



TELEGRAPH HILL SEMAPHORE

Publication of the Telegraph Hill Dwellers

NUMBER FIFTY THREE

SEPTEMBER 1974

COME AND MEET YOUR NEIGHBORS

AT

THE ANNUAL TELEGRAPH HILL DWELLERS' PICNIC

SUNDAY-----SEPTEMBER 15, 1974

ANGEL ISLAND

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FISHERMAN'S WHARF 10 A.M.

FERRY RETURNS TO WHARF FROM ANGEL ISLAND

4:35 P.M.

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NEW RESIDENTIAL STUDY UNDER WAY

During the next year the THD have volunteered to solicit residents' views on (1) EXISTING LAND USE AND ZONING (2) PRESENT CHARACTERISTICS THAT SHOULD BE RETAINED OR STRENGTHENED and (3) TYPES OF NEW DEVELOPMENTS THAT WOULD BE APPROPRIATE FOR TELEGRAPH HILL.

A questionnaire covering good and bad development, neighborhood quality, design of new buildings, parking and traffic and priorities will be submitted to the Hill Dwellers in a door-to-door campaign. The campaign will be discussed at the next THD meeting. Any suggestions will be welcomed by Bob Tibbits, Chairman of Planning, Zoning and Development Committee - phone 986-7227.

On July 29th, the Supervisors unanimously approved action to restrict apartment complexes in the Lincoln Way area near Golden Gate Park. The THD endorsed the appeal in writing to each member of the Board of Supervisors. This is a step in the right direction, and should aid us in a program that the THD will actively participate in. - The Department of City Planning Comprehensive Zoning Study - -a two year program to be carried out while the interim zoning controls are in effect.

REVISED PROPOSITION "C" ON NOVEMBER BALLOT

The Board of Supervisors has put a revised charter amendment, now called the "Open Space Acquisition and Park Renovation Fund" on the November ballot. Changes from the original amendment provide for (1) designation of 25% of the fund for renovation of existing parks and facilities (2) more money to go into maintenance and development of new facilities, and (3) more emphasis on acquisition and development in high need areas. Funding will still be through a tax of \$.10 per \$100.00 of assessed evaluation for 15 years. The original proposition was defeated by a narrow margin. Hopefully it will fare better in November.

TELEGRAPH HILL DWELLERS DINNER MEETING

MONTCLAIR RESTAURANT

WEDNESDAY SEPTEMBER 25

550 GREEN STR.

COCKTAILS 6-30

DINNER 7- 30

FOR RESERVATIONS CALL ANNA QUILLEN (after 5 P.M.)

981-2244

PHONE BY FRIDAY SEPTEMBER 20th.

PRICE \$ 6.10

PASSENGER TERMINAL CONTROVERSY NEAR SOLUTION

The THD have always favored retaining active shipping along the Northern Waterfront. While "containerized" shipping has moved south of the Ferry Building, there is considerable "break-bulk" shipping to the north, as well as passenger (cruise) service.

The A.D. Little study of 1966 stated the case very well:

"The sounds, smells, and, in particular, the visual impact of the entire waterfront area have a dynamic appeal for a wide range of people. In an increasingly urbanized world, few Americans have the opportunity to visit a historic but still active commercial waterfront. The Northern Waterfront of San Francisco is such an opportunity."

For over a decade, maritime unions have asked for a new passenger terminal. Developers have seized on this legitimate demand to propose megastructures like the U.S. Steel Building, which would have included a new passenger terminal to the tune of \$10-20,000,000.

We have always felt that Pier 35 could be rehabilitated, but nobody could actually visualize how this could be achieved.

During the past months, inspired by the work of the BCDC Waterfront Advisory Committee, Bob Katz, supported by other private citizens (mostly from the THD and Citizens Waterfront Committee) approached the architectural firm of Braccia/De Brer/Heglund about the possibility of drawing up a concept. This concept was worked out in consultation with the Marine Cooks & Stewards Union, and with the valuable advice and support of Supervisor Feinstein and SPUR. The Rebuilding of Pier 35 would cost between 3.5 and 5 Million Dollars, including repairs to the platform.

