INFORMATIONAL MEMORANDUM

TO: Agency Commissioners

FROM: Fred Blackwell, Executive Director

SUBJECT: Media Clippings from 4/1/10 to 4/14/10

Enclosed is a collection of newspaper and media clippings that refer to the Redevelopment Agency or an Agency-related project or program.

(Originated by Gia Casteel-Brown, Executive Assistant)

Fred Blackwell
Executive Director

REDEVELOPMENT:

Attachment 1: SF Examiner.com/Under the Dome: “Redevelopment spending aims to boost construction jobs,” April 5, 2010

Attachment 2: SF Examiner.com/Under the Dome: “Mayor, Supervisor propose plan to improve infrastructure,” April 7, 2010

BAYVIEW HUNTERS POINT & SHIPYARD/VISITACION VALLEY:


Attachment 5: SF Examiner.com/Under the Dome: “Newsom Tracker: Mayor to attend groundbreaking,” April 7, 2010

Attachment 6: SF Examiner.com: “Transit boom in the works,” April 7, 2010


Attachment 8: SFGate.com: “Hunters View construction breaks ground,” April 7, 2010
Attachment 9: SFGate.com: “Protesters at Hunters View event”, April 8, 2010
Attachment 10: SF Examiner.com: “Heron’s Head facility as green as they come,” April 11, 2010
                      “Schlage factory site sees rebirth,” April 11, 2010
Attachment 11: SF Examiner.com: “Asbestos assurances under attack,” April 12, 2010
Attachment 12: SF Examiner.com: “Lennar apology may be requested,” Aril 13, 2010
Attachment 13: SF Examiner.com: “Cable problem delays power plant closure,” April 13, 2010

TRANSBAY:
Attachment 14: SF Gate.com: “Report to offer glimpse of high-speed rail plan,” April 5, 2010
Attachment 15: SF Examiner.com: “All aboard for the Transbay Terminal; Transbay is focus of rail project,” April 9, 2010
Attachment 16: SF Gate.com: “High-speed rail to end at Transbay Terminal,” April 9, 2010

MISSION BAY:
Attachment 17: SF Business Times: “UC San Francisco bags $100M for new hospital,” April 2, 2010
Attachment 18: SF Business Times: “UCSF mulls size, sites for Mission Bay offices,” April 9, 2010

SOUTH BEACH:
Attachment 19: SFGate.com: AT&T Park at 10: A home run of an urban concept,” April 11, 2010

SOMA:
Attachment 20: SF Examiner.com: “SoMa nonprofits cash in,” April 14, 2010
Redevelopment spending aims to boost construction jobs

By: John Upton

04/05/10 10:50 AM PDT

Spending by San Francisco’s redevelopment agency will prioritize job-creating construction projects next fiscal year over costly long-term planning efforts.

The San Francisco Redevelopment Agency, a state agency that operates in some of San Francisco’s most run-down neighborhoods under the oversight of city officials, plans to spend $220.3 million in the 2010-11 fiscal year.

The agency’s expenditures are expected be 8 percent lower next year than this year.

“For the purposes of budgeting for FY 2010-11, staff has been directed to focus on ‘construction’ versus planning and to prioritize expenditures that create jobs or provide economic stimulus,” staff wrote in a memo to agency commissioners.

The commissioners are scheduled to discuss next year’s proposed budget during a hearing at City Hall on Tuesday afternoon.

“The Agency continues to operate in a climate of greater economic challenges resulting from State Budget payments, higher cost of our bond funds due to higher interest rates and concerns around reduced or appealed property tax revenue,” staff members wrote in the memo.

More from John Upton

- Hunters View rebuild ready to begin
- Appeal filed against 555 Washington could derail project, developer claims
- 49ers measure lawsuits dismissed
- Expeditions explore sounds affecting deep-sea life
- Newsom construction stimulus program to be tweaked

http://www.printthis.clickability.com/pt/cpt?action=cpt&title=Redevelopment+spending+aims+to+boost+c... 4/7/2010
Mayor Gavin Newsom and Supervisor David Chiu introduced a $27 billion plan for critical improvements to city streets, schools, libraries, hospitals and parks.

The 10-year capital plan recommends spending $17.8 billion to rebuild and repair The City’s streets, transportation system, emergency response network, sewer and water system as well as $9 billion for schools and transportation projects such as the Transbay Terminal and at Bayview Hunters Point.

This plan will better position The City to garner federal stimulus money, city officials said.

“The longer we defer these repairs and improvements, the more imminent and costly these become,” said Ed Lee, city administrator.

“This plan is an important tool in guiding The City and prioritizing short and long term needs.”

More from Erin Sherbert

- Prevention is key in battle against auto thefts, police say
- Learning the impacts of health care reform
- Mission District rallies around park plan
- Mayor pushing for law to monitor energy use
- Mayor to hold online town hall on Green Finance SF

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Hunters View rebuild ready to begin

By: John Upton

04/06/10 5:20 PM PDT

A groundbreaking ceremony for the reconstruction of the Hunters View public housing site is scheduled for 9:30 a.m. Wednesday.

Under Hope SF — an innovative city program that will use federal, state and local funds — market rate condos and apartments were included in Hunters View rebuilding plans to help pay for the reconstruction of 267 dilapidated public housing units.

Mayor Gavin Newsom, Supervisor Sophie Maxwell, a representative of House Speaker Nancy Pelosi, and residents and neighbors are expected to attend the groundbreaking ceremony.

The ceremony is planned to help kick-start the demolition of 113 Hunters View units.

There are 137 families that live at Hunters View, and some of them were relocated recently into new units to allow demolition of existing units to proceed in phases, according to Doug Shoemaker, director of the Mayor’s Office of Housing.

The families will move into new public housing units once the homes are ready, which will allow the remainder of the outdated units to be demolished and replaced.

More from John Upton

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- Newsom construction stimulus program to be tweaked
Today’s groundbreaking of Hunters View, the first revitalization of public housing projects, gave Mayor Gavin Newsom a fair chance to take a clean shot at Fox News.

“To some of my friends at Fox News, here is a stimulus program that’s working,” Newsom said at the podium at Hunters View. “The work that is being done and the construction is because of that stimulus.”

It’s not just the $7 million in stimulus money that’s helping The City rebuild the 50-year-old dilapidated public housing projects in Hunters View. The City is using $95 million in general funds as well as raising money through private donations, $40 million from the state and $1 million secured through HUD.

Hunters View is the first of eight housing projects being rebuilt and renovated in San Francisco as part of the mayor’s HOPE SF initiative. The project includes reconstruction of 267 units, with plans for market rate condos to help pay for the reconstruction efforts.

There are 137 families that live in Hunters View, with some who were recently relocated to allow for demolition.

“It’s about 50 years overdue,” Newsom said before turning a gold shovel with the development team and community members, marking the start of construction.

