



The City Continues to Be Cruise Ship Magnet



CRUISE SHIP TRAFFIC JAM—The Port of SF was kept very busy in May with six big cruise ships arriving in eight days.

Area Sewer Replacement Work Begins

By **JUNE A. OSTERBERG**

It has been a year since the BCNA Newsletter reported on the Public Utilities Commission's sewer repair and replacement program which will affect our community.

It has the unwieldy name North Shore Force Main Sewer Improvement Program, and is in progress in the BCNA area.

THE NORTH SHORE Force Main is an important pipe that transports all sanitary sewage from the northeastern part of the city to the Southeast Treatment Plant for treatment.

A & B Construction of 712 Sansome Street has the contract to construct a new force main pipeline to direct sanitary sewage away from the force main that is susceptible to failure and increase system reliability in the area.

The contractor has been performing survey work and potholing, a method of locating underground

utility lines before construction and installation can begin, as well as pre-digging activities such as setting up and staging.

POTHOLING CAN take some time when location records are incomplete or incorrect, according to Idil Bereket, Communications for the PUC.

The contractor will restore the sidewalk or repave areas of the streets affected by the installation or as sections of work are completed.

It is also promised that sewer service will not be interrupted during construction. The neighborhood also has been assured that driveway access will be available at all times during construction "unless otherwise notified."

NO PARKING signs will be posted in advance as necessary. Work locations are:

- The Embarcadero near Jackson Street

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By **JUNE A. OSTERBERG**

The Port of San Francisco had another one of those big cruise ship weeks in May. It was a bit like old times, with impressive ships sailing in and tying up at various piers, one after another brightening the city's northeast waterfront.

IT ALSO WAS as if to underscore the growing need for a sparkling 21st Century cruise terminal, such as the project the Port has undertaken for Pier 27, as well as San Francisco's continuing attractiveness to cruise passengers despite its limited facilities.

Monday, May 9, was the start of the gratifying big week, with three ship calls in one day. The Radiance of the Seas went to Piers 30-32, a site south of the Ferry Building formerly planned for a new two-berth cruise terminal as part of a mixed-use project never built. (More about that in the next issue of the Newsletter.)

THE IMPOSING Sapphire Princess came to the long berth at Pier 27, and the Celebrity Infinity tied up at the

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The City Continues To Be Cruise Magnet

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Port's longtime primary cruise terminal, Pier 35, still game despite its many years of service.

Because of cruise calls usually being day stops, the Golden Princess used Pier 35 on Tuesday, May 10, and the Silver Shadow on Friday, May 14.

FOR RESIDENTS and visitors who like to watch ships on the Bay, it was a great week and supplied a lot of welcome work for people who go to sea as well as the now experienced local crews who can turn a big ship around in a day and are a credit to the Port.

Port people in charge of transforming existing Pier 27 into a modern, state-of-the-art, single berth Cruise Terminal, as well as a new community asset, also are in a full-speed-ahead posture.

The new Cruise Terminal will be re-configured to allow for meetings and special events when it is not occupied for cruise purposes. A two-acre open space area, the Northeast Wharf Plaza, which starts at The Embarcadero, will be developed for residents and visitors year-round.

IN OTHER CRUISE news, the Port has put together a 15-member Cruise Terminal Design Steering Committee.

Monica St. Geme, a member of BCNA, has been named to this Steering Committee, which is to make decisions that may impact the Cruise Terminal building or the Northeast Wharf Plaza design, meeting on an as-needed basis to review the progress of the project.

Two Port staff members prepared a comprehensive report on the Design Programs of the Pier 27 Cruise Terminal and Open Space Project at the April 13 Port Commission meeting.

They are John Doll, Project Manager, Planning and Development, and Kim von Blohn, Project Director, Engineer.

THE PRESENTATION gave the Bay Area Economics conclusions that "the cruise ship industry in San Francisco supports approximately \$31.2 million annually in economic activity and generates 300 jobs within San Francisco."

