



Big Changes Ahead For the SF Ferry Terminal



Possible Embarcadero Plaza—As part of the extensive Downtown San Francisco Ferry Terminal Expansion Project, the Water Emergency Transportation Authority (WETA) envisions an open plaza as depicted in this artist's rendering. The Authority is planning a three-phase project that will extend to at least 2020.

Neighborhood Coalition Loses Lawsuit On 8 Washington; Appeal Is Possible

Despite the hopes of many in the Barbary Coast neighborhood, Judge Harold E. Kahn ruled against Neighbors to Preserve the Waterfront in a case that challenged the validity of the City's agreement with the developers of the 8 Washington project over environmental issues.

"After we filed our case another court decision came down, called 'Cedar Fair'," said lead attorney Susan Brandt-Hawley.

"In that case, a detailed term sheet for the proposed San Francisco 49ers stadium in Santa Clara was held to be OK although no Environmental Impact Report had yet been prepared. In the case, Great America basically wanted to save its parking lot from the stadium project. There were no real

environmental issues."

Brandt-Hawley stated to the Judge that the facts were quite different in the 8 Washington case. Nevertheless, Judge Kahn at the hearing made clear that he felt bound by Cedar Fair to say that the term sheet was legally approved. The Planning Commission's actions relative to the Northeast Embarcadero Study that resulted in the approval of the term sheet were similarly ruled to be OK.

"The Cedar Fair decision is from the 6th Appellate District in San Jose," said Brandt-Hawley. "And while binding statewide on trial courts including Judge Kahn, it is *not* binding on the 1st Appellate District in San Francisco which is a peer court. Judge

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BY JUNE A. OSTERBERG

Question: Where to go when The Big One happens?

Answer: Head for the Ferry Building.

Why? For the ferries, of course—a heroic tradition since the quakes of 1906 and of 1989. In our front yard.

Ferry service is back in a big way at the grand old landmark with Ferry in its name.

AND IT'S NOT just for commuters, but also for a hasty exit in a catastrophe. Ferries are a good thing to bear in mind, following the little reminders from the Hayward Fault in October.

In ferry matters the WETA is on the job. Not so long ago the WTA became the Water *Emergency* Transportation Authority, based at Pier 9.

It is the regional agency that has instigated a long-range plan to improve and expand facilities to get evacuees to a place of safety. (It is also to prepare for the expected increase in ridership.)

THE LONG name for the program is the Downtown San Francisco Ferry Terminal Expansion Project.

The proposed project (Phase 2) would expand the number of ferry gates and improve pedestrian circulation and ferry boarding in weather-protected areas for queuing. It anticipates filling the lagoon as a staging area for evacuees.

The WETA and the Port have entered into a Memorandum of Understanding (MOU) in undertaking the coordinated planning endeavor. (*The Record*, Spring 2011 issue) Scoping meetings for the project took place in the Spring.

ALONG WITH the Federal Transit Administration, the WETA is preparing the requisite joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for CEQA review and compliance with the National Environmental Policy Act.

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Big Changes Ahead for the SF Ferry Terminal

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Mike Gougherty, WETA project manager, said that the planners expect to release the Draft EIR in early 2012.

The WETA was established in 2008 by the passage of SB 976, intended to improve the ability of ferries to respond in an emergency. It is supported in this mission by a variety of local, regional, state and federal funding sources.

Phase 1 of this ongoing effort was completed by the Port in 2003, including construction of Gates B and E and other landside improvements.

PENDING project approval Phase 2 (projected to begin in 2014) calls for the building of Gate A in the north basin and Gates F and G in the south basin.

As was reported earlier, the area undergoing study and conceptual design encompasses Port property between Pier 1 on the north and Pier 14 on the south and includes Ferry Plaza.

The long red-tagged Pier 1/2 and Pier 2 will be demolished as an essential part of the plan.

CURRENTLY in regular service are four ferryboats which the WETA had built in recent years. Service is between Alameda, Oakland/Downtown and Alameda, Harbor Bay Isle/Downtown.