More from Erin Sherbert

- Prevention is key in battle against auto thefts, police say
- Learning the impacts of health care reform
- Mission District rallies around park plan
- Mayor pushing for law to monitor energy use
- Mayor to hold online town hall on Green Finance SF
Newsom Tracker: Mayor to attend groundbreaking

By: Erin Sherbert
Examiner Staff Writer
04/07/10 7:30 AM PDT

Mayor Gavin Newsom will oversee the groundbreaking of the new Hunters View public housing site at an event Wednesday at 9:30 a.m. at 125 West Point Rd. The public housing site is part of the mayor’s Hope SF initiative to rebuild public housing. This long-awaited groundbreaking is the first step in a massive effort to rebuild public housing.

More from Erin Sherbert

- Newsom touts new solar project
- Newsom Tracker: Mayor to attend groundbreaking
- City, Navy settle on Treasure Island’s price
- 'Whack-a-Mole' on Muni fare evaders
- Newsom: Fewer layoffs likely

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**Development:**

The Candlestick Point-Hunters Point Shipyard Redevelopment Plan is scheduled to be fully implemented by 2030. The area would see a new bus rapid transit line, bike and walking improvements, and other transit upgrades.

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**Transit boom in the works**

**Plan would extend bus lines to better serve Hunters Point neighborhood**

By Will Reisman
Reporter Staff Writer

The redeveloped Bayview and Hunters Point neighborhoods will feature $229 million in transportation improvements, including elevated rapid-bus lines, extensions to existing Muni service, new bike paths, and improved pedestrian walkways.

Under the long-term transit development plan — a joint effort between the San Francisco Municipal Transportation Agency, which operates Muni, and the Mayor's Office of Economic and Workforce Development — existing local bus lines like the 23-Monterey, the 34-Teleton and the 24-Divisadero would be extended to better serve the Candlestick Point and Hunters Point neighborhoods.

The bus lines would also be realigned to connect more efficiently with BART and Caltrain, said SFMTA Deputy Planning Director Peter Albert, who presented the plan at the agency's Board of Directors meeting Tuesday.

The southeastern neighborhood would also benefit from a new bus rapid transit line — a dedicated lane for swift-moving transit vehicles — so to carry passengers from Candlestick Point to the Bayshore Caltrain and Balboa Park BART stations. The BRT lane will run over a bridge proposed to be built on top of Yosemite Slough, a delicate environmental site in the area.

Two new downtown hubs, slated for service between the Financial District and Hunters Point, are among the transit plans.

The Hunters Point Transportation Plan includes biking and walking improvements in the neighborhood, which has long lacked the proper infrastructure planning found in other areas of the city, Albert said.

The new bike paths in the area will connect cyclists with the San Francisco Bay Trail, a coastal nature route that runs along the waterfront. Pedestrian improvements will be based upon a new grid system set to come from the Hunters Point development.

In the works for the better part of 17 years, the Candlestick Point-Hunters Point Shipyard Development Plan is scheduled to be fully implemented by 2030.

The environmental impact report of the plan will go before the Planning Commission and the Redevelopment Agency in June. Because the project is expected to be funded from profits of the development, the transportation aspect of the plan is not expected to impact the SFMTA's budget.

**Long-term transportation proposal**

- **$2.2 billion** total cost
- **$1.2 billion** cost of public infrastructure
- **$229 million** cost of transit

2030 plan is expected to be fully implemented

Source: Mayor's Office of Economic and Workforce Development

**Jury deadlocked over attacker's sanity**

The man who stabbed a 15-year-old girl in a Twin Peaks bakery will face another sanity trial after a jury declared a mistrial.

The jury had already found 10-year-old Scott Thomas guilty of two counts of attempted murder and one count of aggravated mayhem for stabbing 10-year-old Loren Schaller and 60-year-old Kermit Kubitz at Creigh-Point on April 24, 2011. Two juror reversed their decisions so to retry the case.

After seemingly reaching a unanimous verdict Monday afternoon that Thomas was — as prosecutors claim — legally sane at the time, the two jurors reversed their decisions when asked individually by Judge Suzanne Bolanos.

Bolanos then sent them back to continue deliberations. On Tuesday morning, the jury forewoman told Bolanos the group was hopelessly deadlocked, with eight in favor of sanity and four against.

Bolanos then dismissed the 10-woman, two-man jury. Prosecutor Scot Clark said he would retry the sanity phase of the trial, expected to last another six to eight weeks.

Clark said he was committed to making sure Thomas "spends the rest of his life in prison and doesn't get released into the community through a state hospital!"

"We were to be found legally insane at the time of the crimes, he would be sent to a state mental hospital until his sanity is restored. If found sane, he would face life in prison. Whatever's wrong with him, they can't fix it," Clark said. "He's a sociopath."

Clark argued during the trial that Thomas had "obvious psychological issues" but had the talent and determination to commit the acts, which Clark said allowed him to be legally considered sane.

Thomas' attorney Stephen Rosen argued that Thomas' mental illness robbed him of choice.

Thomas had been released on parole from San Quentin State Prison the day before the attacks after serving nearly four months for a parole violation.

He had previous convictions for grand theft auto, hit-and-run, petty theft and vandalism. The state Office of the Inspector General later concluded he had been released by mistake.

— Bay City News

**Transit agencies prepare for Clipper card transition**

Those nice TransLink cards that Muni has been handing out to its riders for free will all become Clipper card transition

But you stifle innovation when you say it's time to fix it, Clark said. "He's electric, you say it's not electric, then you have to put it on another line, then you have to fund it, then you have to staff it, then you have to maintain it, then you have to staff it, then you have to maintain it. It's a constant effort.

The City has taken a hard-headed stance as of late, successfully shaking down line evaders.

There are people who abuse it and it's wrong," Newsom said.

Newsom said he hopes to be as successful as car-free enforcement in The City has been the last week with going after purse-snatchers and other criminals on city buses.

“Business as usual, successful enforcement, that's the message,” Newsom said during a news conference.

**Local News**

**Under the Dome**

Highlights from The Examiner's City Hall blog. For more, visit sfgate.com/opinion/blogs/under-the-dome

**Catching fare evaders called Whack-A-Mole**

Mayor Gavin Newsom said trying to combat the problem of fare evasion on Muni is similar to the critic-crashing Whack-A-Mole game.

"You hit this one, then they pop up on another line, then you have to hit them on another line, and so on," Newsom said, gesturing a punch. "It's a constant effort.

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**Newsom: Fewer layoffs likely if unions ratify deal**

At this point in the budget process, Mayor Gavin Newsom estimated that hundreds — not thousands — of city workers would be laid off, despite concessions and ongoing efforts from labor unions to save jobs.

The mayor is again meeting with unions this week to try and hash out a deal that could result in another $50 million in savings for San Francisco.

Two weeks ago, the mayor and labor unions tentatively agreed to 12 unpaid furlough days for city workers, which would save $100 million total.

