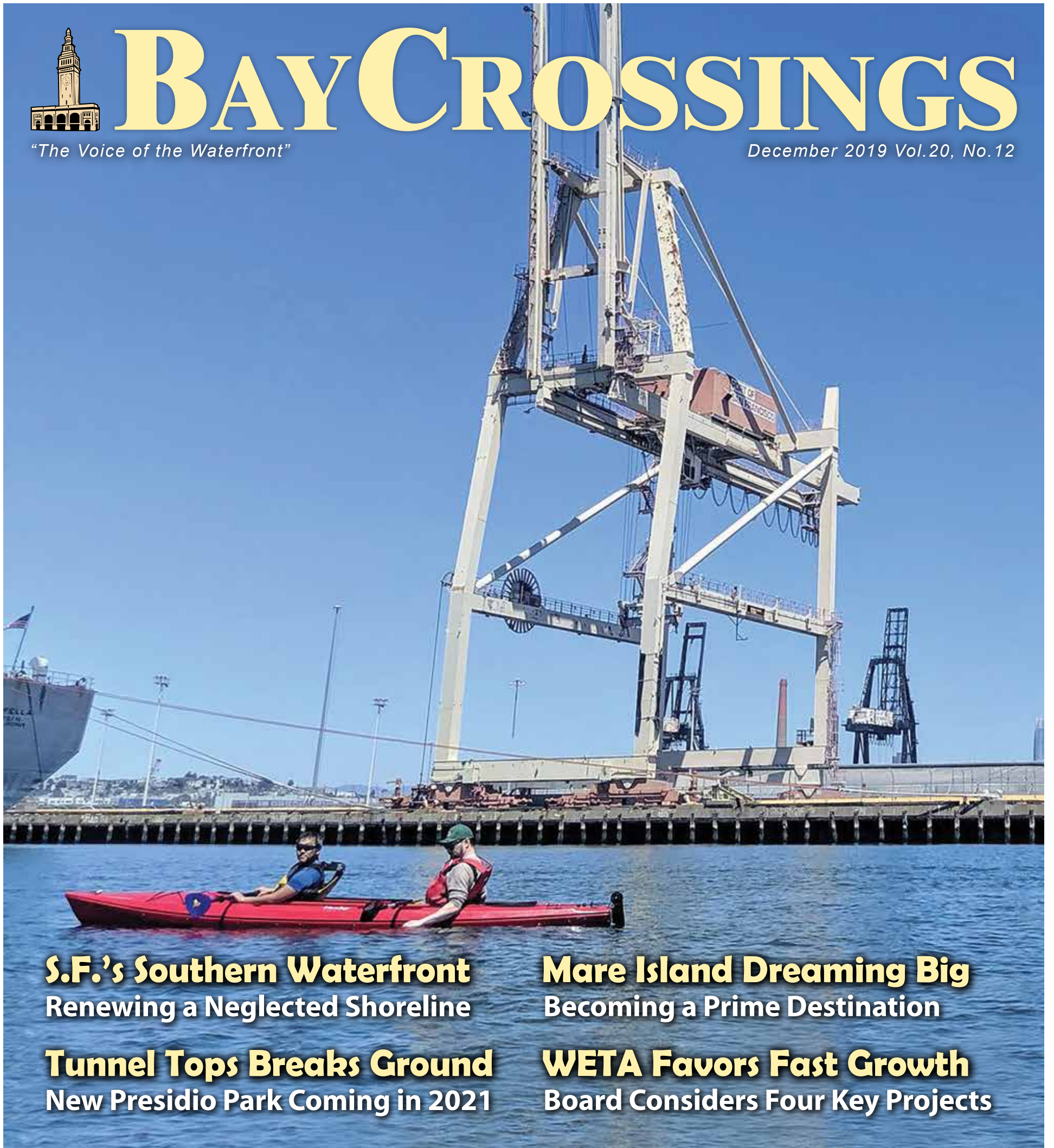




BAY CROSSINGS

"The Voice of the Waterfront"

December 2019 Vol.20, No.12



S.F.'s Southern Waterfront
Renewing a Neglected Shoreline

Mare Island Dreaming Big
Becoming a Prime Destination

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"The Voice of the Waterfront"

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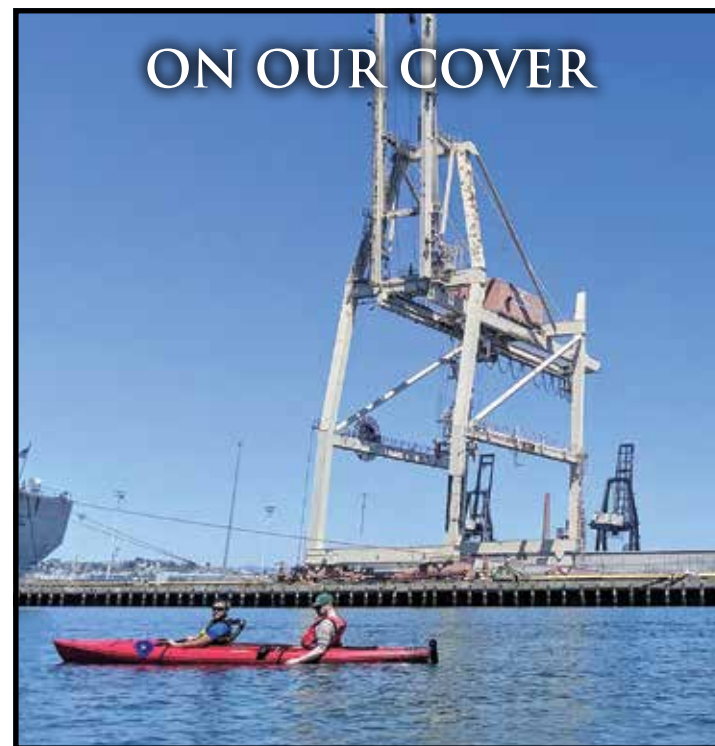


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ON OUR COVER



San Francisco's southern waterfront, which is the acres-large slice of water's-edge land wedged between 25th Street, Cargo Way, Illinois Street and the San Francisco Bay, now hosts a dynamic and ever-growing, largely green-leaning mix of maritime-oriented businesses, mixed-used developments and public space. It's also now home to many species of birds and other wildlife.

Photo courtesy of Kayaks Unlimited

Corrections & Letters

We appreciate the opportunity to publish our readers' comments, letters or requests for corrections, which can be sent to joel@baycrossings.com.

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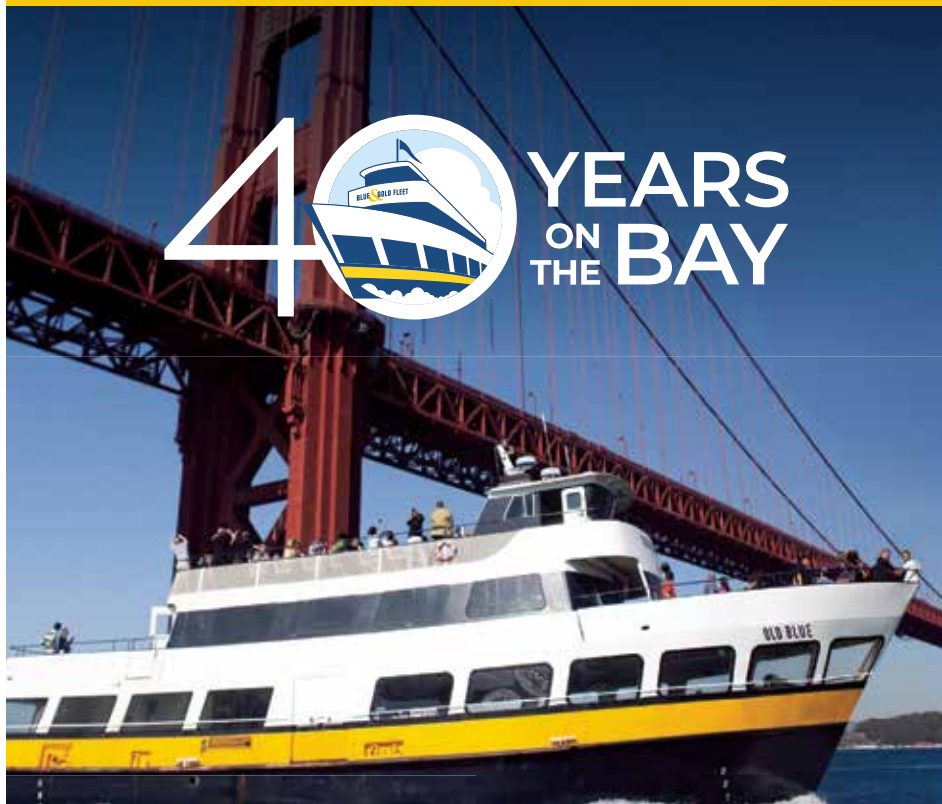
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Where There's a Way, There's a WIL

BY PATRICK BURNSON

“Leadership,” and what it means to incorporate management skill in everyday life, was the issue addressed by the group Women in Logistics at a forum in San Francisco late last October. Hosted by the Port of San Francisco, the event featured four highly successful logistics professionals from diverse sectors of the industry.