The industry further "generates nearly

Ships Will Soon Get Clean-Air Power Connection

By **JUNE A. OSTERBERG**
The Pier 27 Shoreside Power Project, which has been in the works for several years, is now under way.

When completed, Shoreside Power will allow ships berthed at Pier 27 to plug into the City's grid and thereby reduce air emissions--to zero--while at berth.



Example of Shore Power Connection

This will be especially significant as ever larger cruise ships that consume a great deal of energy come into service, according to Project Leader Jay A. Ach, the Port's Manager, Environmental & Regulatory Affairs, Maritime Division.

Seattle-based Cochran, Inc. has the \$5.2 million contract to design, construct and maintain the system for three years following completion.

a million annually in direct tax revenues that accrue to the City's General Fund," according to the report.

The Design Team will initiate a Concept design phase which will include various design options, each of which will be based on a project budget of approximately \$60 million.

IT ALSO WAS announced that the Port will host a series of public workshops which will enable the public to

Cochran, Inc. is considered to have "unique expertise" in creating such a power system.

According to Ach, the Port is doing this important project in partnership with other agencies as follows:

- The Port has \$1.9 million from the Bay Area Air Quality Management District.
- Just received from the U. S. Environmental Protection Agency (EPA), \$1 million.
- The San Francisco Public Utilities Commission is contributing \$1.3 million.
- The Port is allocating \$1 million of its own funds.

Ach said that construction should be substantially completed by next October, and final completion will be in December 2010. Cochran's contract is to begin operation immediately and maintain the system for three years until December 2013.

Ach explained that there already has been a "very small" power system, 440 volts, for use by MarAd for Military Transport ships at Pier 27, but that the new greatly enhanced system for cruise ships will be able to provide 6,600 volts and is switchable to 11,000 volts.

He said that the Port is still working closely with Princess Cruise Lines and that a Princess ship will be the first to use the new system when completed.

It is known that the Ports of Los Angeles and San Diego also have plans to install energy-saving shoreside power systems, but the Port of San Francisco is hurrying to complete its project first.

review and comment on the project's design. The first is anticipated during the summer with a follow-up during the fall.

After the first summer public workshop there will be a public hearing of the BCDC (San Francisco Bay Conservation and Development Commission) Design Review Board and the Port's Waterfront Design Advisory Committee.

RESTAURANT ROUNDUP

About the time your read this newsletter, one of most anticipated new places in the Barbary Coast should be open: **Comstock Saloon**. Jeff Hollinger and Jonny Raglin of Absinthe Brasserie & Bar, partnering with Bill Russell-Shapiro and the Absinthe team are creating turn-of-the-century saloon fare, an assortment of snacks, and a menu of classic cocktails, in a setting that preserves the saloon’s historic design elements and “pays tribute to San Francisco’s Barbary Coast” according to the new owners. Comstock Saloon occupies an historic space that has served as a watering hole for San Franciscans since 1907. The last establishment at this location was the San Francisco Brewing Co. www.comstocksaloon.com. 155 Columbus Ave at Pacific.

Russell Jackson, known in the subculture dining world as the Dissident Chef, had a very successful opening of his **Lafitte Restaurant** at Pier 5. The 135-seat restaurant had been a long time coming but has been well received since it’s opening April 29. The addition of a tented outdoor patio addition was a fabulous addition to the Pier structure, and provides a quieter dining setting with

amazing views. Lafitte, named after a pirate whose take-no-prisoners approach to life Jackson admires, does not have a set menu. Rather, Jackson prefers to serve whatever is fresh and available each day, calling it a "menu of logic." You can see what’s being served and watch the chefs doing their thing live on -line at www.lafittesf.com. Open for lunch, dinner and weekend brunch. Pier 5.