The unions have yet to ratify that deal, and Newsom has until June 1 to close a $522 million budget shortfall.

“By the end of this week, unless he gets a plan that’s right, we’re probably looking at a million or so layoffs,” Newsom said last week.

And if they don’t?

“All bets are off,” Newsom said.

**Historic commission hearing on soccer fields**

Four buzzwords have caught the attention of animal lovers, astronomers, bird watchers and many more, and now the Beach Chalet soccer fields will be piquing the Historic Preservation Commission's interest.

The Recreation and Park department is scheduled to present the commission with information about the effects the fields and parking lot will have on the western end of Golden Gate Park.

In the meantime, the Planning Department is still considering whether they should again waive the fields' environmental impact report.

The meeting will take place at 12:30 p.m. today.

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sfpix.com
Construction of Hunters View Public Housing in Bayview, San Francisco

KALWNews.org

By Chris Hoff

Listen: 2:22 min

FRED BLACKWELL 1 “We're going to take the sledgehammer to the site, and then we'll have the shovels.”

Fred Blackwell, director of the San Francisco Redevelopment Agency, addressed the crowd of about 75 people outside the Hunters View public housing complex.

Hunters View is a set of barracks-style buildings near the city's eastern border. Families occupy just over half of the 267 affordable housing units, many of which suffer from mold, mildew, rodents and raw sewage flows. Mayor Gavin Newsom helped raise half-a-billion public and private dollars that will fund the redevelopment.

GAVIN NEWSOM “I don't think 99 percent of Americans understand what we as landlords and stewards of public housing have done and what it's done to residents and what it's meant in terms of exacerbating poverty and conditions that all of us, rhetorically are frustrated by but substantively haven't addressed.”

The plan is to replace all of the public housing units at Hunters View and create new rental properties along with a public park. The new complex will also include both below-market and market-rate units for sale. While current residents have been relocated and are supposed to get first dibs on new units, 23-year-old Danielle Moore doesn't expect new construction to change Hunters View much. The college graduate, who's lived with her father there for 7 years, says it will take more than surface changes to uproot the violence and poverty that have affected the
Daniel Moore: "I hope they treat it with more respect than they have treated these last buildings. But if they’re going to bring in the same people who have no sense of respect or ownership or care about anything, then it might just be the same community, just with pretty buildings."

Construction on the first 100 new units in Hunters View is scheduled for completion in 2012. When funds are raised, the city plans to do similar work on seven other distressed public housing complexes, as part of the Hope SF plan.

This article originally appeared on KALWNews.org

Posted By: KALW News (Email) | April 07 2010 at 05:44 PM

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One month after taking office in early 2004, Mayor Gavin Newsom loaded his department heads onto a bus to show them Hunters View, the public housing project in Hunters Point deemed one of the worst in the country by federal inspectors.

That fall, Newsom announced in his first State of the City address the creation of a program to rebuild Hunters View and other notorious public housing developments around San Francisco.

"No longer will our public housing be isolated from the rest of the city," the new mayor pledged.

Five-and-a-half years later, today marks the official beginning of making that promise come true: the groundbreaking of a rebuilt Hunters View.

Demolition of the first 113 of the development’s 267 units is expected to be completed by July, and their replacements, along with a new park, new streets, a new sewer system and other infrastructure, should be in place by the end of 2011.

Additional phases include rebuilding the rest of the public housing units, as well as 84 new affordable rental units and 350-450 market-rate condos and townhomes with a final completion date expected sometime in 2015.

"It's one of the most rewarding things we've ever done," Newsom said Tuesday. "It's real, and it's life changing."

But it's also been a long time coming. The 1950s barracks-style buildings are infested with rats, mice, mold, mildew and raw sewage flows. Many units are vacant, and some are used by squatters.

Just 137 families remain, a number so low, the majority of them can remain living in the site while units around them are rebuilt. They've all been promised first dibs on the new units.

In their defense, city officials point out that federal funds for rebuilding public housing dwindled significantly under the Bush administration, and San Francisco was rebuffed three times in grant applications to remake Hunters View.

Newsom’s 2004 pledge - dubbed Hope SF - didn't pick up steam until 2007, when he secured $5 million in general fund money to back $95 million in revenue bonds to kick-start the project. The city plans to use $100 million-$200 million in federal, state and private funds for its completion. Making Hunters View work financially is contingent on market-rate homes being interspersed with the public housing units.
Jack Gardner is president of John Stewart Co., the developer that's leading the Hunters View construction. He said the recession led the company to delay building market-rate homes.

Still, he said, he thinks the one-, two- and three-bedroom homes - expected to be priced up to the mid-$500,000s - will sell once the economy recovers. Another developer, Olson Co., which has built similar homes in Oakland and Compton, has expressed interest in working with John Stewart, Gardner said.

Likely buyers could include empty nesters downscaling or first-time home buyers lured by the Third Street rail, the remaking of the shipyard and the closure of the polluting power plant, Gardner said.

"We think there will be people who want to live in Bayview-Hunters Point," Gardner said. "It's got great weather, great views and is close to downtown."

Supervisor Sophie Maxwell said she hopes African American families who fled the city to buy homes across the bay will be drawn back by affordable homes for sale near their old churches, schools and neighbors.

"I always hear people say, 'God, I wish I could move back to San Francisco,' " she said.

This will be the first of many such opportunities if Newsom has his way. His Hope SF plan includes rebuilding hundreds more units at other projects, with Sunnydale in Visitacion Valley, Potrero in Potrero Hill and West Side Courts in the Western Addition the next in line.

Doug Shoemaker, director of the Mayor's Office of Housing, said one of those could begin in 2012, but the others are years off. "We've talked for a long time about what Hope SF is going to be," he said. "This is the first big step in fulfilling the promise of it."

E-mail Heather Knight at hknigh@sfchronicle.com.
About a dozen protesters interrupted Wednesday's groundbreaking of Hunters View, one of the worst public housing projects in the country that's finally due to be completely remade by 2015.

Although most of the program was warm and sunny, bigwigs speaking toward the end were nearly drowned out by protesters who demanded construction jobs for residents.

Mayor Gavin Newsom promised years ago that Hunters View residents would get construction jobs on site. The San Francisco Redevelopment Agency and CityBuild, which trains city residents in the construction trades and helps get them hired onto city projects, have been leading the charge.

Fred Blackwell, executive director of the Redevelopment Agency, said 30 percent of construction hours worked so far at Hunters View have been worked by Hunters View residents, but to qualify, the residents must be trained, be current on their rent and have their names on the lease.

Terrance Silas, 46, is a Hunters View resident who went through CityBuild training and is working on the site. He said some Hunters View residents don't have the work ethic needed to get hired.

"If you know you have to be on the site at 7 in the morning, you should be there at 6:30," he said. "If they followed protocol, a lot of these brothers would be working."