All seemed to echo sentiments and findings contained in *Logistics Management's* 35th annual salary survey, which noted that while job satisfaction remains the primary reason for today's logistics managers to stay with one company, salaries are barely keeping pace with inflation.

Geli Burgin, CFO for CM Squared and WIL's vice president, observed that striking a comfortable work-life balance is especially challenging for women within the Bay Area. “There comes a point that demands for world travel become too severe,” she said. “And that's when you must become creative.”

With over 20 years' experience specializing in operations, supply chain, management and finance, Burgin is a certified Lean Six Sigma Black Belt, and holds a master's degree in finance from Stanford University. She is now an avid sailor and member of the sales team for Atomic Tuna Yachts, a luxury yacht brokerage.

For Heather Sherlock, head of global logistics and distribution for Uber, the journey is just beginning with a rigorous itinerary keeping her on the road all the time. “My team is truly global, managing company shipments in and out of nearly 70 countries,” she said. “But you have to take the time to mentor your subordinates while on the fly. It's crucial to share the time when you can.”

Sherlock's own career highlights include freight forwarding, logistics and global trade compliance for Eagle Global Logistics, CEVA Logistics and Crane Worldwide.

Louise Bohmann, head of trade compliance for Google, observed that today's logistics managers are “always on stage.” She continued, “But I agree that giving back to the community is important. Mentoring is part of that story.”

Bohmann is an international trade and customs professional with expertise in global trade regulation and compliance, indirect tax structuring, market access and supply chain management.

Captain Marie Byrd, commander of the San Francisco Sector of the United States Coast Guard, told the audience that she might not have accomplished all that she's done without good mentors—including men. “Even in the military, having good teachers and instructors is crucial,” she said. “Many people helped me reach my current leadership role, and

no one should try to do this alone.”

Captain Byrd assumed command of U.S. Coast Guard Sector San Francisco in March 2019. She serves as the sector commander and captain of the port for San Francisco and Northern California. She leads

over 850 active and reserve Coast Guard members, operating cutters, search and rescue stations, and navigation teams, a vessel traffic service and a marine safety detachment. Her leadership spans from the Oregon border to the San Luis Obispo County line and includes much of Nevada, Utah and parts of Wyoming. This includes over 2,500 miles of shoreline within the San Francisco Bay and its tributaries.

Among those in the audience who listened with interest was Mary “Meg” Glynn, owner of MG Container Services in San Rafael. “Because becoming a leader requires so much networking and support, I champion organizations like WIL,” she said. “It really represents a community of service and dedication to our industry.”

For more information, see www.womeninlogistics.org.

Port of Oakland Exports See October Surge

Port of Oakland exports increased 10.8 percent in October compared to October 2018 volumes, according to data released last month. The port labeled the double-digit jump “positive” amid reports that the U.S.-China trade war is easing.

“Our export customers have demonstrated their resilience throughout this tariff standoff,” said Port of Oakland Maritime Director John Driscoll. “For their sake, we hope the conflict is resolved and overseas business can grow even more.”

The port said it shipped the equivalent of 87,393 20-foot export containers overseas in October. Most



Port of Oakland

Port of Oakland exports this October increased by more than 10 percent over October 2018 volumes.

of that cargo went to Asian markets including China, which is Oakland's leading trade partner. Through the first 10 months of 2018, Oakland exports were up 3.5 percent over last year, despite increased tariffs.

The port attributed export growth to a pair of factors: First, there was continued strong Asian demand for high-quality U.S. goods, especially farm products; and second, there were increased shipments to neighboring countries to counter Chinese volumes depressed by tariffs.

The U.S. and China had both indicated progress in talks to relieve trade tensions. According to reports, an accord could be near that rolls back some tariffs imposed over the past year. The port has been on record opposing the levies.

The port said that easing of the trade conflict would be welcomed by both export and import customers. Oakland import volume declined 4.6 in October, though it remains up 2.7 percent for the full year. Total volume, which measures imports, exports and empty container repositioning, is unchanged year-to-date from 2018.

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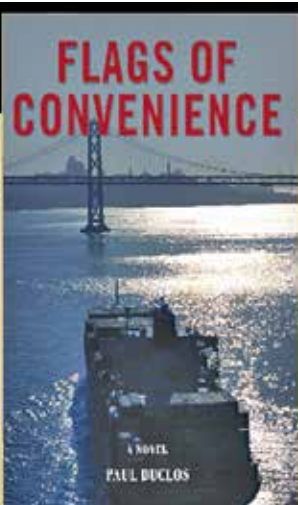
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Patrick Burnson is a widely-published business writer with a special affinity for ocean-borne cargo and seaports. A logistics and supply chain specialist, he is a past president of the Pacific Transportation Association, and is presently on its Board of Directors. pacifictrans.org



Laura Castillo-Enriquez

BY MATT LARSON

A career with the ferry system in the Bay Area is attainable for anyone willing to put in the work. As we've learned in a number of profiles written in this space over the last few years, with enough determination and patience, a career change into working on the waterways is well within reach.

Laura Castillo-Enriquez is a good example. She was working in light construction: remodeling houses, painting, even performing electrical and plumbing tasks. But it wasn't consistent work and she wanted something new.

Her friend Juan has been a deckhand for six years, and suggested she come on board. "He said, 'You love the beach so much! Work with us and you can be on the water all the time.' So, I ended up doing it," Castillo-Enriquez said.

"In the beginning I thought it wasn't going to work," she said. "There were times I'd come home and see my dad and say, 'I'm not doing this dad, there's no work today.'"

But persistence and seniority paid off. Every morning Castillo-Enriquez would head to the Inlandboatmen's Union, or "the hall," in hopes of getting a job. "In the beginning it was like two weeks dry," she said. "So I'd have to hit my old job."

Fortunately, she had plenty of support from her family. Her friend Juan had told

her that getting assigned to deckhand jobs could be challenging at the beginning. So she kept going to the hall and eventually worked her way into the system.

"My parents and Juan were big on not giving up," Castillo-Enriquez said. "But now I'm happy. I'm on a lot of boats these days. Eventually I want to become a captain."

Castillo-Enriquez has been a deckhand now for about eight months. On her way to work she's always looking forward to seeing her coworkers, especially on early shifts as she likes to make her presence known.

"When I work in the mornings, I'm pretty loud, so I'm yelling 'Good morning, guys!' across the dock and they're like, 'Oh, Laura's working today,'" she said.

Castillo-Enriquez enjoys getting to meet tourists from all over the country and all over the world when she's working on board. She used to frequent the beach quite a bit, often trekking down to Half Moon Bay, but now that she's out on the Bay for a living she's found herself much less inclined to visit the beach. "It's a cool job," she said. "I get to work on the water every day, see the sunsets at night and sunrises in the morning."

Hailing from Hayward, Castillo-Enriquez often spends her free time with family. She still works with her dad and brother in law in construction from time to time. Her specialty is the electrical

department. "I can rewire, replace bad switches, put up lights, whatever you need," she said. Her handy skills haven't come into play much on the ferry boats, but she's ready to save the day if such an opportunity were to arise.