Another Absinthe alum: A new treat is available on Saturdays at the Ferry Building Farmer’s Market. Luis Villavelazquez, the pastry chef of Absinthe Brasserie & Bar and Arlequin Café, will be offering his versions of bakery classics at the new **Arlequin Booth** at the Saturday Ferry Plaza Farmers Market. Items on the menu includes a S’mores cupcakes; another with banana cream and Oreo frosting; a strawberry- and tobacco-infused scone; and more. Booth hours are every Thursday and Saturday 8am-2pm, and it’s located next to Blue Bottle Coffee’s outdoor stand.

Apparently loving small spaces, Canteen chef Denis Leary is opening a

bakery-takeout spot in a tiny space on Trinity Place, a little alley West of Montgomery just North of Sutter. To be named **Golden West**, it will offer more variety than his other downtown sandwich venue, The Sentinel at 35 New Montgomery St. The new bakery at Golden West will allow him to offer more baked goods at all his eateries. Leary is also planning a takeover of the House of Shields at 39 New Montgomery St. Golden West will be located at 8 Trinity Place.

Former French Laundry Chef, Corey Lee, plans to take over the former Hawthorne Lane/Two space. To be called **Benu**, it will be opening in July. www.benusf.com. 22 Hawthorne St.

With reviews on the Yelp.com website going thru the roof, **Zog’s Dogs** is making quite a mark with some people saying they serve the “World’s Best Hot Dogs.” Zog says he wants to provide the value and “snap” you get when you bite into an East Coast dog. Some who have sampled the cuisine like to order their hot dogs "Zoggystyle"—deep fried! Zog’s is at the same location as the former Fatt Dog at 1 Post at Montgomery.

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 \$ _____

June
Osterberg's

On The Waterfront

Indignant question--

How did it come to be that San Franciscans' use of the city's public parks has become fair game for private enterprise?

Let's look at this outrageous development from a neighborhood standpoint. One of San Francisco's most endearing aspects is that it is a city of neighborhoods.

The Barbary Coast neighborhood has been one of the luckiest places to live and to work and to play. But for years it has become subject to developers' ambitions.

And now City government, through its politically appointed City Commissions, is allowing private business to take over scarce public open space, and has become partners with private profit seekers.

Residents are suitably outraged.

The conspicuous case in point is, of course, the emplacement of a huge tent



on Ferry Park (otherwise known as Sue Bierman Park) for the show Peter Pan, rendering the public park unusable by residents of the Barbary Coast, Golden Gateway and others.

This was by vote of the Recreation and Park Commission.

Bringing the park back to life after this prolonged intrusion will take an unpredictably long time.

Unhappily the situation can be compared to an ongoing outrage in neighboring North Beach. For many

years the same Rec Park, ignoring protests, has been granting permits for the destructive annual North Beach Festival.

Trashing of historic Washington Square takes more than six months to be brought back to green life every year since the 1990s.

City Hall sellouts. Arrogance. Unacceptable.

BCNA

On the other hand, a generally unopposed and welcome development, The Exploratorium's move to Piers 15 and later, Pier 17, is closer at hand.

Jennifer Sobol, the Port's Project Manager, said that only building permits from the Port Commission and the City remain to be obtained for construction to begin.

This could happen in the summer--July, hopefully?--but the necessary reviewing of construction documents is a lengthy process.

Five years in the works, the large project would require not less than two years of construction.

BCNA

Another of the Port's popular projects is a boon to the growing numbers of walkers along the

waterfront.

The Embarcadero Promenade/ Herb Caen Way, is now complete from Pier 40 south of the Ferry Building to north of Pier 35.

In the heady days before container ships and the Embarcadero Freeway, when the waterfront was wildly busy with shipping and world trade, The Embarcadero was not a place for pedestrians.

The Promenade make it possible to move at one's own pace and time,

very close to the Bay.

(Eventually, completion of the Pier 43 Promenade will effectively extend the Promenade into Fisherman's Wharf, to Pier 45.)