As for Newsom, he dismissed the protest as just another example of "chronic opposition" to any changes proposed by City Hall.

- Heather Knight

More drama: Things just got a little messier for the plan to build a 38-story condominium tower next to the Transamerica Pyramid.

Hours after the Board of Supervisors received a letter from the developer Tuesday saying the project at 555 Washington St. would be abandoned if the board didn't vote in favor of the building's environmental impact study, Planning Department staff asked the board to delay that vote, saying the developer still owes the city $102,000 in uncollected fees, correspondence shows.

Fearing the developer would "walk away" from the fees if the supervisors overturned the environmental impact report, Tara Sullivan, a Planning Department legislative affairs liaison, asked board President David Chiu in an e-mail to delay the appeal hearing so they could collect the fees.

Chiu said Tuesday's letter from the developer "felt inappropriate," and the suggestion the developers wouldn't pay fees if a ruling went against them "seems borderline illegal."
Herion's Head facility as green as they come

By John Upton
Examiner Staff Writer

An off-the-grid classroom is about to open in one of San Francisco's most environmentally disadvantaged neighborhoods.

Hunters Point-based Literacy for Environmental Justice is planning a massive celebration on April 18 when it officially opens the 1,500-square-foot EcoCenter — an innovative building in Heron's Head Park.

The nonprofit runs programs that teach youth about environmental issues.

It's also the steward of the 23-acre Port of San Francisco-owned park — which opened in 1999 — where trails wind to a tranquil Bay shore.

The 46-acre redevelopment area was abandoned in 1994 when the Hunters Point Naval Shipyard was shuttered, financially devastating the surrounding community, which was predominantly black.

A switchyard that was once a part of the rail line popular with wildlife was completed in December and opened in 1999 — where a path for the site's renaissance was cut.

The northern part of the site, recently vegetated and a small wetland with plants and fish, and the 20 acres north of the site that are owned by the San Francisco Redevelopment Agency, incorporates the factory site plus 2.8 acres of other blocks of Leland Avenue, where trees were planted and storefronts will be planted.

Cleanup efforts involve injecting microbes into the ground to break down underground pollution from the lock company's land in mid-2008, which is expected to swell to more than 6,000 by 2025, city documents show.

The 390-person population within the boundaries of the redevelopment area is expected to swell to heavy machinery began moving across the site this month to support environmental cleanup efforts.

The parties settled the suit with the lock company's land in mid-2008, injecting microbes into the ground to break down underground pollution from the lock company's land in mid-2008.
Asbestos assurances under attack

Developer is accused of making false claims about dust safety

By John Upton
Examiner Staff Writer

A brawl about asbestos dust is brewing between the federal government and a major developer.

Lennar Corp. plans to oversee massive construction efforts over coming decades at the shuttered Hunters Point Naval Shipyard, where soil contains naturally occurring asbestos, which can cause fatal lung diseases. Construction plans include more than 10,000 homes, shops, offices, research and development space and an arena.

Letters between the Environmental Protection Agency, the Miami-based homebuilding giant and supporters of the shipyard project contain accusations of misinformation about asbestos safety.

Lennar was fined $515,000 in 2008 by air regulators for kicking up excessive dust at the project, which panicked neighbors who feared inhaling asbestos.

Work now stops at the Superfund site when significant airborne asbestos is detected, and Lennar works hard to assure neighbors that they are safe.

The EPA is working separately to analyze asbestos in the soil, but its report is not expected until October.

The rink would be the fourth in the city. The idea was presented to the Recreation and Park Commission at its most recent meeting. However, commissioners were not for businesses starting to apply for the space because not enough details are known. The lease could be for seven years.

Commissioner Michael Sullivan said: "At this point, nobody knows what could be going on in that space during the next few years. But I do think it's a good use of the space — a seasonal ice rink during the winter!"

The rink would be inside a recreational facility on the Larkin Street edge of Civic Center Plaza. The idea was presented to the Recreation and Park Commission at its most recent meeting. However, commissioners were not for businesses starting to apply for the space because not enough details are known. The lease could be for seven years.

Commissioner Mark Buehl said he understood a need to apply for the space because not enough details are known. The lease could be for seven years.

The dispute began as a verbal altercation that turned physical as one of the men pulled a knife on the other and demanded his wallet. The man knew the robber’s name, and officers on the scene were able to track him down near his home and make an arrest for the robbery. The man still had the man’s wallet in his pocket when he was arrested.

A plainclothes Lennar security guard was placed under citizen’s arrest during the meeting after a concealed gun was spotted.

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The invitation for business proposals asks the company to run a seasonal rink for the next two years.

The letter writers said an EPA technical consultant is providing information in public meetings that contradicts the RFP’s draft asbestos dust findings.

In a March 5 letter to EPA Region 9 Director Jared Blumenfeld, community members Ardisia Walter and Veronica Hunsrud said the agency’s decision to hold a Feb. 18 community meeting in a mosque operated by opponents of Lennar’s project discouraged community attendance.

The letter writers said an EPA technical consultant is providing information in public meetings that contradicts the RFP’s draft asbestos dust findings.

A plainclothes Lennar security guard was placed under citizen’s arrest during the meeting after a concealed gun was spotted.

Developer is accused of making false claims about dust safety

By Kamala Kelkar
Examiner Staff Writer

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A plainclothes Lennar security guard was placed under citizen’s arrest during the meeting after a concealed gun was spotted.
The Board of Supervisors is expected to vote April 20 on a resolution that would officially urge Lennar Corp. to apologize for sending a man armed with a gun to a community meeting.

On Feb. 18, police were called and found a man handcuffed outside the Center for Self Improvement and Community Development at 5048 Third St., a building that serves as a mosque for the Nation of Islam.

The resolution urges “the Lennar Corporation to issue a formal, written apology to members of the Stop Lennar Action movement and the City and County of San Francisco for irresponsible and potentially dangerous behavior.”

“I’m looking for an apology for rolling one of your people into their house [carrying a gun],” Supervisor Chris Daly, who introduced the resolution, said during Monday’s Board of Supervisors City Operations and Neighborhood Services Committee meeting.

Supervisors John Avalos and Eric Mar have signaled their support for the resolution.

The security guard is a former police officer who was spotted with a handgun in his pants, alarming others at the meeting. The 50-year-old white man, who also had a tape recorder, had been surrounded by eight black men.

He was found bound to a light pole and told police who responded that he had been in that position for 30 minutes. He also said he was a former police sergeant.

Lennar is the developer doing business with The City for the massive redevelopment of the former Hunters Point Naval Shipyard, which is slated to include a new 49ers stadium if the football team doesn’t move to Santa Clara.

Residents urge action on theater-revival plan

Residents in the Richmond district are getting serious about developing the defunct Alexandria Theater into something far less unsightly.

An online petition is circulating urging Supervisor Eric Mar, whose district includes the land where the blighted theater sits, to make certain positive change is on the agenda.