Having worked as a deckhand for less than a year, Castillo-Enriquez is comfortable at the position and encourages others considering a career change to try it. "It's gonna be hard in the beginning; you feel like you're going to the hall for no reason, but even if you go for that four-hour job—it adds up," she said. "Just don't stop going."

That was her plan, and now Castillo-Enriquez can be found working all over the Bay's waterways. One of her first jobs was with Golden Gate, where she learned quite a bit. We met her on the Vallejo run with Blue & Gold Fleet. If her encouragement has inspired you, follow

up with the Maritime Institute to see if becoming a mariner is a good fit.

Working on the water is great and all, but Castillo-Enriquez reminds us that it's especially great as a passenger. "You don't have to worry about parking, or worry about the toll," she said. "Just jump on the ferry and have a good time; don't worry, be happy!"



Laura Castillo-Enriquez was working in light construction when she changed jobs to become a ferry deckhand. Now almost a year into her new career, she's happy and isn't looking back.

Matt Larson has written for a variety of publications throughout the Bay Area for the past decade. He specializes on highlighting our region's amazing people, life-changing nonprofits, and one-of-a-kind events. He's also an actor, comedian, and filmmaker. See his full body of work at www.marslegstrong.com.



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Photo by Roby Harriman

WETA Considers Projects for Rapid Ferry System Expansion

BY DAN ROSENHEIM

Confronted with a choice between slow-growth fiscal conservatism and more rapid ferry service expansion, top Water Emergency Transportation Authority staff now advocate for the latter—even if it could mean pressing for new subsidies.

WETA Executive Director Nina Rannells told the agency's November board meeting that, after re-examining financial projections, she favors forging ahead with four major projects requiring imminent action.

"A month ago, I heard the board say, 'We think we should be fiscally

prudent, but let's figure out how we can do everything,'" Rannells said. "And we do think we can move forward and do all the things we have in process."

The four key projects include:

- **Service to a new ferry terminal at Seaplane Lagoon, on the site of Alameda's former Naval Air station.** Among three options for the service, Rannells is now endorsing the most ambitious and expensive choice, a six-trip daily service that would shift peak-period runs to Seaplane from the existing Alameda Main Street terminal. This plan, estimated to add a net new \$2.3 million to WETA's operating budget over five years, would

require a new boat and would add new direct runs from downtown San Francisco to Oakland.

- **Regular shuttle service between downtown San Francisco and Mission Bay, scheduled to begin in January 2022.** WETA has been asked to contribute \$25 million toward the \$50 million cost of a new terminal, which it would recoup from RM3 funds if and when they become available. The agency would buy the equivalent of 1.5 small boats for this run.
- **Treasure Island shuttle to Downtown San Francisco.** Although WETA says it is responsible neither for capital nor operating costs of the

shuttle, the agency would provide the equivalent of another 1.5 small boats for this run.

- **Fleet Expansion.** WETA would exercise an option with Mavrik Marine to order a new 300-passenger, high-speed vessel next spring, at a cost of \$15 million.

The more aggressive approach represents a shift for Rannells, who as recently as October appeared to favor a more cautious spending plan, saying the agency couldn't fund all four projects without additional monies.

"We've scrubbed our numbers," Rannells said following the board's November meeting. "We think we can

move forward and expand service.”

In essence, Rannells said she is making a bet that funds from Regional Measure 3, currently tied up in court, will become available. And if, after two years, that money has not materialized, there will be time to reconsider the budget.

But even with RM3 money, Rannells said she will seek additional state funding for the three small boats that would service Mission Bay and Treasure Island. If one or more of the boats used alternative energy sources, rather than diesel fuel, Rannells said WETA might qualify for a grant from a state program called TIRCP (Transit and Intercity Rail Capital Program).

Interestingly, it was members of the board this time who sounded the more cautionary notes. Only three of five board members were in attendance at the meeting—Jim Wunderman and Nicholas Josefowitz were absent—and those three appeared to endorse the proposals for Seaplane Lagoon and buying a new Mavrik boat. But all three members present—chair Jody Breckenridge and members Anthony Intintoli and Jeff DelBono—expressed hesitation about Mission Bay and Treasure Island.

“I think each one of these projects is important to the region,” said DelBono, an Alameda resident and member of the International Association of Firefighters. “But I still have heartburn over Mission Bay [and the \$25 million commitment]. And with Treasure Island, we’ve asked for certain [information] and they haven’t been back here. So I am with Seaplane Lagoon and with the fleet expansion; I don’t think I’m quite there yet on Mission Bay or Treasure Island.”

Among other things, DelBono wondered whether the Mission Bay terminal construction, which is being overseen by the Port of San Francisco, would be subject to the same kind of agreement with organized labor that WETA characteristically uses on such projects.

Intintoli and Breckenridge also stopped short of committing to Mission Bay and Treasure Island, specifically citing a lack of clarity about both capital and operating funding for Treasure Island ferry service.



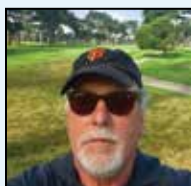
WETA board member Jeff DelBono speaks at the groundbreaking ceremony in September for the new Seaplane Lagoon ferry terminal in Alameda.

“I fully expected we would have those things in place, and we don’t have them,” Intintoli said. “So I wouldn’t be able at this time to vote yes or no.”

“I concur with the other directors,” said Breckenridge. “I would like to see something from San Francisco. Seaplane Lagoon is ready to go. I concur with the statements about Mission Bay and Treasure Island.”

In view of these concerns, it seems likely the board will vote to approve Seaplane Lagoon at its December meeting and the Mavrik boat not long after. The timetable for the other two items, though, remains less clear.

Dan Rosenheim is a veteran Bay Area journalist who recently retired after 18 years as Vice President/News for KPIX-5 TV. Prior to going into broadcast, Rosenheim worked as a reporter, city editor and managing editor at the San Francisco Chronicle. Dan and his wife, Cindy Salans Rosenheim, live in San Francisco.



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 **San Francisco Bay Ferry**
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Ferry Bike Limits; RM3 Appeal Status

BY DAN ROSENHEIM

- Bikes on Board:** WETA reminds passengers that San Francisco Bay Ferry vessels have maximum bicycle capacity set according to Coast Guard safety standards. Crews cannot board more bikes than allowed in the Coast Guard's certificate of inspection. WETA says this particularly affects the 4:20 p.m. and 5:20 p.m. departures from South San Francisco, each of which can only accept 34 bikes. Crews will announce when the maximum capacity is reached; subsequent passengers who don't have bike space can either wait for the next boat or secure their bikes in a rack that has been installed in the passenger shelter at the SSF terminal.

- RM3 Appeal Moves Forward:** Plaintiffs' attorneys have filed briefs in their appeal of rulings that dismissed two lawsuits against Regional Measure 3. The lawsuits, which were initially filed separately by East Bay businessman Randall Whitney and by the Howard Jarvis Association, have been consolidated for the appeal. The plaintiffs contend that a series of \$1 toll hikes for Bay Area CalTrans bridges are in fact illegal under Proposition 13, which requires a two-thirds vote for tax increases. Defendants in the case, which include the Metropolitan Transportation Commission and the Bay Area Toll Authority, had no immediate comment on the filing, but proponents of RM3 argue the toll increases are fees, not taxes, and