The unions, who had previously held out for a location in the Ferry Building area, agreed to the new concept, since it is the only one that can be realized within reasonable time and at a reasonable cost. The BCDC Waterfront Advisory Committee endorsed the concept on June 14th.

The old shed on Pier 35 would be removed, and a new, modern 2-story facility built on half of the northern end of the platform. The southern half would become a landscaped parking area. The view-blocking buildings between Pierheads 35-37 and 35-33 would be removed and landscaped for ship watching. The new facility itself would handle freight on the ground floor and passenger facilities on the upper floor. There will be a restaurant and bar (open to the public at all times) on the north end of the pier, and possibilities for fishing on ground level. The second floor will also contain shops, information booths, a Post Office and similar facilities.

The unions, who had in the past opposed a "head tax", have now agreed to support it in order to insure financing of the rebuilt Passenger Terminal.

We hope that the Port Commission, which has for years demanded an adequate Passenger Terminal, will act promptly to make this exciting concept a reality. Six weeks have already gone by since the approval by the BCDC Advisory Committee, and further delays are unjustified.

Permit Alert ! ! !

Anyone noticing those little announcements posted on telegraph poles in your area, please take a second look. If the notice has anything to do with variances on zoning please alert John Holmes or Bob Tibbits. As a matter of policy, the T.H.D. will investigate any requests for variances, but some slip through, so everyone's help is needed. John Holmes 421-0274 - Bob Tibbits 986-7227.

JOHN HOLMES CALLS TO YOUR ATTENTION

TELEGRAPH HILL DWELLERS interested in transit (Muni) improvements should attend the Citizens Advisory Panel organizational meeting to be held at 7:30 P.M. Monday, September 16th, at Paresans' Fund Insurance Auditorium at 3300 California Street.

Special Introductory Offer

S.F. Study Newspaper Letter, special introductory offer, \$5.00 per year, P.O.Box 4656, S. F. 94101. Keep informed on City Hall activities.

OPPOSITION TO EXCESSIVE GOLDEN GATEWAY DEVELOPMENT BEARS FRUIT

Citizens' opposition to the four 25-story towers planned for Phase III of the Golden Gateway development has won an important victory.

In June Supervisor Mendelsohn proposed that Redevelopment halt its pursuit of highrise, high-density buildings and put the land back on the market at present market prices (developers had options at \$8.50 per square foot for land that has been conservatively estimated at \$50.00 and more).

Since the developers had run into considerable financial problems, Mayor Alioto proposed to Redevelopment to undertake "a further examination by the agency and the developers of means to complete the design of the Golden Gateway. . . at lesser heights and density than had been contemplated." Redevelopment agreed to cooperate.

In a letter of support to Mayor Alioto, THD President John Holmes wrote: "As residents and taxpayers we feel that any developer who would acquire the land at \$8.50 per square foot (a small fraction of its current market value) should in return be willing to conform to the principles of the Urban Design Plan and the wishes of the affected neighborhoods."

While concerned citizens have won a significant victory, future developments will bear continued vigilance.


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VALLEJO STREET IMPROVEMENT

The City has a program for the improvement of Vallejo Street 200 ft. West of Montgomery Street. The portion of Vallejo St. that is now paved over with concrete, is to be torn up and replaced with steps down the middle. On July 6th, a letter was addressed to Mr. Myron Tatarian reminding him that this portion of the Hill was slated for the removal of poles and wires in 1961, and while the streets were torn up the removal could be accomplished. Subsequently I received a letter from Mr. Tatarian, who stated that he had taken the matter up with Mr. Beneke of his staff, who in turn will confer with the Utility Companies involved and include the request in the 1975 program.

I would like to suggest that letters be addressed to Mr. Beneke C/O the Department of Public Works that this work be done. The more heavy the requests the more likely we will have the poles and wires removed. This area was declared an underground district in 1961, but was delayed until other work to be done would make it more feasible.

Address your letters as follows: Mr. Beneke, Dept. of Public Works, 260 City Hall, San Francisco 94102 - Ref. Telegraph Hill Underground District, Vallejo St. U.G.D. 258. - - K.E.

4

BCDC WATERFRONT ADVISORY COMMITTEE COMPLETES ITS WORK

At its 37th session of August 16th this Committee concluded its decisions and recommendations. The completed SPECIAL BAY AREA PLAN FOR THE SAN FRANCISCO WATERFRONT will be formally adopted in October.