Gougherty said that the WETA soon will be taking over operation of ferry service to Vallejo and that construction of the facility for a run from South San Francisco to Alameda and Oakland should be finished by the end of Spring 2012.

Port Commission Chooses Air-Hazard Consultant

In a related move, the Port Commission's October 25th meeting agenda carried a Consent item regarding opportunities to enhance the region's ability to respond to a catastrophic incident in the San Francisco Bay Area.

The Commissioners authorized the award of a contract for consulting services to develop a San Francisco Bay Region Waterborne All-Hazard Response Plan.

Among the four proposals, highest-ranked URS Corporation received the award in the amount not to exceed \$419,927.



New Ferry Gates A & B—Rendering shows covered walkways that will lead passengers to Ferry gates in an area that replaces Pier 1/2 next to the Ferry Building.

He said that service to Treasure Island, Berkeley and Richmond is in the advanced stages of development. Others on the drawing board include Redwood City, Martinez, Antioch and possibly Hercules.

An excellent source of information

on present services by the WETA (new name San Francisco Bay Ferry), and other operators, is the monthly tabloid newspaper *Bay Crossings*. It is available, appropriately, just inside the main entrance to the Ferry Building.

Neighborhood Loses 8 Washington Lawsuit

(Continued from Page 1)

Kahn pointed that out at our hearing, in fact.”

“If we appeal this decision, which I believe is an excellent idea, we will be in the 1st Appellate District which is empowered—as Judge Kahn felt he was not—to act regardless of the Cedar Fair case.” she concluded.

Friends of Golden Gateway (FOGG) Chair Lee Radner indicated that a decision whether or not to appeal would be made shortly. The Coalition has 60 days from the Judge’s ruling to file an appeal.

If the Coalition prevails in court, the term-sheet that the Port has negotiated with the 8 Washington developer would have to be restructured, and the Planning Department’s suggestions on height of the buildings and other design features would have to be reconsidered.

The Coalition filing the lawsuit was made up of Neighbors to Preserve the Waterfront; Friends of Golden Gateway; Telegraph Hill Dwellers; San Franciscans for Reasonable Growth;

Golden Gateway Tenants Association; San Francisco Neighborhood Network; Barbary Coast Neighborhood Association; Russian Hill Neighbors; Middle Polk Neighborhood Association; Dolores Heights Improvement Club; Sunset Parkside Education Action Committee; Affordable Housing Alliance; and the San Francisco Tenants Union.

Mark Your Calendar!



Holiday BCNA “Sunday Social”

At

Barrique Wine Bar

461 Pacific Avenue

Sunday, Dec. 18, 2011

4 to 6 pm

San Francisco Port Preservation Policy Is Adopted

BY JUNE A. OSTERBERG

The long overdue Maritime Industry Preservation Policy is now in place, thanks to Port Commissioner F X Crowley's January initiative, the Port's enthusiastic Maritime staff, concurring stakeholders, and the Port Commission itself.



Francis X. (FX) Crowley was appointed to the San Francisco Port Commission in December 2010.

The full Commission voted unanimously to adopt the Preservation Policy at its September 13 meeting.

Ratification of the new Port policy was urged by retired Captain Leif G. Gistrand, a member of the Port's Maritime Commerce Advisory Committee, who said that the Port "has an unique position in the Bay Area as the only port with facilities for passengers, break bulk and bulk vessels, and can accommodate vessels with deeper draft than Stockton, Sacramento, Richmond or Redwood City."

CONTINUING, "It is important for the shipping community to know that there is a policy in place to protect these facilities for future use..."

The International President of the ILWU (International Longshore & Warehouse Union), Robert McEllrath, also supported adoption of the policy in a July 11 letter to Port Commission President Kimberly Brandon.

McEllrath said in part, "We applaud the effort to craft a policy that aims to protect critical maritime wharves, piers, berths and warehouses that provide the platforms for current and future warehouse workers.