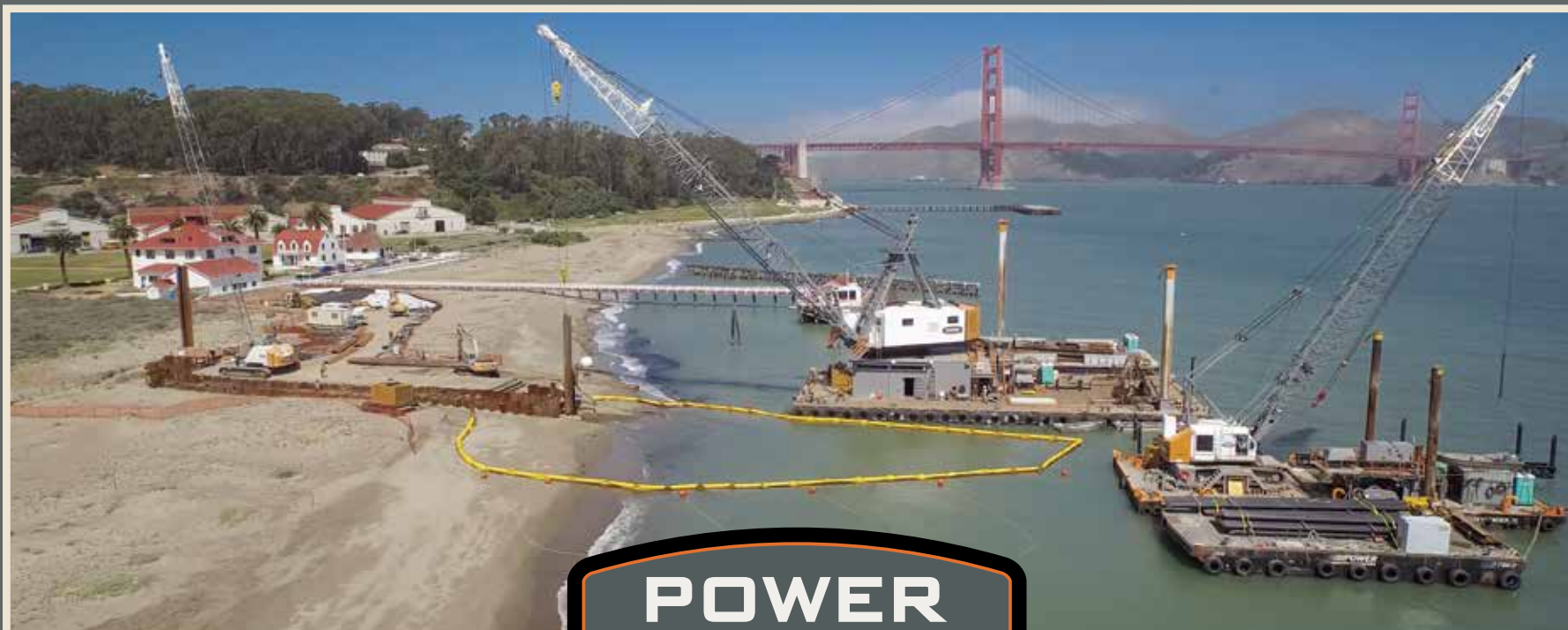
hence not subject to the Prop 13 requirements. San Francisco Superior Court Judge Ethan Schulman has previously dismissed each of the lawsuits, hence the appeal to the First District Court of Appeal. At stake in the legal battles are billions of dollars for Bay Area transportation projects, including several hundred million dollars in both direct and debt funding for ferry transit.

- GG Ferry Seeks Public Input:** Golden Gate Ferry has announced it is seeking new recruits for its Ferry



Although bikes are allowed on board Bay Area ferries, limits are set by the Coast Guard and cannot be exceeded.

Passenger Advisory Committee (FPAC). The district says the FPAC provides a forum for riders to discuss service issues and other topics with ferry staff. The group meets roughly every other month at midday at the Port of San Francisco. People interested in applying are encouraged to email pac@goldengate.org.



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Photo by Noreen Weeden

Revitalization Project for S.F. Southern Waterfront Showing Results

BY BILL PICTURE

Nearly 20 years ago, port officials in San Francisco began assessing the City's underused (and largely dilapidated) southern waterfront to decide on the best path forward for the once thriving area.

During that assessment, stakeholders wanted to find an industrial-recreational balance that would honor the area's rich maritime history. At the same time, they wanted to create jobs, make the area more accessible to San Franciscans, align the area with the City's growing commitment to sustainability, and restore precious wildlife habitat displaced

by previous commercial activity.

The effort to revitalize the area is paying off. One very visible sign of the changes is the Pier 80-96 Maritime Eco-Industrial Center, also called the MEC. "The idea behind MEC was to foster some symbiotic relationships that would better the area and the community through sustainable practices and economic development," said David Beaupre, senior waterfront planner at the Port of San Francisco.

The acres-large slice of water's-edge land wedged between 25th Street, Cargo Way, Illinois Street and the San Francisco Bay now hosts a dynamic and ever-growing, largely green-leaning mix of maritime-oriented businesses, mixed-

used developments and public space. It's also now home to many species of birds and other wildlife.

A good example of the symbiotic relationships that the port envisioned is the one between MEC tenants Lehigh Hanson, Cemex and Central Concrete. Lehigh Hanson imports rock and sand from its quarries in British Columbia that Cemex and Central Concrete then purchase to add to cement to make the concrete used in construction projects. Last year, nearly 1.4 million metric tons of aggregate came in through the port—600,000 tons of it through Pier 94 alone. And the concrete produced at MEC has been poured everywhere from Salesforce Tower to the new Chase Center.

"Before this, the aggregate was trucked over from the East Bay and South Bay, and any extra would usually get trucked back," Beaupre said. "Now it comes over the waterways, eliminating all those trucks and the emissions they put into the air."

Speaking of water, water is another key ingredient in making concrete, and both plants were designed to capture rainwater for use in the batching process. "Rather than using Hetch Hetchy water for this during the rainy months, everything that lands on these sites is captured and gets used for that purpose," said Beaupre.

The added benefit, said Beaupre, is that this keeps rainwater from overtaxing

San Francisco's combined sewer system during the storm season. When stormwater exceeds the capacity of the City's sewage treatment plants, a noxious mix of wastewater and stormwater, which picks up oil, pesticides and other surface contaminants on its way to the gutters, receives only minimal treatment before it is discharged into the delicate ocean ecosystem. "So anytime we can keep water out of the gutters, that's a good thing."

MEC's tenants also include a company that processes used cooking oil and other meat by-products and ships them all over the world for a variety of personal, commercial and industrial uses; another company that exports electric vehicles; and a 185,000-square-foot sorting facility where recyclables collected all over the City are separated before being shipped to paper mills, glass plants and other manufacturers that purchase recycled materials.

"Sustainability is a common thread, but these companies are also all water-dependent," Beaupre said. "As a port, we want to support maritime cargo operations, so companies that need access to the water for shipping and/or receiving get the highest priority."

What's good for the environment is also good for the community

The more commercial activity there

is along the waterfront, the more jobs are created. And a commitment to hire locally earns a business looking to lease port-run space along the southern waterfront several extra brownie points.

"They've created over 1,000 jobs in the area," Beaupre said. "And we're talking about everything from union labor jobs to truck driver jobs." To heighten economic growth at the most local level, tenants are also required to utilize the services of local businesses, such as trucking companies.

While net-positivity—that is, doing business in a way that benefits society and protects the environment—is important, Beaupre says the goal is even more simple than that. "Be a good neighbor," he said.

By "neighbor," he not only means residents, but also the wildlife that called the southern waterfront home long before industry set up along its shores. Thanks to ongoing cleanup efforts, including removing decaying piles treated with a toxic chemical that made the wood water-resistant but leaches into the water, wildlife is returning to the area.

According to the Golden Gate Audubon Society, the San Francisco Bay is an important stop for migrating shorebirds, who stop here to feed and rest. Over 184 different species of birds, including the Peregrine falcon, have been spotted at Heron's Head Park. The



Photo by Dave Rauenbuehler

The Pier 80-96 Maritime Eco-Industrial Center strives to strike an industrial-recreational balance while still honoring the rich maritime history of the area.

22-acre site is one of the few wetlands on San Francisco's shoreline.

"Once access was restored to waterfront areas, people started using them almost immediately," Beaupre said. "There's a lot of great programming now, and it's great to see how many people turn out for the monthly work parties to help maintain these open spaces."

The Golden Gate Audubon Society organizes the monthly meetups, where volunteers help remove invasive plant species, pick up trash and plant more native plants.