For those interested in learning more about the theater and upcoming plans to develop the site, Mar and his staff have organized a public meeting at 6 p.m. Wednesday at the YMCA at 800 18th Ave.

“Selling alcoholic beverages at our performances would not only enhance the experience of our patrons, but could become a critical source of revenue for space maintenance and improvement,” Lisa Steindler, executive artistic director of Z Space, said in a letter to the Board of Supervisors.

Z Space has signed a long-term lease for the location, which is the historic Project Arland Theatre, “where it is now busy reviving the venue as a bustling arts hub, a center that performing artists, visual artists and patrons can call their home,” she wrote.

 Highlight from The Examiner's City Hall blog. For more, visit www.sfexaminer.com/city-blogs/under-the-dome

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Update: A public hearing on plans for the Alexandria Theater is Wednesday.

Supervisor Daly trots out expletives at meeting

Back at the start of the year, Supervisor Chris Daly announced to the world on SFGTV that his resolution was to use the F-word at every Board of Supervisors meeting.

However, Daly put an end to the every-meeting idea soon enough, although he wouldn’t rule out dropping the F-bomb on occasions when he saw fit. Such a moment, or at least two of them, came during Monday’s Board of Supervisors City Operations and Neighborhood Services Committee hearing on a resolution demanding Lennar Corp. apologize for sending someone to a community meeting with a gun.

“ ‘In the Nation of Islam mosque on Third Street, this is a middle-aged white man who is a former cop [carrying a gun] in the mosque. Are you [expletive] kidding me?’ Daly said during the hearing.

Daly said all that it would have taken was a simple apology from a Lennar official by picking up the phone and calling the minister to say: “We [expletive] up on this one and it won’t happen again. You have my apology.”

— Joshua Sabatini

Family holding fundraiser on the mayor’s behalf

If you haven’t had a chance to catch up with the Newsom family lately, drop a $100 to $500 donation and you’ll be able to today.

“Family and Friends for Gavin Newsom 2010” is holding a fundraiser for Mayor Gavin Newsom’s campaign for lieutenant governor at the Matrix/Pillsbury, near Pillsbury and Greenwich streets.

Housing the fundraiser is wife Jennifer Siebel Newsom (no word as to whether baby Montana will be in attendance), sister Hillary Newsom, brother-in-law Geoff Callan and father Judge William Newsom.

Several longtime staffers and supporters also are hosts, including WadeCrowford, who worked in various positions in Newsom’s administration for several years before taking a job at the Environmental Defense Fund; political fundraiser Paige BarryArnold, who worked for several Newsom campaigns but bowed out of his gubernatorial bid before it died; Newsom protocol chief Matthew Goodstein; former policy director Lain Kasselman; senior adviser Mike Farrow; and San Francisco Arts Commissioner Maya Drenain.

Attendees are asked to contribute to the Newsom campaign at the event, which starts at 6 p.m.

— Katie Worth

Cable problem delays power plant closure

Cross-Bay energy line must be in operation for facility to shutter

By Joshua Sabatini
Examiner Staff Writer

The long fight to shut down the polluting Potrero Power Plant has suffered a setback after the energy project the plant's closure hinges on has run into technical problems.

City leaders had said at the start of the year they found a way to close the Mirant power plant by year's end and redevelop the waterfront site after cleaning it up. But the plant's closure is contingent on the completion of the Trans Bay Cable, a 53-mile cable that runs from Pittsburg to San Francisco along the Bay floor. The cable was tested and found to have a serious technical flaw.

"It's too early to tell when we are going to get the facility placed into commercial operations. But we hope it will be this year," Sean O'Reilly, chief financial officer for the Trans Bay Cable project, told the Board of Supervisors Land Use and Economic Development Committee during a Monday hearing.

O'Reilly said a component of the cable installed by Siemens Power Transmission and Distribution Inc. is not working properly, resulting in the company paying a daily penalty until it's corrected.

"Here we are with no real idea of when this will happen. This is not acceptable," said Supervisor Sophie Maxwell, who called for the hearing and whose district includes the power plant. "We want it closed this year and we are going to have to figure it out some way."

Maxwell said that if the cable is not up and running by fall, it could mean another year of the plant's operation.

"That means another year of superheated water flowing into the Bay, another year of filth spewing into our air and another year of promises unfulfilled," she said.

Mayor Gavin Newsom's spokesman, Tony Winnicker, said Newsom is "extremely concerned about the delay" and "expects" project leaders "will fix the problem so it operates as promised." jsabatini@sfexaminer.com

Power source

- 53 miles Length of Trans Bay Cable
- 10 inches Width of cable
- 2 Electrical transmission lines in cable
- 1 Fiber optic communications line in cable
- 400 megawatts of power expected to be transmitted
- $505 million Project cost
- 40 percent San Francisco's power needs that could be in

Source: Trans Bay

ATTACHMENT 13
Since voters backed a $9.95 billion bond to fund California's high-speed rail system nearly two years ago, critics have questioned the lack of details while backers have wondered what progress is being made. Officials have been pleading for patience, and this week, they will offer a glimpse at where the fast train system is headed - especially through the Bay Area.

Thursday in San Jose, the High-Speed Rail Authority will meet and release a report revealing some details about studies on the location of a San Francisco station and where high-speed trains will travel - at ground level, in a trench or tunnel, or atop an elevated structure - as they make their way down the Peninsula. But no firm decisions are expected.

"We have a lot of momentum on our project, a lot of focus, a lot of support," said Jeffrey Barker, a deputy director of the authority. "So there is a feeling we should have a lot of details, a lot of things lined up. We are still shaping the project, still looking at details."

Similar information will be released about the stretch of the system between Merced and Fresno, which will include the system's maintenance facility and possibly a test track. And, perhaps most important, the authority is also expected to meet behind closed doors to hire a new executive director - the person who will guide the high-speed rail project to construction.

"A lot of things are moving all at once," said Barker.

The study of route and station alignments to be released Thursday, he said, is part of a lengthy environmental review process that won't be completed until the summer or fall of 2011. Construction of the $42.6 billion first phase is expected to begin on some segments by fall 2012, with trains running between San Francisco and Anaheim by the start of 2020.

"There's been some misunderstanding about what this (report) actually means," Barker said. "It's a step toward developing an (environmental report), not a decision point."

That said, engineers and planners could recommend that the authority not further study certain alignments or sites, and the board could endorse such a recommendation. The board could also declare a particular site or alignment its preferred alternative. Neither of those actions eliminate an option, but it gives a clear indication of where the authority is headed.

San francisco details

http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2010/04/05/MN4P1CP0MF.DTL&type=printable
The biggest issue in San Francisco is whether the train will stop at the planned Transbay Transit Center, which will replace San Francisco's dilapidated Transbay Terminal. Proposition 1A, the successful bond measure approved by voters in November 2008, requires that the first phase of the 797-mile rail network end at the Transbay Terminal, a concrete structure due to be demolished soon.