BCNA

Those walkers who take advantage of this Bayside walkway might wish to make a slight detour into Pier 3, which has open entrances during the day, to view a new waterfront photo exhibit illustrating the long history of the old Produce District in this area.

The exhibit is in two large display cases and is a project of San Francisco Waterfront Partners, LLC, which has its headquarters at Pier 3.

It traces the original Produce Market from 1874, when the Colombo Market was built at 626 Front Street, giving rise to vegetable and fruit markets that sprang up over eight blocks nearby to receive and sell truck farmers' produce when the city was young.

Many city residents will remember fondly this lively, fragrant place and that it was demolished in 1962 to make way for the building of the Golden Gateway.

Visitors to Pier 3 from the water side should turn left when entering, and from The Embarcadero, turn right. No charge.

BCNA

Some walkers and history buffs may also have become students of city planning (see above), and now there is a book for them: "City Building: Nine Planning Principles for the 21st Century."

The author is John Lund Kriken, distinguished architect, longtime partner, Skidmore, Owings & Merrill, founder of the firm's Urban Design studio and still a Consulting Partner, and is chairman of the BCDC (San Francisco Bay Conservation & Development Commission) Design Review Board.

Publisher is Princeton Architectural Press.

LETTERS TO THE EDITOR

This letter was originally written to C.W. Nevius of the SF Chronicle regarding his column on April 22, 2010. We thought it was worth printing in our newsletter. —Editor

Dear Mr. Nevius,

With regard to 555 Washington, the reason we didn't support the condo had everything to do with the size of the project, the issue of "spot zoning," and the issue of going against the tenets of the Downtown Plan which was intended to shift development south of Market - not encroach further and further into Chinatown and North Beach. The shadows were an issue but the ZONING mega issues were key to our opposition.



Do you think that we 77- and 80-year-olds are all blind followers of former Supervisor Aaron Peskin?

We've lived here since 1964 and have seen the assaults that the pro development forces have tried to perpetrate on this great city. From the U.S. Steel building on the Embarcadero; the plans to build freeways through the City; pulling the plug on the cable cars

because they weren't cost effective; giving a building permit to any overseas developer that wanted to build a skyscraper wherever they wanted - and then leave; break up the Mom and Pop stores to install a branch bank of every description in every neighborhood; oppose the 40' height limit on the Embarcadero.....the list goes on and on. Can you understand why we want to live here, why we want to protect the livability of SF to pass on to our grandchildren?

The market does not always do the right thing....we're convinced that there are forces that would pave over Golden Gate Park if they had the votes. And their mantra would be - "let us develop it and just think how many \$\$s it would put in the city coffers - to think nothing of the fact that Park/Rec could cut their budget substantially."

We're sorry that you feel that we San Franciscans need every building that comes down the pike. We wonder if you live here.

—Jan and Maurice Holloway

Editor:

The much advertised and promoted Northeast Embarcadero Study done by the City's Planning Department is a great disappointment because it has not lived up to its promise.

So far the process of the study has engendered more acrimony between the City's Departments of the Port and Planning and the public at large than elucidating or informing on the topic of the study. Instead of endeavoring to develop community consensus, the process has been divisive and oppressive to the point of rumors of legal action.

All of this is not entirely unexpected due to the Port's typical manner of conduct, since the client of the Planning Department is the Port and not the community.

The obvious intent of the study is to justify and legitimize uses for properties which are under the jurisdiction of the State's Land Commission that administers the Public Trust Doctrine: this doctrine does not allow the Port to dispose of these properties for development as residential uses."

—Arthur Chang



TALL-SHIP—The Kaiwo Maru visited The City in May, one of five Japanese ships that will be visiting thru June 20th.

BCNA Annual Meeting Set for June 3, 2010

All dues-paying members of the Barbary Coast Neighborhood Association are invited to attend our Annual Meeting on Thursday, June 3, 2010 at 6 pm aboard the Hornblower Santa Rosa ship docked at Pier 3.