San Franciscans' recently rediscovered love of the waterfront has further strengthened the port's resolve to protect it from threats posed by earthquakes and sea-level rise. "We're very much in the research phase, I'd say; but we're looking at employing some pretty state-of-the-art methods to adapt these areas for the next 20 to 30 years," said Beaupre.

The Islais Creek shoreline has already been identified as being particularly vulnerable to coastal flooding. "And that has a lot of impacts, including to San Francisco's transportation infrastructure," Beaupre said.

MUNI's T line crosses Islais Creek, connecting the Hunter's Point neighborhood with downtown. "These waterfront areas are all assets; and we're looking to strengthen those assets and make them more resilient."



Photo by Noreen Weeden

Golden Gate Audubon Society volunteers meet monthly to pick up trash, remove invasive plants as well as planting more native plants.

Bill Picture is a veteran journalist, but also produces events for some of the world's most recognized brands (**Billpicture.com**).

A former SF Examiner staff reporter and SF Chronicle contributor, Bill now calls both Southern California and the Bay Area "home." That said, you're most likely to find Bill holed up at an airport bar, en route to somewhere.





Vallejo's Mare Island Takes Another Step Forward

Photo by Joel Williams

The Mare Island Naval Shipyard in Vallejo, decommissioned in 1996, was the largest and oldest base west of the Mississippi River. With acquisitions of over 800 acres of prime commercial, residential and waterfront properties, the Nimitz Group plans to revitalize the once bustling island.

BY JOEL WILLIAMS

Last month, the Nimitz Group completed its acquisition of 500 acres of land on Vallejo's Mare Island. Nimitz is a real estate investment and development firm founded by billionaire investor Gaylon Lawrence Jr. and wine magnate Dave Phinney, who recently opened the Savage & Cooke Distillery on the island.

Phinney told *Bay Crossings* earlier this year, "My partners and I at the Nimitz Group are hopeful that we can be part of the groundswell that becomes a catalyst for the greater success of not only Mare Island but the entire Vallejo community that we are now proud to be a part of."

The purchase of the land from Lennar Mare Island (LMI) will expand Nimitz's holding to over 800 acres of prime commercial, residential and waterfront property. The acquisition of the former Mare Island Naval Shipyard from LMI includes 3.6 million square feet of leased commercial, light industrial,

manufacturing and office space that is currently home to over 110 businesses and 3,000 jobs along with entitled land and historical buildings cleared for adaptive reuse.

"This acquisition signals the next evolutionary phase in the revival of Mare Island," said Greg Nyhoff, Vallejo's city manager. "We are excited to expand our work with the Nimitz Group through an innovative partnership and continue to build the momentum that will establish Mare Island and Vallejo as the premier destination in the San Francisco Bay Area."

Nimitz is working on a master plan for Mare Island that includes the recent LMI acquisition, the 170-acre Mare Island Golf Course on the southern tip of the island purchased this summer by a Nimitz affiliate and 157 acres of land on the north end of Mare Island, which Nimitz is currently under exclusive negotiations to purchase from the City of Vallejo.

"Combining the north and south parts of the island under a single private developer, and the support demonstrated

by our community and city council, will accelerate the growth and expansion of commercial opportunities on Mare Island," said Nyhoff. "The Nimitz Group shares the city's vision of anchoring sustainable, living-wage employers in Vallejo in an environment that provides access to the resources today's businesses need—transportation options, a skilled workforce, quality housing, and a proactive city partner."

Located at the northeastern edge of the San Francisco Bay, Mare Island Naval Shipyard was the U.S. Navy's largest and oldest base west of the Mississippi River, until it was decommissioned in 1996. Redevelopment on the southern part of the island began through a public-private partnership with LMI in 1999. The island now consists of a diverse mix of residential, retail, higher educational and industrial residents along with a nature preserve.

"As a business owner already embedded in the Mare Island community, we're looking at this from multiple levels—not just growth and development but preserving the history; not simply

attracting visitors but creating more jobs and housing," said Phinney. "Our goal is to build a community that current Mare Island residents, Vallejo and the broader Bay Area will have pride in."

With land and historical buildings still available, and just a 60-minute high-speed ferry ride away from San Francisco, Mare Island has become a new dynamic mixed-use destination in the San Francisco Bay Area.

"Mare Island is a place with a great history and a bright future. Through smart, thoughtful development, we have a long-term vision that will build on the tremendous progress to date and continue to revitalize the community and make it stronger for our current neighbors who live and work here and for future generations that will call Mare Island home," said Phinney.

"We're grateful to the City of Vallejo, LMI and all of the local residents and businesses who have supported us over the last year. We are working with LMI to ensure a smooth transition and we're looking forward to sharing a more detailed vision of Mare Island soon."

Investigating Pollution by Land, Air and Water

BY SEJAL CHOKSI-CHUGH

What I saw on the San Francisco Bay shoreline that day worried me.

I asked Robert, our volunteer skipper, to maneuver the Baykeeper boat closer. Since the last time we'd been to the site, more heavy industrial equipment had piled up near the water. And more barges were crowding the dock. It looked likely that during storms, toxic pollutants would run off into the Bay.



Photo by Baykeeper.

A Baykeeper investigator, gathering evidence of pollution in San Francisco Bay by kayak.

We needed evidence. So the next time it rained, Baykeeper's field investigator paddled to the site by kayak. She battled high waves, wind and cold temperatures to get under the dock and

collect a sample of water running off into the Bay. We then sent the water to a lab to test for heavy metals and other toxic contaminants.

To stop pollution, we first have to find it. A lot of San Francisco Bay's shoreline is privately owned, fenced, guarded and hidden from public view. From land, it's challenging to investigate these areas. That's why Baykeeper's scientists and attorneys regularly patrol the Bay shoreline from our boat. Gathering evidence is the first step we take to force polluters to stop harming the Bay.

Investigating Bay pollution is complex work. And we don't do it alone.

We have partners who help Baykeeper protect the Bay we all love. Robert and the rest of Baykeeper's team of 12 volunteer skippers are indispensable to our boat patrols.

Since some polluters can't be investigated from water either, Baykeeper takes to the air. We partner with Lighthawk Conservation Flying's volunteer small-plane pilots and Autonomous Imagery's volunteer drone operators

to detect pollution that can only be seen from above.

We have other support for our investigations, too. Oru Kayak recently donated a foldable, portable kayak called



Photo by Robb Most.

Baykeeper regularly investigates polluters of San Francisco Bay from its boat.

The Bay to get us to places our boat can't reach. And our newest partner, Insta360, donated camera gear to help us capture live videos to record evidence of pollution.

And we have one more important partner—you! Bay Area residents are our additional eyes on the water. You can

contact Baykeeper's pollution hotline with tips when you see contamination in the Bay. If you see or suspect Bay pollution, report it to us at baykeeper.org. From land, air and water, our team will investigate and hold the polluters accountable to protect San Francisco Bay.



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Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Since 1989, Baykeeper has been defending San Francisco Bay from the biggest threats and holding polluters accountable. To report pollution in the Bay, call Baykeeper's hotline at 1-800-KEEP-BAY (1-800-533-7229), e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.





Innovative Presidio Tunnel Tops Project Gets Underway

On November 7, park managers and community and civic leaders, led by Speaker of the House Nancy Pelosi, broke ground on 14 acres of new national parkland atop highway tunnels with dramatic views of the Golden Gate, the Bay, the Presidio and the San Francisco skyline.

The Presidio Tunnel Tops project, slated to open in fall 2021, is the latest example of a growing international movement to improve the lives of city dwellers by turning derelict highways and rail lines into public green spaces and parkland.

“This has been an extraordinary experience to create a new green centerpiece for the Presidio in the context of the larger Bay Area and the world-class city of San Francisco,” said James

Corner, known for designing New York City’s High Line. “The iconic setting is perfect for transforming highway infrastructure into a vibrant new public space.”

At the celebration, school groups, philanthropists, project designers, civic leaders and park officials placed the first soil atop the tunnels, literally “making ground” for this civic project. It will eventually include gardens with native vegetation, connective pathways, scenic overlooks, a campfire circle, picnic areas and a youth campus with a three-acre interactive play area designed to connect urban kids with nature. The site is immediately adjacent to the Presidio Visitor Center, newly opened in 2017, and a planned transit center.