San Francisco officials assumed that meant the trains would use the Transbay Transit Center, but authority officials are also looking at a nearby location on Beale Street, as well as the current Caltrain station on Fourth and King streets. An attorney general's opinion said that's OK, as long as the authority keeps the intent of the law in mind.

While that murkiness irritates San Francisco leaders, it's clear that the authority is seriously considering the Transbay Transit Center. Among the other items it will consider Thursday is a waiver that allows the center to be considered as the San Francisco station even though it fails to meet some of the authority's design standards for stations.

On the Peninsula, everyone knows where high-speed trains are headed: down the Caltrain corridor, which they will share with the commuter railroad. But in cities where homes abut the tracks, residents are concerned that elevated tracks would require the destruction of hundreds of houses, would send loud noise and intense vibrations into their neighborhoods and create an unsightly physical barrier that would divide their communities.

**Peninsula campaign**

Palo Alto, Menlo Park, Atherton, Burlingame and Belmont have joined forces as the Peninsula Cities Consortium to campaign for the use of tunnels or trenches to take the fast trains through their cities. Both methods, especially tunnels, are costly, planners have said. But they're being seriously studied, Barker said, along with trains running at ground level or on elevated bridges or berms.

"At this point, all options are being considered," he said. "Tunnels in some sections, a trench or aerial structures in others."

Richard Cline, Menlo Park mayor and head of the consortium, said he's not expecting to see much detail, or consideration of a consortium proposal to end the high-speed train in San Jose and let San Francisco-bound passengers take Caltrain the rest of the way.

"This has been built up as something that's going to answer a lot of questions," he said. "But not by us, by the authority. They're going to have a lot of trouble managing expectations" of people seeking more explicit information.

**The meeting**

The High-Speed Rail Authority meets at 9 a.m. Thursday in the Santa Clara County Board of Supervisors chamber,

70 W. Hedding St., San Jose.
NIGHT OUT

‘Date’ to forget
Carell, Fey wasted in unfocused thriller

SPORTS

On the prowl
Woods is sharp in return at Masters

KEN GARCIA

Cliffhanger
Feds leave eatery’s fate up in the air

High-Speed Rail Authority chooses revamped downtown transit hub as terminus for SF-to-Anaheim train service
Transbay is focus of rail project

Renovated terminal to serve as high-speed transit hub for city

By Will Reisman
Senior Staff Writer

Riders stepping off the high-speed trains expected in the future will be arriving in downtown San Francisco at a revamped Transbay Terminal.

The decision Thursday to make the new Transbay Transit Center the high-speed transit hub destination in The City was a coup for San Francisco, which plans to overhaul the terminal and redevelop the area surrounding the station into a mix of housing and commercial office use, including skyscrapers.

The California High-Speed Rail Authority, which is tasked with overseeing the entire rail project, moved forward with the Transbay location during its Thursday meeting after being assured that the site could handle the required amount of traffic.

Under Proposition III, a $9.95 billion bond measure passed by voters in November 2008, the Transbay Transit Center—a sprawling complex set to be built at Mission and First streets—was identified as the preferred terminus of the high-speed rail line, Caltrain is hoping to receive $516 million in federal funding (set aside for high-speed rail projects) for the agency’s $3.2 billion electrification project.

The proposed high-speed rail route along the Peninsula has been controversial, with many communities in San Mateo and Santa Clara counties voicing opposition to proposed elevated viaducts. The latest route analysis did not specifically identify how high-speed rail would pass through each town, although it did lay out what options are feasible. In many areas, multiple designs—elevated viaducts, underground structures, open trenches and tunnels—were still being considered.

By approving the preliminary analysis of the route, the authority continued with plans to share a right-of-way with Caltrain—a situation expected to generate millions of dollars for the struggling regional commuter rail. By sharing a passage with the high-speed rail line, Caltrain is hoping to receive $516 million in federal funding (set aside for high-speed rail projects) for the agency’s $3.2 billion electrification project.

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Will Reisman

While the design of the Transbay Transit Center has a smaller-than-preferred boarding platform and turning curve radius, it does not pose any safety problems, and engineers will be able to work with the setup to allow high-speed rail passage, authority program director Tony Daniels said.

After Daniels’ testimony, the authority board agreed to waive some of the design criteria regarding the boarding platform and turning radius, paving the way for high-speed rail at Transbay Transit Center. Final approval of the project is not expected until 2011.

Emilio Cruz—a program manager with the Transbay Joint Powers Authority, a city agency in charge of developing the station—said that construction on the new project is set to begin this summer, an undertaking that will create 45,000 jobs.

Also on Thursday, the High-Speed Rail Authority board of directors approved a preliminary analysis of the planned rail route from San Jose to San Francisco, a document that recommends a second stop in The City at the existing Caltrain station on Fourth and King streets.

By approving that plan, the board of directors essentially eliminated the Beale Street proposal for a high-speed rail terminus.
San Francisco's rebuilt Transbay Terminal will be the end of the line for the state's planned high-speed rail system, after the project's directors Thursday killed an alternative that would have built an underground station at Beale Street.

The board of the California High-Speed Rail Authority, meeting in San Jose, voted 6-1 to continue the study of the Transbay Transit Center and drop the Beale Street proposal.

The lone opponent was former San Francisco Supervisor and state Sen. Quentin Kopp, who complained that San Francisco officials were trying to jam the transit center through.

He was also the only dissenter on an earlier vote to accept a design for the terminal's train station that would require design waivers.

The vote wasn't about engineering, Kopp complained.

"This is a political act, predicated on a drumbeat of political activity," he said. The recommendations weren't based on politics, but on what was best for the rail system, said Robert Doty, who put together the plans for the downtown terminal and for the route the high-speed trains will take between San Francisco and San Jose.

The Beale Street station, which would have covered an almost three-block area bounded by Beale, Main, Mission and Harrison streets, had too many technical problems, Doty said.

The underground construction could have threatened the footings of the Bay Bridge and would have forced the demolition of downtown housing. The right-of-way could have been difficult to obtain and the design made it difficult to get a steady stream of trains in and out.

But even if those problems could have been solved, "the Beale Street option wouldn't have been any better than the Transbay Terminal, which has been at the center of San Francisco's planning process," Doty said after the meeting.

Construction of the Transbay Terminal could begin by August and the city already has been promised $400 million in federal stimulus funds for the first stage of the project, which is expected to cost $1.2 billion.

The vote came as welcome news to San Francisco officials, who see the new Transbay Transit Center as a much-needed economic boost to the city.
"The terminal is ready to be under construction by August," said Jim Lazarus, vice president of the San Francisco Chamber of Commerce. "It's a permanent solution for high-speed rail in San Francisco."

The estimated 40,000 jobs the construction project will bring brought out a stream of union leaders to back the Transbay Terminal plan.

