Democratic activist, affordable housing advocate and civil rights attorney. The eldest son of Chinese immigrant parents, Chiu is a 12-year tenant resident of District 3 and was endorsed by the San Francisco Democratic Party and many other groups.

He will be making a brief statement, then answering questions from BCNA residents at the January 29 "Meet Your Supervisor" get-together. Refreshments, courtesy of Hornblower Cruises and Events, will be served.

## 555 Washington Project Adds More Open Space

A plan for a proposed round condo tower next to the Transamerica Pyramid has been revised.

According to Andrew Segal, President of developer Liberty Hill, Redwood Park would be expanded by approximately 22% and transferred to the City as a public park.

"We will increase the size of the park by removing one building and converting its footprint into open space and scaling back another structure to create more park space," said Segal.

The Transamerica Pyramid block owners will pay for maintenance of the Park in perpetuity, so as to not impact the City's budget.

"To further add to the Block's open space," Segal added, "our plan includes purchasing Mark Twain Alley (a City street) from the City and transforming it into an outdoor dining and pedestrian-friendly plaza blocked off from vehicular access."

Including the expanded Redwood Park, total open space on the block would increase by nearly 15,000 square feet, or about 80%.

# Latest Plan For 8 Washington

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and Ferry Building entrepreneurs spoke in favor of the proposed project, citing the growing need for parking.

Bill Sauro, president of BCNA, referred to the tall buildings as a "horrible wall" and said that handing the lot over to one bidder was "not competition" for the remarkable site. He urged caution and more discussion of alternatives like Chicago's Millennium Park.

**LEE RADNER** represented the 1700 members of FOGG (Friends of Golden Gateway Tennis and Swim Club) and said the Port's close relationship with the developer is a violation of conflict of interest rules. He said some 100 emails had passed back and forth between Snellgrove and the Port and that the RFP had been designed to favor Pacific Waterfront Partners.

Sue Hestor, FOGG's attorney, said that the entire file of correspondence should be made available. She also stated that the reason the unsightly wall of the Club has remained is that the owner of the Golden Gateway, an associate of Snellgrove, has had no incentive to improve the Club's appearance.

**SHE CHARGED** the Commission with abandoning its responsibilities to the public.

At the end of public comment Commissioner Michael Hardeman said "we should have done this a year ago...let's move this thing along."

Rodney Fong, newly elected Commission president, called the proposal "a handsome project" and said he "looks forward to what the next step is."

**THE NEW** proposal will be reviewed and discussed at the Northeast Waterfront Advisory Group (NEWAG) ON February 4 at the Port's Pier 1 headquarters.

The results of the Commission's evaluation and a summary of the public comment received will be presented to the Port Commission at either the February 24 or March 10 Port Commission meetings along with recommendations for next steps regarding this development.

# 110 Embarcadero

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rezoning." "It goes against every plan the City has for the Waterfront," said BCNA Board Member Diana Taylor.

Nonetheless, the four Commissions who voted in favor of the project said they felt the "green" nature of the building and its innovative design trumped the height issue. Commissioner Gwyneth Borden noted that additional height is often given to projects in exchange for more affordable housing components, for example.

In December, the Planning Commission approved the project, also by a 4-3 vote, but it had to come back to the Commission because five separate legal considerations needed to be addressed.

In the revised proposal, the on-site garage was eliminated and replaced with additional retail space accessible from both the Embarcadero and Steuart Street. Plus, an amendment was added by Commissioner Borden that the building must maintain the Platinum LEED certification, or the project must come back to the Commission.

Next step for the project is the Board of Supervisors, who must approve the rezoning of the land to the 130-foot requested by the developers.



**ACTIVIST HONORED**—Ernestine Weiss, a long-time resident of The Gateway Apartments, was honored on Jan. 12, with a plaque at the corner of Clay and Drumm Streets for her many years of service in helping to establish Ferry Park. Pictured with her are Theodore W. Brown, Architect and Plaque Donor (left) and Lawrence B. Martin, (right) President of the San Francisco Recreation and Parks Commission.

## Cruise Terminal Project (Continued from Page 3)

Plaza and make it a community amenity, not just for passengers but also for residents and visitors," Doll said.

Significantly, the Port's currently available funding of approximately \$20 million is substantially less than the

\$60-plus million cost that Port staff has identified as a preliminary project budget estimate, according to Doll.

The Port is said to be debt-free currently, and revenue bonds may be part of the financing picture as the Cruise Terminal Project moves along.

**YES!** I'd like to become a member of the Barbary Coast Neighborhood Association for 2009. I understand that my annual dues will help preserve and protect the Northeast Waterfront of San Francisco.

**Type of Membership Desired:** (Please check appropriate box)

- |   |  |
|---|--|
| <input type="checkbox"/> Resident Membership ..... \$25                                   | <input type="checkbox"/> Company Membership<br><i>(10 or more employees)</i> ..... \$150 |
| <input type="checkbox"/> Family Membership ..... \$35                                     | <input type="checkbox"/> Sponsor ..... \$500   |
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Primary Member Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ St \_\_\_\_\_ Zip \_\_\_\_\_

Telephone (\_\_\_\_\_) \_\_\_\_\_ Email Address \_\_\_\_\_

We will never share your email address with any entity and only use it for official BCNA business.

**Mail check for membership dues and this form to:**

**Barbary Coast Neighborhood Association**

640 Davis Street / # 28 / San Francisco, CA 94111

## President's Perspective By Bill Sauro

Regardless of your political persuasion, it is exciting to have America's first African-American President in the White House. But talk about a tough time to become the leader of the free world—the challenges facing President Obama are Herculean.

From a personal standpoint, I really like President Obama's concept of investing in a WPA-like program to rebuild our country's infrastructure.

And I hope the leaders of the San Francisco Port Commission take this cue to lobby our representatives in Washington to make **Pier Reconstruction** a part of our President Obama's infrastructure investment.

It's logical to me that having the federal government help pay for redevelopment or removal of some of our decrepit piers would be a solid use of stimulus dollars.

Generations of Americans would benefit from an improved and opened-up San Francisco waterfront. As one of the world's most popular tourist destinations, an investment in San Francisco's Piers would give millions of citizens a great return for their tax dollars.

\* \* \*

Speaking of infrastructure investment, another part of the Barbary Coast—the open spaces around our Ferry Building on the Embarcadero—should be redesigned and reborn as a vibrant civic space.

San Francisco Chronicle Architecture Columnist John King wrote about our need for a "Place to Gather" on November 18, 2008. Basically, he believes we should create a lively crossroads of enticing fun, rather than 20 acres of scenic but little used space that spills inland from the Ferry Building. Using Chicago's lakefront *Millennium Park* as a model, The City could create a magical area that would draw locals and tourists alike. For more information on the concept, please visit [www.BarbaryNeighbors.org/Gather.pdf](http://www.BarbaryNeighbors.org/Gather.pdf).

And Port Commissioners: Please don't be so hasty with development plans for Seawall Lot 351 at the corner of Washington and the Embarcadero. It could be a critical component of a world-class gathering space. It would be a shame for short-term thinking to ruin an historic opportunity for civic betterment.



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