"THE CITIZENS of our region depend on a thriving Bay Area port system. I commend the Port Commission for understanding the Port's long-held maritime assets...in accordance with the Port's and the City's long maritime history and the Port's perpetual maritime mission."

Port Executive Director Monique Moyer's Memorandum of September 8

(prepared by Deputy Director Maritime Peter Dailey) requesting approval stated in part:

"Changes along the northern half of the Port waterfront have demonstrated a need for specific protection of deep-water berths for ocean-going vessels.

"These berths are located at Pier 45 (south face), Pier 35 (north and south face), Pier 27, Pier 15-17 (east face) and Pier 30-32 (east face)."

ALSO CITED for protection were "upland areas and buffer zones for ship repair and traditional cargo shipping" in the southern waterfront.

A few changes in the draft of the Policy (as presented in the Spring issue of *The Record*) were made between September 8 and September 13.

In regard to Paragraph 2 about protecting the Port's remaining natural deepwater berths for active maritime vessels:

The draft required that such berths be utilized by vessels which leave the berth at least once a week, and prohibited use of such berths for use by static maritime museums, offices on vessels, and lay berthing of historic vessels.

INSTEAD, the accepted Policy reads: "...are deemed by the Executive Director, in her or his sole discretion, to be seaworthy, able to leave berth under their own power, approved by the American Bureau of Shipping and certified by the U.S. Coast Guard.

"The USS PAMPANITO, an iconic & historical attraction, is exempted from the policy given its status as a previously existing Port tenant."

New language added to Paragraph 3 in respect to promoting Port development/historic rehabilitation projects may be significant:

"The Port will seek future development of Port property that includes proportional equitable investment by parties to enhance and protect maritime facilities and uses of development sites that have maritime access.

"THE PORT will also seek further development opportunities on seaward lots on other Port property without wa-

ter access that includes a proportionate, equitable contribution for new maritime preservation projects at facilities selected by the Port in its sole discretion."

On levels of dredging (Paragraph 5), the language formerly "prioritizing" funding of minimum levels of dredging in the Port's Capital Plan, now reads "using best efforts to 'prioritize' funding of minimum levels."

The following was added:

"SET AN internal goal that 50% of the Port's annual operating capital expenses (excluding bond and grant proceeds) will be expended on dredging, apron repair, shoreside power/utilities upgrades, Fisherman's Wharf & Hyde Street Harbor improvements, pier repair, rail infrastructure and/or cargo warehouse & deck repairs.

"...From time to time, this goal may be waived due to significant fluctuation in the Port's financial conditions or results of operations..."

ONLY THE draft's first paragraph of principle 7 remained in the approved version. Several paragraphs omitted were the Port staff's contemplation of creating a Maritime Industry Preservation Fund "to support the objectives of the proposed policy."

The Staff's draft ended with the statement:

Port staff will use this Policy "to determine whether it is in the best interest of the Port to recommend to the Port Commission to grant a tenant's or developer's request to develop, rehabilitate and/or renew a Port asset."

The Resolution No. 11-58 adopted by the Port Commission stated:

"WHEREAS, the Port Commission desires to create a new budgetary goal to fund capital maritime projects with 50% of Port net revenue to fund certain improvements and enhancements to the Port's maritime facilities..."now be it resolved that the Port Commission hereby adopts the San Francisco Maritime Industry Preservation Policy... effective September 13, 2011, including the application of a Maritime Industry Infrastructure Goal for the Port's FY 2012-13 budget..."

Playground Supporters Move To Sue Bierman Park Location

You'd think it would be easy to give a playground to the San Francisco Recreation and Parks Department. Not ask them to build one at City expense, but get private donations for a children's playground and then give it to The City for free.

Nope.

As is the case with so much in government, it takes an incredible amount of time and effort to get anything accomplished.

After about 15 months of trying, a group of local neighborhood advocates for kids known as Friends of the Waterfront Playground have been working tirelessly with the powers that be to find a site somewhere near the Ferry Building for a badly-needed playground. This part of the Barbary Coast is the most underserved area of the city when it comes to children. There are no playgrounds within about a mile of the Ferry Building, yet more than 1,000 children need recreation space.