Two important pieces of business will be on the agenda: Election of our Board of Directors for 2010-2011; and adoption of a revised set of Bylaws for our non-profit corporation.

The BCNA has 11 nominees for the 11 Board seats up for election:

1. **Bill Sauro** - Retired Advertising/TV Executive; resident of The Commons.
2. **Diana Taylor** - Nursing Professor; resident of The Commons.
3. **Carol Parlette** - Retired Association Consultant; resident of The Commons.
4. **Jonathan Middlebrook** - Retired English Professor; resident of The Commons.
5. **Bill Benkavitch** - Consulting Engineer; resident of The Gateway.
6. **Felix Rodriguez** - Architect; resident of The Commons.
7. **Morton Beebe** - Photographer; resident of Telegraph Landing
8. **Bob Harrer** - Retired Energy Company Executive; resident of Telegraph Landing
9. **Mary Lou Licwinko** - Attorney, resident of 733 Front Street.
10. **Al Dockus** - Investigator and Retired U.S. Postal Inspector, Resident of Telegraph Landing
11. **Steve Chen** - Business Owner, 5A5 Steak Lounge at 244 Jackson St.

Area Sewer Work Underway

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- Closed Jackson right-of-way from Embarcadero to Drumm Street - trenchless/underground work.
- Drumm Street from Jackson to Market Street.

Tunneling under a portion of Seawall Lot 351 is included.

Most regular work hours will be Monday through Friday, 9 a.m. to 4 p.m. However, weekend work at Drumm Street from Sacramento Street to California Street will occur from 9 a.m. to 8 p.m.

A & B Construction asked residents and passersby to expect "minor traffic delays, parking restrictions, traffic re-routing, pedestrian re-routing, night noise, etc.?"

The contractor stated that noise will be monitored and in compliance with the San Francisco Noise Ordinance.

The expected completion date for the project is November 2010, before the holidays.

President's Perspective By Bill Sauro

When the Board of Supervisors voted 10-1 to reject the Environmental



Impact Report (EIR) for the controversial 555 Washington condo tower next to the Transamerica Pyramid, did that portend a similar fate for the "other" Washington Street project, the one at No. 8?

I don't think so. The EIR for 555 Washington was horribly flawed. 555's consultants and developers wrote the document like it was a piece of advertising copy—filled with platitudes—and it didn't properly cover important issues like shadows, wind, birds, traffic or pedestrians. The Supes didn't actually reject the project; they rejected the bad EIR.

IN ADDITION, the 555 developers last moment "offer" to build a 20-story structure instead of a 40-story version, and their "ultimatum" saying they would walk away rather than revise their EIR, was the final nail in their casket.

You can be sure that the developers of 8 Washington, Pacific Waterfront Partners (PWP), will not make a similar mistake.

But it's great to know that a large

number of neighborhood associations in our fine City will be holding PWP's feet to the fire when it comes to a proper EIR.

PWP HAD better frankly and honestly come clean on the real impact of their project on our area's parking, traffic patterns, wind, Bay water levels, view corridors, shadows, noise and lots more.

If they try to gloss over the problems that their development could create, they could face a fate similar to 555.

At the same time, I sense that at some point the Board of Supervisors are going to vote to support the many construction workers and unions that always testify in favor of these large developments.

Our Supes' relationships with the labor unions is legendary and quite soon they will feel a need to approve some new residential construction projects.

ALL THE MORE reasons for those of us who don't want to lose the Golden Gate Tennis and Swim Club, nor have a hulking mass of condos smack dab on the Embarcadero sidewalk, will need to remain vigilant in our opposition to inappropriate development in the Barbary Coast.



A PUBLICATION OF
THE BARBARY COAST NEIGHBORHOOD
ASSOCIATION

WRITTEN BY JUNE A. OSTERBERG

www.BarbaryNeighbors.org

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