"With 30 percent unemployment in the construction industry, we need those jobs," said Mark Kyle of the Operating Engineers union.

While the current Caltrain terminal at Fourth and King streets is too small for both Caltrain and the high-speed rail, it will be used as part of the system, Doty said.

There were few surprises in the plans approved Thursday for the San Francisco to San Jose segment of the high-speed rail system. The board settled on a route that follows the existing Caltrain system down the Peninsula, rejecting alternative routes along Highway 101 or Interstate 280.

Besides the San Francisco stations, the board also agreed to continue study of potential stations in Millbrae, where the rail system would link to San Francisco International Airport, and in downtown San Jose. They will also look at the possibility of putting a mid-Peninsula station in Redwood City, Palo Alto or Mountain View.

The board also agreed to delay any decision on whether to run the tracks underground through the Peninsula, a costly solution favored by many local cities.

"The train will run through the heart of our community and the physical division will destroy the city," said Burlingame Mayor Cathy Baylock, an advocate of putting the trains underground.

While the plan approved Thursday didn't take costs into account, it will be different when a revised alternatives analysis goes before the board in two months or so, Doty said.

Many of the people who pleaded their community's case are convinced those decisions already have been made.

"It's one thing to listen, but another thing entirely to act," said Kathy Hamilton of Menlo Park.

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http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2010/04/09/BAAH1CS128.DTL

This article appeared on page C - 2 of the San Francisco Chronicle
UC San Francisco bags $100M for new hospital

Big boost at Mission Bay

San Francisco Business Times - by Chris Rauber

An anonymous donor has pledged $100 million for UCSF’s planned Mission Bay hospital.

The verbal pledge brings the total raised for the new hospital campus to about $325 million.

Meanwhile, senior officials at the University of California, San Francisco have seen their UC-imposed short-term fundraising goal cut by $75 million to $400 million by the University of California Regents’ meeting in September.

The latest pledge, intended for the Children’s Hospital portion of the new hospital complex, came from a donor who prefers to be anonymous, at least until the pledge is announced next fall. It’s not clear if the donor is an institution or an individual.

Mark Laret, UCSF Medical Center’s CEO, told the regents last week about the $100 million pledge at their meeting on UCSF’s Mission Bay research campus. Through a university spokeswoman, he declined further comment.

Plans call for the university to build a 289-bed women’s, children’s and cancer specialty hospital at Mission Bay by 2014, but that depends on meeting the regents’ new deadline and fundraising goal. In mid-January, UCSF Chancellor Susan Desmond-Hellmann told the Business Times the medical specialty campus needed to raise between $450 million and $475 million by mid-November.

Officials now need to raise $400 million by September, and $600 million overall, according to a UCSF spokeswoman.

The anonymous pledge brings the total raised or pledged to date to $325 million, including a $125 million matching grant from philanthropist Charles Feeney and his Atlantic Philanthropies foundation last spring. As of mid-January, UCSF had raised just $20 million since snagging the Atlantic Philanthropies grant, which requires a 100 percent match from other donors. But the new pledge appears to give the huge fundraising program new momentum, as well as providing matching funds for the Atlantic Philanthropies money.

The new hospital “remains our No. 1 funding priority,” Desmond-Hellmann said in mid-January, acknowledging that it’s a “tough economic environment and there are a lot of great causes out there.”

The hospital’s projected cost is now $1.486 billion, down from just under $1.6 billion in mid-January, when top executives told the Business Times they hoped to shave $100 million off that price tag.

http://sanfrancisco.bizjournals.com/sanfrancisco/stories/2010/04/05/story2.html?t=printable
At the time, Desmond-Hellmann said she had confidence in her fundraising team, including philanthropic superstar Dede Wilsey and high-tech financier Ron Conway, along with Carol Moss, UCSF’s new vice chancellor for university development and alumni relations, who started in October.

“The only thing that will matter is where we are in November,” said Barbara French, UCSF’s associate vice chancellor for university relations. “When you are dealing with gifts of this size, and in this economy, it takes a lot of up-front work to seal a gift. We have been doing that up-front work, and armed with the gift from Atlantic Philanthropies, we expect that work to begin to pay off.”
UCSF mulls size, sites for Mission Bay offices

San Francisco Business Times - by Chris Rauber

UC San Francisco Medical Center doesn’t yet have specific plans or a specific site for the faculty physicians who will practice at its new $1.5 billion Mission Bay hospital campus, slated to open in late 2014.

But Cindy Lima, UC San Francisco’s executive director for the Mission Bay Hospitals Project, says not to worry.

“We’ve still got four and a half years to work this out to be ready by the end of 2014, when the hospital complex opens,” she said. Lots of details are unclear, including cost, size, scope and location of physician offices for the UCSF faculty doctors who will staff the planned 289-bed women’s, children’s and cancer specialty hospital.

There could be as many as 200 “or more” faculty physicians assigned to Mission Bay, Lima said, along with up to another 300 support staff, medical residents and academic fellows.

Yet to be determined: Whether those physicians, staff and others will be located at the same site, whether UCSF will build or lease, or whether it will scatter them in a variety of locations.

“Over the next six months we will be able to refine what our exact needs are,” Lima said. After that, it could take another year to move forward, including putting out RFPs if the lease option is selected. Funding specifics are also unclear, but “funding will likely be from operating sources.”

Leasing space, at least initially, “is where I think we’ll land,” Lima said. But “within the next 18 months we need a pretty clear direction — and they (faculty, staff and residents) may not all be in the same space.”

Lima noted that the physician office component and a planned first phase 580-space parking garage, on the site’s west parcel, are “outside the scope of the approved project,” meaning the aspects that already have an OK from the University of California’s Board of Regents.

The physician office project may not need to go to the Regents if the “build vs. lease” decision heads in the leasing direction, but the parking garage definitely needs the Regents’ OK.

UCSF’s first decision on the parking structure is whether to build it early, for completion by April 2012, so it can be used temporarily to house various construction contractors as they work on the main hospital complex, or later, by 2014, if the university decides to lease parking during the interim.

That decision will be made early next month, Lima said.

“It’s very early on,” Lima stressed, and it won’t be until UCSF knows how many doctors and others will
occupy the medical office space that “we can analyze which of the financial options works best.”

**Chris Rauber** covers health care, insurance and the wine industry for the *San Francisco Business Times.*

Contact him at **crauber@bizjournals.com** or (415) 288-4946. Read his blog postings at **Bay Area BizTalk.**

*All contents of this site © American City Business Journals Inc. All rights reserved.*
No one follows the Giants more avidly than Corinne Woods. She has a baseball schedule tacked up on the wall in her Mission Creek houseboat, keeps another in her car, and even carries a pocket version in her wallet.

She's not a baseball fan. She's just trying to make sure she can get out of the neighborhood before baseball fans swarm the streets.