FOR MORE THAN a year, the Friends group thought they had an acceptable location on a pad of concrete south of the recently built Bocce Ball courts in Justin Herman Plaza. After months of back-and-forth, Rec and Parks determined that this particular location would have too many "challenges" to getting a playground approved. (*Ed. Note*—And to complicate matters further, at press time the entire area encompassing both the Bocce Ball courts and the adjacent concrete pad is a tent encampment of Occupy SF protestors.)

Rec and Parks then suggested Sue Bierman Park. The Friends group had rejected that possible location because there was an existing ordinance prohibiting any structures at this park. But the language of the Ferry/Sue Bierman Park ordinance, permitted things like gazebos, benches, and other park-like items seemed quite arbitrary.

The "no structures" ordinance was enacted as a means to prevent a Butterfly Museum from being built in the Park.

"**IT WOULD** not be difficult to amend the ordinance to allow a playground," said Rec and Parks management. "We



NEWLY REFURBISHED—Using bond funds approved by SF voters, Sue Bierman Park was reopened in October after an 18-month-long redesign and reconstruction. Local boosters are working to add one more amenity: A children's playground.

just need some leadership at the Board of Supervisors."

"We then began a dialogue with Supervisor David Chiu, and he was extremely supportive of keeping families in San Francisco and getting us a playground site," said Adhamina Rodriguez, managing member of Friends of the Waterfront Playground.

Chiu agreed to introduce legislation to narrowly modify the Sue Bierman Park ordinance to allow a playground, but not any other structures like "Peter Pan" tents.

THE FIRST of numerous hearings

was held Nov. 3, in which the Rec and Parks Commission's Operations Committee approved by a unanimous vote a resolution to urge the Board of Supervisors to amend the "no structures" ordinance in Sue Bierman Park and permit the construction of a playground.

But getting that done has all kinds of requirements: Public outreach, more meetings, additional committee approvals, Rec and Park design approvals, Board of Supervisor votes, and more.

BUT IT IS happening! As we go to press, the Waterfront Playground effort is moving forward with proper notices, hearings and community input.

The playground will cost about \$600,000 to build and all these funds must come from private donations.

A number of "donor recognition" programs will be considered, including giving donors attractive art tiles with their names on them which will be displayed at the playground.

HOPEFULLY by the time our winter edition of *The Record* is published, playground advocates will have a nice site in Sue Bierman Park and funds rolling in from donations to quickly build this badly-needed civic resource.





MASSIVE CONSTRUCTION—The future site of The Exploratorium is taking shape at Piers 15-17. This new jewel of our waterfront is still scheduled to open in the Spring of 2013.

Notes From The **GOLDEN GATEWAY TENANTS ASSOCIATION**

The Gateway and Barbary Coast neighborhoods have been changing for the better. Parents with small children are with us in growing numbers, and strollers populate the elevators. These little ones need playground space, which is in short supply in this part of town. The Golden Gateway Tenants Association is supporting efforts by parents to obtain City permission to build a children's playground on public property in Sue Bierman/Ferry Park between Drumm and Davis Streets (Block 203). The playground equipment is expected to be funded by private contributions, and maintained by the Recreation & Park Department.

* * *

For those of you who are GGTA members, *our* forthcoming newsletter will include a questionnaire to ask about your personal interests, hobbies and activities, to allow our social chairman to design group activities for Gateway residents. One example – on September 17 the GGTA film club hosted a viewing of “The Guard,” a wild Irish cops-and-robbers comedy at the Embarcadero Cinema, followed by dinner at Gaylord’s. By all accounts it was a successful evening and we look forward to more movie events.

**Please Renew
Your Membership
In the BCNA
For 2012**

**Please respond to the
mailing you received
recently inviting you to
renew your membership.
You can also renew online
at**

www.barbaryneighbors.org

Thanks!