The design reflects input from over 10,000 community members across the City on how they would like to use and

enjoy this new parkland, made possible by the transformation of the former Doyle Drive highway into the Presidio Parkway. While the old highway once cut off the northern waterfront from the rest of the Presidio, the new parkway places key sections in “cut and cover” tunnels, allowing for new parkland above.

When complete, visitors will be able to walk from Crissy Field to the Presidio’s Main Post for the first time in eight decades, enjoying dramatic views along the way, said Jean Fraser, CEO of the Presidio Trust: “The Tunnel Tops will provide greater access to fresh air, beautiful views, gardens and gathering spaces where people can come to relax, play and connect with each other. Having a national park so close to downtown is part of what makes San Francisco great, and we hope it will inspire new visitors to discover the many things the Presidio, the Golden

Gate National Recreation Area and other national parks have to offer.”

The Tunnel Tops project is made possible by philanthropic efforts led by campaign co-chairs Lynne Benioff, Mark Buell and Randi Fisher and the Golden Gate National Parks Conservancy. The campaign leadership and committee members have mobilized the effort to raise \$98 million toward the campaign goal. Tunnel Tops is created with the incredible generosity of many families and individuals who recognize the importance of this new parkland, making this a major gift to the City and the nation. During the “quiet” phase of the campaign, \$86.7 million has been raised. A public campaign for the community will kick off in spring 2020.

“It is thanks to our generous philanthropic community that we have come this far on this important project,”



said Greg Moore, CEO emeritus and special advisor to the Golden Gate National Parks Conservancy. “Our donors are inspired by the many community benefits of this park-making effort to kids, families and visitors of all backgrounds. This civic place will welcome all, including non-traditional park users, with its opportunities to play, learn and gather in a landmark place full of beauty, nature and history.”

The Presidio Tunnel Tops is a park for all—at a time when it is needed most. With no admission fee and many connections to public transit, it will be dedicated to serving all our communities through open parkland, natural spaces, and lively places to grow and thrive. Fisher, one of the campaign co-chairs, added: “This is an extraordinary opportunity to create an amazing place that will welcome and serve youth from across our community. The new youth campus will create a magical space to foster the next generation of park stewards and leaders at a time when environmental awareness and activity couldn’t be more important.”

“Tunnel Tops will connect the Presidio’s Main Post and Crissy Field for a unique experience with amazing views of the Golden Gate, Bay and downtown skyline,” said Golden Gate National Recreation Area General Superintendent Laura Joss. “This repurposed 14-acre site will provide many interactive educational and recreational opportunities to millions of local and international visitors.”

Features of the Presidio Tunnel Tops:

- **Gateway Plaza.** The social and connective center of the park, hosting the Visitor Center and Transit Center, Gateway Plaza will welcome people arriving via public transit. From there, visitors will begin their visit to the Presidio.
- **Campfire Circle.** The Campfire Circle will be a gathering place for both day and night with a central fire pit and plentiful seating. Torrey

pinus, banksia, cypress and other evergreen trees will provide shade. Its location at the edge of the Main Post and adjacent to the Gateway Plaza will afford stunning views on the Main Post barracks.

- **Golden Gate Meadow.** One of the largest single areas of the Tunnel Tops, a serene landscape of grasses and perennials will frame a generous open lawn that will become San Francisco’s go-to place for picnicking, kite-flying, family gatherings and more.
- **Cliff Walk.** Running along the upper edge of the embankment, the Cliff Walk will offer continuous 360-degree panoramic views of the Golden Gate Bridge, the Bay, the native bluff planting and the Outpost below while connecting the major overlooks and gathering areas across the site from east to west. Various overlooks and sculptural seating will evoke the native Presidio landscape.
- **Parklands Overlook.** One of three iconic overlooks situated along the Cliff Walk, the Parklands Overlook will offer incredible views of the lower Tunnel Tops, the Bay and the horizon. Carefully shaped topography will blend the overlook into the bluff, creating a fully open and highly dramatic experience.
- **Presidio Steps.** Connecting the Cliff Walk to the youth campus below, the Presidio Steps will help visitors navigate the steep bluff elevation change while also stopping to enjoy the views. Stepped seating with wide grassy terraces facing the Golden Gate Bridge will provide spaces for casual lounging.
- **Crissy Field Center Youth Campus.** This will be a major feature of the Tunnel Tops. It will include a rehabilitated Crissy Field Center, new Learning Labs, a new Field Station, new youth Courtyard and the Outpost, an innovative play and learning environment designed to connect children to nature. The new campus will offer dynamic



Before (top) and after (bottom) imagery shows that the Doyle Drive Highway currently cuts off the Presidio from the waterfront. When completed, the Tunnel Tops project will add parkland that connects the two.

- spaces for families, school groups, educators and visitors alike for drop-in or yearlong programs.
- **Field Station.** Adjacent to the nature-rich Outpost and Crissy Field, a new kind of field station will be developed where school groups, program attendees, children, families and all Tunnel Tops visitors can experience exhibits and activities designed to inspire wonder about nature in the Presidio—and in backyards, neighborhoods and local parks.
- **The Courtyard.** The new heart of the youth campus, bordered by the field station, the lab building, and the Crissy Field Center, the courtyard will be a critical amenity for the youth programs, featuring flexible space for gatherings including an outdoor BBQ area with picnic tables and planters.
- **The Outpost.** A unique child-friendly landscape of multi-sensory and place-based learning, exploration, enquiry, creativity and adventure, immersed in the Presidio’s native habitat. The Outpost’s features will be geared toward a wide variety of play experiences while providing a range of physical challenges, opportunities for free play, learning and discovery. The Outpost will serve toddlers to 13-year-olds, with some elements and experiences geared towards teens and high school students involved in the youth mentorship programs run by the Crissy Field Center.

Information for this article provided by Presidio Trust. Images by James Corner Field Operations

A December to Remember at Jack London Square

With diverse restaurants, fun interactive popups and unique retail options, Jack London Square is the perfect destination to dine, play and shop this holiday season!

There are many festive activities for the whole family to enjoy this December. For a relaxed, beautiful ride through the Oakland Estuary, take the ferry to Jack London Square. First, stop by to see the 50-foot white fir tree adorned with thousands of sparkling lights and hundreds of colorful ornaments for a festive photo to kick off the season.

Then, take a trip back in time at the 90s Experience to see, smell, hear, taste and touch some of the greatest hits of the decade. The popular Black

Santa Company popup shop presented by former NBA All-Star and Golden State Warrior Baron Davis also returns for its second season, offering official Black Santa merchandise and photo opportunities with Black Santa and Mrs. C on select hours during the weekends!

Jack London Square is also an ideal destination for holiday shopping. Visitors can find one-of-a-kind gifts at Ayesha Curry's **HOMEMADE** and Oakland Supply Co.—or for the adventure-lover, California Canoe and Kayak offers a variety of kayaks, canoes, standup paddleboards and surf skis, as well as classes and rentals. Visitors can shop at the Buck on December 1, 15, and 22, running alongside the Jack



Jack London Square is an ideal place for holiday shopping that also offers a thriving food and beverage scene.

London Square Farmers Market operated by Cuesa, as well as Second Saturday on December 14. These outdoor markets provide easy access to an assortment of vendors with a strong Bay Area presence selling unique clothing, jewelry, fresh produce, delicious food and artisan goods. With up to 50 booths at these events, there's a unique local gift for everyone on the list!

For a meal-time break, visitors can enjoy Jack London Square's thriving food and beverage scene, home to

contemporary establishments including Belcampo Oakland, Dyafa, Heinhold's First & Last Chance Saloon, Farmhouse Kitchen Thai Cuisine, Forge Pizza, Grocery Cafe, Lungomare, plank, Yoshi's, Rosenblum Cellars and Scott's Seafood! Or, to satisfy a sweet tooth, stop by Miette for classic pastries and Ben & Jerry's for ice cream.