In spite of the divergent views represented on the Committee, an encouraging degree of consensus was reached. The plan goes into considerable detail, and we can therefore only summarize some of the important results:

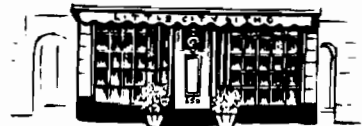
- # The existing BCDC Bay Plan was in no way weakened.
- # There will be no new housing or office buildings on replacement fill (i. e. piers removed because they are no longer needed for shipping). This is particularly significant for piers 7-24 on either side of the Ferry Building.
- # Between Piers 7-24, 50% of the total area included in any new project shall be devoted to park, walkable open space and public access. Hotels in this area cannot exceed a total of 800 rooms. Maritime uses such as Ferries, Pilot and Tug Boats are encouraged. Also allowed are commercial and recreational uses that attract people to the waterfront, such as restaurants, cafes, speciality shops and boutiques, theatres and concert halls, galleries, amusements and marinas.
- # Practical alternatives such as an innovative rail system were proposed to replace the elevated Embarcadero Freeway.
- # The Committee strongly recommended against the extension of elevated Freeway I-280 along the waterfront, south of the Ferry Building, and submitted practical alternatives.
- # Pier 35 will be remodelled as a vastly improved Passenger Terminal with landscaped parking and removal of view-blocking connections between pierheads (see separate article).
- # Billboards along the Embarcadero shall be phased out.
- # View Blocking connections between pierheads on the Northern Waterfront shall be removed as soon as the Port can do without them.
- # Any traffic artery along the Northern Waterfront should be held to 4 lanes. Although the Committee did not specifically prohibit such an artery west of the present Belt line, the majority felt that it should remain on the existing Embarcadero. This will need watching in the future.
- # Restrictions on parking over the water remain to be worked out. The consensus was that it should be held to the minimum necessary to service permissible uses, and that inland locations should be used wherever possible.
- # Building heights shall not exceed present city ordinances (40 ft., except in the Ferry Building Area). In the Ferry Building Area, "The Planning Commission is encouraged to use its discretionary review powers over any project which exceeds the height limits set forth in the Northern Waterfront Plan of 1969" (i. e. 84ft.)

Under these guidelines, substantial open space, access and recreation can be mixed with appropriate development on a human scale which, in turn, will help generate the necessary funds to build and maintain public use of the waterfront. At the same time, the legitimate interests of the Port and of the many jobs generated by the waterfront remained protected.

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NEW MEMBERS WELCOME

Volunteers are requested for our person to person membership drive. We need people to select prospective new members and deliver membership kits. The Kit consists of a solicitation letter and an application form.

Your help is needed. Get some kits from me and give them to your friends and neighbors.

David Broadbear 445-7038

New Condominium Development at Lombard and Grant Ave.
Preview Sept. 14

Steinman and Kurtzman, have designed a 17 unit condominium for construction on the vacant Southeast corner of Grant and Lombard Sts. Construction is scheduled to start this fall. Saturday September 14, from 10 A.M. to 12 noon, Kenneth A. Kurtzman AIA will have a model of this project on display at the end of Child St. (up the steps from the Lombard side of the site). In this new positive approach to encouraging good rapport among the concerned citizens in the neighborhood, Ken will be happy to discuss various aspects of this project, including parking accommodations, consideration for neighbors during the construction period, and, of course, his personal observations on condominium developments for Telegraph Hill. His first project, 241 Telegraph Hill Boulevard, was completed last year.

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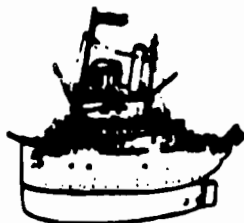
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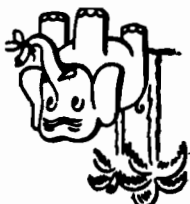
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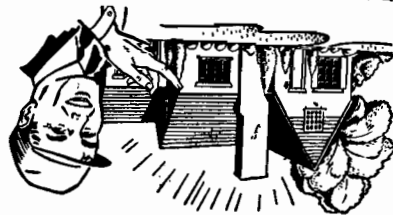
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