BCNA Holiday Sunday Social Set For Barrique Wine Bar

By popular demand, the Barbary Coast Neighborhood Association’s December “Sunday Social” event is returning to a venue that proved to be one of our most popular locations—Barrique Wine Bar at 461 Pacific Avenue in Jackson Square.

Mark your calendar for the date: Sunday, Dec. 18, 2011 from 4 to 6 pm.

“We are looking forward to again hosting the BCNA,” said Barrique partner and manager Matthew Weese.

There will again be wine specials for BCNA attendees—a \$5 red and \$5 white. In addition, the BCNA will be providing some light snacks, including someone’s popular “meatballs.”

BCNA members will be receiving an email invitation and can RSVP at that time.

Barrique was the first wine establishment to offer glasses served directly from the barrel, an environmentally-friendly approach to beverage service and one that allows for excellent value.

Barrique has been in its Pacific Avenue location for about a year, and is trying to extend its operating hours to be able to compete with restaurants across

the street which can serve alcohol to a much later hour. Currently, Barrique’s liquor license requires they close at 10 pm.

Pier 35 Cruise Terminal Upgrade

While construction of the much wished-for new Cruise Terminal at Pier 27 is still years off, old Pier 35 still is sufficing and still needing certain improvements to remain in service.

The Pier 35 North (actually West) Apron Repair Project is for those times when Pier 27 and Piers 30-32 are not available for cruise ship berthing.

According to Chief Harbor Engineer Ed Byrne, the objective is to strengthen the deck so that it is capable of supporting fork-lifts used during cruise ship operations over the deck’s entire length.

The Port Commission awarded the contract for \$786,000 to MH Construction Management Co. in August. Byrne said the work is well under way to be ready when the March 2012 cruise season begins.

June
Osterberg's

On The Waterfront

Dungeness crab lovers, rejoice. The Girls are back! (Herewith a shameless plug.)

The amazing mother-daughters team of the Alioto-Lazio Fish Co. are open for business as of November 14th--just in time for the San Francisco tradition of crab at Thanksgiving.

The remarkable women of the historic Fisherman's Wharf company at 440 Jefferson Street are Stephanie Cincotta, mother, and daughters Mary Ann Shepherd, Annette Traverso and Angela Cincotta.

Alioto-Lazio was forced to close last January because of bad conditions stemming from the leaking of fuel near their facilities, worsened by the delayed cleanup operations that Exxon Mobil had unwillingly undertaken.

The giant oil company has left the scene and the leak is diminished, according to the Cincotta family, allowing Alioto-Lazio to reopen for business.

Dungeness crab is unique to the West Coast, from Monterey to Alaska.

Welcome back, Ladies.

BCNA

ON THE WATERFRONT often reports on the goings-on at the Port Commission because many of its attitudes and actions affect the quality of life in the BCNA community.

Parenthetically, several City commissions consist of seven members, of whom four are appointed by the mayor and three by the Board of Supervisors. In the case of the five-member Port Commission, all are appointed by the mayor.

The Commission is well-known for voting as a bloc, and members very rarely reject what is placed before them by the Port Director. Their decisions are expressed in a summary of information prepared by the Port staff and signed usually by the Port Director, in the form of a Resolution. ("Whereas...")

The tradition of orderliness in this process was interrupted at the October 25 meeting, somewhat surprising the attendees.

Specifically, the Commission stated in each case that the decision was occasioned by concerns involving the 34th America's Cup.

A case in point was a request for approval of a second amendment to the San Francisco Bay Pilots' lease at Pier 9 because of a "decrease in revenues as a result of decreased ship traffic in San Francisco Bay due to the world wide economic downturn."

The proposal would "eliminate the 3% annual in-

crease and keep the monthly base rent flat at \$100,024.82 for the first five years of its lease term. Port staff recommended approval of the Pier 9 tenant's request.