From dining and shopping to holiday popups and more, Jack London Square has something to make the holidays merry and bright for all ages this season.



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Interview with a Diva: Sasha Cooke is Pure Poetry

BY PAUL DUCLOS

Mezzo-soprano Sasha Cooke continues as artist in residence at San Francisco Symphony while taking on yet another starring role with the San Francisco Opera, playing Hansel in the holiday production of *Hansel and Gretel*.

Bay Crossings: You have played Hansel to great acclaim with the opera companies in Seattle and Los Angeles. Are there any new perspectives being brought to the forefront in this one?

Sasha Cooke: What's most interesting about returning to a piece is how the individual actors impact the show and bring their own ideas. So what has changed the most for me with this production is experiencing this wonderful new cast. Heidi Stober may be the best Gretel I've ever seen, and when we are onstage together I often feel like a married couple in the sense we are two halves of the same entity. I almost don't even look at Heidi because I feel so connected to her onstage. In the production, I really appreciate the focus on poverty which is at the heart of the original Grimm. In the overture, where normally no stage action takes place, we have a couple tableaux of the family and their decline from having food on the table to having almost none. It's very poignant and moving, especially in a city like San Francisco, where one doesn't need to look far to understand that struggle.

BC: We last saw conductor Christopher Franklin when he was here to lead the orchestra and the SFO Adler Fellows. What is it like working with him?

Cooke: Christopher is wonderful to work with! He is one of the most friendly and open conductors. It's easy to feel really comfortable with him, which isn't always the case with opera conductors.

BC: The San Francisco Symphony is



Photo by Stephanie Girard

producing the world premiere of Rilke Songs, a six-part song cycle based on the lyric poems of Rainer Maria Rilke which you will sing. This was composed by Michael Tilson Thomas, who will also conduct the orchestra. How does one prepare for such a daunting challenge?

Cooke: I suppose I find this less daunting because I've sung a lot of new music and I have been fortunate to have some close relationships with composers. Michael is a wonderful composer, which I think most people don't realize. So most of all, I'm looking forward to celebrating him and his music. He has been one of the greatest gifts in my life and there is no one I've worked with more. What will be a little daunting that month is that I have two world premieres back to back, because the following week I sing Jake Heggie's *Intonations* with the Violins of Hope at Music at Kohl Mansion. It will be a whirlwind couple weeks but I'm really looking forward to it.

BC: We understand that you are an avid reader of poetry. Any particular poets who may especially appeal to ferry riders and others who spend time on the Bay?

Cooke: I love this question and I don't think anyone has ever asked me so thank you! Jane Kenyon has been on my mind a lot lately and in my Airbnb here in San Francisco there's a wonderful collection

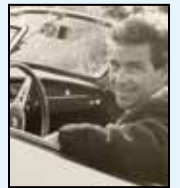
of one of my favorites, Robert Frost. And the other day I discovered an amazing Jane Hirshfield poem called "Let Them Not Say."

BC: The (R)evolution of Steve Jobs is being staged by SFO in the summer season. Given that some members of the audience will have an emotional bond with this man, may we expect a different approach to the narrative?

Cooke: This is probably the most amazing aspect of the opera, that everyone comes in having a connection to the subject matter but it's not what you expect. It's truly an every-person opera and less about what Steve Jobs specifically was or did. It's more focused on the emotional truths and struggles we all share and how life is determined less by what we achieve professionally and more by what

we create and nurture personally. I was struck by the opening sequence in the documentary about Steve Jobs called *The Man in the Machine*. It begins with footage of the mourning that happened worldwide following his death and just the fact that nearly the entire world was and continues to be touched by this one man.

Paul Duclos is a pen name. The author retired from his career in motor sports to write the cult classic, "Flags of Convenience." Since then, he has been sharing his passion for the Bay Area arts scene with Bay Crossings readers and fellow ferry evangelists. Follow his blog at www.duclosculturalcurrents.com.



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VALLEJO/SAN FRANCISCO - Weekdays

Depart Mare Island	Depart Vallejo	Arrive Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Pier 41	Depart Pier 41	Arrive Vallejo	Arrive Mare Island
5:10	5:30	6:30	-----	-----	-----	-----	-----
5:40	6:00	7:10	-----	-----	-----	-----	-----
6:10	6:30	7:30	6:35	-----	-----	7:35	-----
6:40	7:00	8:10	7:15	-----	-----	8:25	-----
-----	7:45	8:45	8:15	-----	-----	9:15	-----
-----	8:30	9:40	9:45	-----	-----	10:55	11:05
-----	10:15	11:15	11:25	11:35	11:45	12:45	12:55
-----	12:00	1:10	2:40	-----	-----	3:50	-----
1:40	2:00	3:20	3:30	3:00	3:10	4:30	-----
2:50	3:10	4:10	4:30	-----	-----	5:30	-----
-----	4:00	5:10	5:00	-----	-----	6:00	-----
-----	4:45	5:45	5:30	6:45	6:55	6:40	6:55
-----	5:45	7:05	6:00	-----	-----	7:00	7:15
-----	-----	-----	7:15	-----	-----	8:15	8:30
-----	7:00	8:00	8:15	-----	-----	9:15	9:30

Weekends & Holidays

-----	10:00	11:00	11:10	11:20	11:30	12:30	12:45
11:00	11:15	12:15	12:30	-----	-----	1:30	1:45
2:10	2:30	3:30	3:40	3:50	4:00	5:00	-----
2:40	3:00	4:00	4:15	-----	-----	5:15	5:25
-----	5:30	6:50	7:00	6:30	6:40	8:00	8:15

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ALAMEDA/OAKLAND

Weekdays to San Francisco

Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
---	6:00 a.m.	6:20 a.m.	---
6:30 a.m.	6:40	7:00	---
7:00	7:15	7:35	---
7:35	7:45	8:05	---
8:10	---	8:40	---
---	8:20	8:40	---
8:40	8:55	9:15	---
9:15	9:25	9:45	---
10:15	10:25	10:45	11:00
11:00	10:50 •	11:20	11:35
11:40	11:30 •	12:05 p.m.	12:20 p.m.
1:55 p.m.	1:45 p.m. •	2:15	2:30
2:40	2:25 •	3:05	---
3:50	3:35 •	4:20	---
4:30	4:05 •	5:00	---
5:05	4:50 •	5:30	---
5:55	5:45 •	6:20	---
6:20	6:05 •	6:50	---
7:05	6:55 •	7:30	---
8:45	8:55	9:25	---

Weekdays from San Francisco

Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
---	6:25 a.m. >	7:10 a.m.	6:55 a.m.
---	7:05	7:40	7:30
---	7:35	---	8:00
---	7:45	8:05	---
---	8:10 >	8:45	8:35
---	8:45 >	9:20	9:10
---	9:40	10:20	10:10
---	10:30	10:45	10:55
---	11:00	11:20	11:35
12:30 p.m.	12:45 p.m. >	1:20 p.m.	1:05 p.m.
1:45	2:00	2:20	2:35
---	3:15	3:30	3:45
3:30	---	4:00	4:20
---	4:00	4:20	4:35
---	4:30	4:45	5:00
---	5:20	5:40	5:50
---	5:40	6:00	6:15
---	6:00	6:20	6:35
---	6:30	6:50	7:00
---	6:55	7:15	7:25
---	7:35	7:55	8:10
8:05	8:25	8:45	8:55
---	9:30	9:50	10:00

• To S.F. via Oakland > To Alameda via Oakland

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
9:45 a.m.	10:00 a.m.	10:45 a.m.	10:25 a.m.
11:30	11:15	11:55	12:15 p.m.
12:00 p.m.	11:45 p.m.	12:25 p.m.	12:40
1:55	1:40	2:20	2:40
2:55	2:40	3:20	---
4:35	4:20	---	5:00
6:05	5:50	6:30	6:45
7:45	7:30	8:10	---

Weekends and Holidays from San Francisco

Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
10:35 a.m.	10:50 a.m.	11:10 a.m.	11:25 a.m.
---	11:20	11:40	11:55
1:00 p.m.	1:15 p.m.	1:35 p.m.	1:50
2:00	2:15	2:35	2:50
3:40	3:55	4:15	4:30
5:10	5:25	5:45	6:00
6:50	7:05	7:25	7:40

FARES:

One-way	
Adult	\$7.20
Adult (Clipper Only)	\$5.40
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$3.60
Child under 5	FREE
School Groups	\$2.40
Short Hop - Adult	\$1.70
Short Hop - Youth (5-18 years), Seniors (65+ yrs), Disabled	\$0.80

RICHMOND

Weekdays

Depart Richmond	Arrive SF Ferry Bldg.	Depart SF Ferry Bldg.	Arrive Richmond
6:10 a.m.	6:45 a.m.	6:25 a.m.	7:00 a.m.
7:10	7:45	7:55	8:30
8:15	8:45	4:30 p.m.	5:05 p.m.
8:40	9:15	5:20	5:55
5:15 p.m.	5:50 p.m.	6:40	7:15
6:05	6:40	7:10	7:45

Weekends

No Winter Weekend Service

FARES:

One-way	
Adult (cash fare)	\$9.30
Adult Clipper Card	\$7.00
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$4.60
Children under 5	FREE
School Groups	\$3.10

SOUTH S.F.