"We live and die by the Giants' schedule," said Woods. "Can I get to the store before the game? Can I get there before the seventh inning when everyone starts to leave?"

Exactly 10 years ago today, AT&T Park hosted its first regular season game. Most fans consider it a nice milestone, worth a nod and a smile.

How quickly we forget.

In 1997, when I went to the site of the new ballpark for the first time, I drove right past the squat, gray two-story concrete warehouse with barely a resident in sight. When construction began, hundreds of rats ran out into the neighborhood.

Now AT&T Park is a model for the new architecture of baseball stadiums and is the anchor of the first totally new neighborhood in San Francisco in decades. People howled at the idea of gentrifying the area. But the ballpark has turned out to be the rarest of urban concepts - a big idea done well. This is not only a postcard-perfect structure; it has helped to drive a tsunami of development that has transformed an urban wasteland into the city's new hot address.

Teresa Ojeda of the city's Planning Department calculated that from 2000 to 2009, nearly a third of all the city's new housing - almost 7,200 residential units - was built in the census tracts closest to the ballpark.

"It's an entirely new neighborhood, if not a minicity," said Joske Thompson, a senior marketing representative for Pacific Union. "I think it has evolved into a more dynamic area than even the big thinkers expected."

This isn't all due to the ballpark. The billion-dollar, high-tech UC San Francisco Medical Center at Mission Bay is a huge addition to the area and isn't done building yet. And a lot of the development was in the pipeline when the Giants began jackhammering the concrete walls where the ballpark stands now.

The story of how the ballpark landed in China Basin is a plot outline for a San Francisco political thriller. There wasn't any question the Giants needed a better place to play. Night games at foggy, breezy Candlestick Park had
become such an ordeal that at one point the team gave out commemorative buttons - a Croix de Candlestick - for fans who lasted to the end of an extra-innings game.

The giants' new home

The quest for a new stadium became a long-running soap opera beginning in the 1980s. The Giants asked voters four times for public funds to help build a new park, but failed each time. A 1989 initiative looked like a sure thing, but the Loma Prieta earthquake hit three weeks before the November election and ruined any chance of passage.

At that point the Giants, under the direction of an ownership group headed by Peter Magowan, decided to finance the park by themselves.

Then the only question was where it should go. The site next to the Third Street Bridge was perfect because there was nothing there.

"It isn't like we had much choice," said Woods, who is chairwoman of the Mission Bay Citizens Advisory Committee. The 2000 census showed just 540 residents lived next to the proposed site. "Mayor Willie Brown basically said, This is going to happen. It is the kind of thing you can do when you don't have anyone to vote on it."

There were complaints at the time, but the area was so desolate that there were hardly any neighborhood groups to object.

When the Giants broke ground on the project on Dec. 11, 1997, the Mission Bay area was better known for people camping out in RVs or a large homeless shelter in an abandoned warehouse where the ballpark parking lot now stands.

The $357 million ballpark opened with the Giants losing to the Dodgers. In fact, they lost six in a row before finally winning a game in their new home.

A new 'icon'

But today even critics admit that it has turned out to be the "community icon" that Giants President Larry Baer says the team had always envisioned.

"It was a part of the rebirth of the Embarcadero," said Jim Meko, a founder of the SoMa Leadership Council and candidate for supervisor. "The first thing that happened was that the freeway came down (in 1991) and we realized we had a waterfront. The ballpark was in the middle of that, a major draw."

Even onetime critics admit it hasn't been as bad as they feared.

"Our image was of the Giants' fans taking over the neighborhood," said Toby Levy, an architect. "That hasn't happened."
In fact, things have improved. Levy recalls that when she and her husband moved to South Park in 1985, it was considered such a sketchy neighborhood that cabdrivers refused to drive into the oval-shaped park.

"It’s been a bit of a free-for-all," she said. "But the whole idea is to let it grow, but keep some of the character."

**Enlivening the area**

Say what you will, the area has been transformed. The population has grown more than tenfold to 6,570, according to the Planning Department. Median household income in the area in 2000 was $34,500. Today the Planning Department estimates it is $175,000.

The change doesn’t make everyone happy.

"Where I differ is that this park has helped to enliven the neighborhood," Meko said. "We lured a lot of people into the area and ... we still lack sidewalks in some places."

Maybe so, but in some ways that has worked better than expected. To gin up support for the ballpark, the Giants took some influential neighbors, including Levy, to see the then-new Coors Field in Denver. It was nice, but the group noticed that the area around the stadium was nothing but sports bars.

There was a concern that would happen here. And for a time, it seemed headed that way. But it wasn’t long before the bars were replaced with trendy foodie spots.

There have been other surprises too. Thompson says the original thinking was that the area would attract empty-nesters.

"But," says Woods, "we have way more families than we expected. We have over 350 kids in Mission Bay. Now we’re looking at preschools and play areas. People say they hate gentrification, but here it is."

Who’d have thought that kind of neighborhood could have grown from a place so flinty and inhospitable that when the Giants staged their groundbreaking they had to truck in a load of dirt so the dignitaries could dig their gold-plated shovels into something?

Earlier this week Woods stood on a hill overlooking the murky waters of Mission Creek. The lights of AT&T Park could be seen a block away.

"This has been a huge experiment, building something out of nothing," she said.

And how has the experiment worked?

"I think it will be fine," she said.

**Native Son:** From the ballpark to the Ferry Building - springtime in the city. A2
SoMa nonprofits cash in
Under landmark deal, city doles out money from developer fees
By Joshua Sabatini
Examiner Staff Writer

Nearly $2 million in developer fees was doled out Tuesday to a number of nonprofits for services in the block of Market Street on the south side of Mission Street. The deal was part of a landmark development agreement known as the "Three Gardens" plan, which includes the development of 350 Market Street, a new hotel, and other improvements.

The money was divided among seven nonprofits, with each receiving $250,000. The nonprofits include the San Francisco Apartment Association, the San Francisco Bus Riders Union, the San Francisco Chamber of Commerce, the San Francisco Community预算, and the San Francisco Municipal Action Foundation.

The nonprofits will use the money to support a variety of programs, such as affordable housing, transportation, and community services.

In other news, the San Francisco Police Department arrested three people in connection with a series of auto burglaries in the Mission District. The three were charged with auto burglary and theft.

Reserve fund established to help stabilize budget
By Joshua Sabatini
Examiner Staff Writer

The city has established a reserve fund to help stabilize its budget. The city controller said the fund is necessary to help the city avoid a shortfall in its budget.

The fund is expected to receive $1.8 million in developer fees, which will be used to help stabilize the city's budget. The City also announced a new program to help stabilize the city's budget.

Two nonprofits received the money, with one getting $140,000 and the other getting $130,000. The money will be used to support programs that help the city's budget stabilize.

In other news, the city will also receive $2 million from developer fees. The money will be used to support programs that help stabilize the city's budget.