However, the Port Commission took note of the fact that Pier 9 is identified in the DEIR (Draft Environmental Impact Report) for the America's Cup as an "Alternate" site to berth visiting yachts during the 2013 race events, with temporary floating docks along the south apron... and temporary public access provided on the adjacent bulkhead wharf."

As a result, the Commission voted for a continuance rather than approval "to address matters concerning the America's Cup."

In another agenda item involving Pier 9, the Commission was asked to approve a five-year lease with one five-year extension for Hornblower Yachts, Inc. for excursion vessel operation at Pier 9 South.

Some members of the audience spoke against approval for various reasons, but it was the possible use of the pier for the America's Cup that figured in the Port Commission's decision not to approve the request.

BCNA

The October 25th meeting also had a Consent item accepting the update regarding amendment of the professional services contract with Environmental Sciences Associates for environmental review and permitting coordination services for the 34th America's Cup and Pier 27 James R. Herman Cruise Terminal and Northeast Wharf Plaza by increasing the amount of the contract from \$2,785,017 to a not-to-exceed amount of \$4,124,774.

BCNA

The item to approve the placing of a sculpture by Bruce Wolfe honoring the dynamic late labor leader Harry Bridges on Harry Bridges Plaza did win the Commissioners' approval.

Commissioner Doreen Woo Ho observed that the likeness is a "very attractive" statue.

Because of the fundraising necessary for installation and maintenance, the 12-foot statue's arrival on the Plaza is not anticipated until 2013.

BCNA

In September Port Commission also approved a 12-month extension of the temporary public art installation of the Black Rock Arts Foundation's "Raygun Gothic Rocketship" located between the Agriculture Building and Pier 14.

RESTAURANT ROUNDUP

The North Beach triumvirate of large, new restaurants is beginning to make their mark on our area. The new **Park Tavern** is getting rave reviews in local culinary publications and looks and feels like it has always belonged overlooking Washington Square Park. Try the amazing baby chicken. Over on the Union Street corner, the new iteration of **Original Joe's** has taken the old Fior d'Italia apart to the walls, installed a new entrance, and evidently is making it closely resemble their old well-loved place. It should open this month. As for the latest successor to Washington Square Bar and Grill, **Bottle Cap** hasn't gotten the warm reception of Park Tavern, but let's give it time and hope for its success. That hallowed location *has* to be a restaurant. **Park Tavern, 1652 Stockton St. (415) 989-7300. www.parktavernsf.com. Original Joe's, 601 Union St. (415) 775-4877. www.originaljoessf.com. Bottle Cap, 1707 Powell St. (415) 529-2237. www.bottlecapssf.com.**

* * *

Another interesting option for wine and food has moved into the shadow of the Transamerica Building. **The Hidden Vine** has reopened in a very new and very different environment next to Cafe Prague on a tiny alley between Washington and Clay. The Hidden Vine was previously located inside the Fitzgerald Hotel which now houses another wine establishment, The Barrel Room at 620 Post St. So much vino, so little time! **408 Merchant St. www.thehiddenvine.com.**

* * *

It's that time of year when the two major restaurant review organizations release their

annual surveys of the best restaurants in our fine City. Fortunately for us Barbary Coasters, a large selection of the most popular and well-reviewed restaurants in San Francisco are within walking distance of our BCNA boundaries. Let's start with the new **2012 Zagat Survey**. It's annual list of the 50 "Most Popular" restaurants in our Bay area includes these nearby establishments:

1. Gary Danko 2. Boulevard 4. Slanted Door 7. Kokkari 14. Perbacco 15. Yank Sing 16. Tadich Grill 18. Quince 25. Michael Mina 46. Barbacoco 48. Bix.

Granted, this list is based on reader's opinions... not the critics, but it is still representative of the many other lists that Zagat publishes, including "Best Food," "Best Décor," "Best Service," etc.

* * *

The other rating agency that just released their "Star" ratings is **Michelin**. Restaurants in or within a short walk of the BCNA that earned rankings are: **Two Stars:** Benu and Coi. **One Star:** Ame, Boulevard, Campton Place, Fleur de Lys, Gary Danko, Luce, Michael Mina, One Market, and Quince. We are indeed blessed to live in one of the culinary havens of the world.