Weekday to SSF/Oyster Point

Depart Alameda	Depart Oakland	Arrive SSF
6:25 a.m.	6:40 a.m.	7:20 a.m.
7:30	7:40	8:20
8:00	8:15	8:50

Weekday to Alameda & Oakland

Depart SSF	Arrive Oakland	Arrive Alameda
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:10 *	5:55
7:00	7:50 *	7:35

* Arrives at Alameda first. All arrival times are estimates.

FARES:

One-way	
Adult	\$9.40
Adult (Clipper Only)	\$8.10
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$4.70
School Groups	\$3.10
Children (under 5) (with an adult)	FREE

Around the Bay in December



Doggies in the Window

Take a peek! Your new best buddy might be staring out at you from the Macy's windows. Bring your friends and family to visit the San Francisco SPCA Holiday Windows at Macy's Union Square through January 1. The colorful, artfully designed windows are filled with adorable, adoptable animals and make a great backdrop for your holiday photos. Making spirits bright for over 30 years, this is one of the City's most beloved and magical holiday traditions. Voted on of the top 10 places "to press your nose during the holidays" by *USA Today*, more than 9,000 animals have found loving homes through this event from the adoption center at Macy's, and the SPCA typically raises about \$100,000 in donations.

Dickens Christmas Fair Returns

The historic Cow Palace will once again be transformed into Dickens' London for the Great Dickens Christmas Fair & Victorian Holiday Party. Now in its 20th season at Cow Palace, the fair will run Saturdays and Sundays through December 22, offering visitors a delightfully immersive holiday experience without rival. An annual tradition for Bay Area natives and visitors alike, the Great

Dickens Christmas Fair is an enchanting journey through a merrier era—the streets of Victorian London circa Christmas 1860. Visitors will explore twilight-lit streets with shops, pubs, stages and dance halls filled with more than 800 Victorian characters and the aromas of roasted chestnuts and hearty fare. Visitors can choose from seven stages offering entertainment for all ages and tastes. Family-friendly entertainment abounds with holiday magic for the youngest guests, offering hands-on craft activities, old-world games of skill and chance, and lively interactive shows in the Tinsley Green Children's Area. Encounter Mr. Scrooge, Tiny Tim, Oliver Twist, Nancy and many more of Dickens' characters throughout the streets. For those looking for more daring and perhaps even naughty entertainments, join the high-kicking dancers of Le CanCan Bijou and the sea-faring songs of Paddy West at bawdy Mad Sal's Dockside Ale House, where Mad Sal herself hosts delightful new talents as well as Dickens Fair favorites. At the Victoria & Albert Bijou Music Hall, the extremely popular and outrageous *Saucy French Postcards Tableaux Revue* returns to delight adults over 18 with shockingly scandalous stories and exploits. Bring your appetite and feast on delicious foods from the British Empire and beyond, from traditional savories such as fish and chips to heavenly handcrafted chocolates and tea cakes. Also visit one of the five traditional pubs to enjoy a frothy pint of ale, fine wine, bubbly champagne, hot buttered rum, Irish coffee or hot toddy. Hours are 10 a.m. to 7 p.m. and tickets are \$32 for adults and \$14 for children 5 to 12 years old. Visit dickensfair.com to reserve your preferred date.

Light Up with Holiday Lanterns

The Lantern Light Festival at the Solano County Fairgrounds in Vallejo is a celebration of Chinese culture featuring massive lanterns, inspiring performances and incredible cuisine. Enjoy a spectacular

evening of dazzling lights, colors, shapes and themes from a tradition that started over 2,000 years ago. The lantern festival is an important celebration in China, marking the return of spring, with the lighting of Chinese lanterns being symbolic of illuminating the future and the reunion of family. Each Chinese lantern is custom-built by Chinese artisans and typically takes four weeks and a team of seven to complete. The lanterns appear to be three-dimensional stained glass, and are handmade from hundreds of pieces of silky cloth. Some are over 30 feet high and others are up to 300 feet long. The festival runs through January 26. For more information and to purchase tickets, visit lanternlightfestival.com.

Santa Needs a New Sleigh

The third annual Santa Needs a New Sleigh fundraiser holiday party takes place on Thursday, December 5 at East Brother Beer Company from 4 to 8 p.m. Enjoy great beer, food by Santa Torta, selfies with Santa, an ugly sweater contest, guest bartenders and a live DJ. Proceeds will support Richmond's annual downtown holiday festival, which provides a safe, fun and memorable multi-cultural holiday experience for hundreds of Iron Triangle families. East Brother Beer Company is located at 1001 Canal Street in Richmond. Admission is free.

Drag Queens on Ice

On Thursday, December 5 from 8 to 10 p.m., the fierce, fabulous and talented drag queens of the Bay Area are returning to the Safeway Holiday Ice Rink in Union Square presented by American Airlines for what has become one of the Bay Area's most popular events of the holiday season, "Drag Queens on Ice." Drag queens will don their most "gay apparel" for special holiday performances. The enchanting and exciting drag performers are sure to shine in a night full of lipstick and lip-syncing that is guaranteed to make audiences of all ages laugh and dance. To

celebrate its 10th year, this year's event will feature new acts, audience surprises and, of course, San Francisco's fiercest drag queens. Skate with or just watch some of San Francisco's most notable Bay Area drag queens lip-sync and skate the night away for the 10th consecutive year. Be sure to buy your tickets online in advance, as this event is sure to sell out! If you just want to watch the show, special \$10 viewing tickets can be purchased on-site on a first-come basis the day of the event. Tickets to skate alongside the queens and have the best seat in the house for the performances are \$25 for adults and \$20 for children. Tickets are on sale now and can be purchased online at unionsquareicerink.com, or in person at the ice rink ticket window in Union Square Park, which is located at 333 Post Street in San Francisco.

Muir Beach Holiday Arts Fair

The 2019 Muir Beach Holiday Arts Fair is set for Saturday, December 7 from 10 a.m. to 5 p.m. and Sunday, December 8 from 10 a.m. to 4 p.m. at the beautiful Muir Beach Community Center located at 19 Seacape Drive, a short 15 minutes from Highway 101 in the charming seaside community of Muir Beach. Over 40 local artists will be selling their amazing artwork and colorful crafts, including hand-made pottery, sculpture, paintings, photography, jewelry, ceramics, textiles, woodworking, home and fashion accessories, wreaths, ornaments, hand-blown glass, holiday knick-knacks and gifts from the garden. Homemade delicious food and snacks will be available all day and beer, wine, coffee and tea will be served on the balcony offering views of the beach, the Marin Headlands and San Francisco beyond. Admission is free and there is a shuttle patrolling the streets to help anyone who needs a ride. For further information, please call Laurie Piel at (415) 595-7411 or check out muirbeachartsfair.com.

To have your event or announcement considered for the Bay Crossings Around the Bay listings, please send information or a press release to: joel@baycrossings.com.

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