* * *

Another restaurant scheduled to open later in November is **Per Diem**, a new bar-restaurant in the Chancery Building at 564 Market Street (between Montgomery and Sansome). Ownership says the new place

will be "like an Italian version of Perry's." Sounds like fun! **Entry at 51 Sutter. www.perdiemssf.com.**

* * *

With a fresh new entry look and a stylish remodel inside, Barbary Coast stalwart **Coi** has modified its dining options, eliminating its Lounge Menu in favor of the full prix-fixe line-up now served in both rooms. Fresh off their third straight two-star Michelin rating, it remains one of our area's most prestigious dining experiences. **373 Broadway (415) 393-9000. www.coirestaurant.com**

* * *

Yogurt and more yogurt. Joining the Embarcadero line-up of snack spots, **Yogorino** in EC4 has joined **Yogen Früz** in EC2 as well as **Freshii** (EC4) serving yogurt treats. Yogorino's version is probiotic, meaning it has selected strains of micro-organisms or milk enzymes that might be a healthy for you. The Yogorino chain has 200 stores in Italy and is now franchising worldwide.

* * *

Highly regarded two-star Michelin-rated **Saison**, which currently is at 2124 Folsom, is moving to the Barbary Coast on Pacific Avenue, according to local restaurant insiders. The new location will be a build-out of an existing building, not a current restaurant location. At the same time, we have apparently lost a worthy addition to the Coast's dining scene: the previously-reported relocation of **Aziza** to the former Cypress Club/Scott Howard/Zinnia location at 500 Jackson is off. The space now has a "For Lease" sign in the window.

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 2012. 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
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- Small Company Membership
(Fewer than 10 employees) \$50
- Large Company Membership
(10 or more employees) \$150

Additional Contribution \$ _____

Total Enclosed \$ _____

President's Perspective **By Bill Sauro**

I find there is an interesting parallel between the "Occupy SF" protestors camped out in Justin Herman Plaza, and the residents who live around and use the Golden Gate Tennis and Swim facility.



As I'm sure you are aware, protestors all over the country are "occupying" various parts of cities in an attempt to call attention to the growing disparity between the top 1% money-earners and the rest of us.... plus other issues that get articulated now and again, like bank bailouts, corporate compensation and obscenely-large bonuses.

The protestors are claiming that the government has conspired with corporate interests to allow the rich to get richer, while "too big to fail" actions have protected the companies from any real risk. And the rationale for all this: **Greed**, pure and simple. At the core is a broken and corrupt political system that values money above all else. We have to change the system itself to vastly reduce the power of money.

Now let's move to the other side of one of our few Barbary Coast open space areas, where almost 2,000 San Franciscans swim, play tennis, sunbathe, work out and enjoy the *only*

outdoor tennis and swim facility in our fine City. Through a quirk in zoning when the Embarcadero Freeway was removed, the owner of The Gateway apartments, Tim Foo and his partners, own this cherished recreation facility which is mis-zoned for 85-foot high housing.

Now why would Mr. Foo want to virtually eliminate the one recreational component his Gateway renters can enjoy? Seems like it would help rent apartments, right? No, that nasty word now comes into play again: **Greed**.

You see Mr. Foo stands to make more money than you could imagine by selling the land under the tennis and swim facility, and then getting a piece of the action on future super-luxury condo sales.

He'd probably defend his actions by saying that there will still be a tennis and swim facility in the new 8 Washington development, but who will be able to use it? My guess is that owners of the \$2.5 to \$10 million condos will have first and probably only dibs on the few tennis courts and pools in the new configuration.

But that's free enterprise, right? Greed is good, correct? Well, perhaps... but I have a feeling things might be changing in this country.

Just wait and see.



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ASSOCIATION

www.BarbaryNeighbors.org

WRITTEN BY JUNE A. OSTERBERG

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