



## What Could Be Next For the 8 Washington Site?



*CHICAGO-LIKE BIKE CENTER?--One suggested Public Trust use of Seawall Lot 351 would be a state-of-the-art Bicycle Emporium, like the one in Chicago's Millennium Park. An alternative plan for the Northeast Waterfront development includes ideas like this.*

### Port Moves Forward With Affordable Housing

By JUNE A. OSTERBERG

The Port's plan for a third affordable housing project on Lower Broadway, which has a dual purpose, is moving ahead.

The need for affordable housing in San Francisco is now considered critical. The Port's project also entails fulfilling an obligation it has in its ambitious Pier 70 undertaking.

Port staff began public outreach on its affordable housing concept in 2011.

**IT HAS PARTICULAR** significance for the BCNA because of the project's location on Seawall Lot 322-1 at Broadway, Front and Vallejo Streets.

The Barbary Coast Neighborhood Association was formed partly because of residents' opposition to an unpopular hotel project on nearby Seawall Lot 324 in 2007. The hotel plan was not approved, and the site was down-zoned

to 40 feet by the Board of Supervisors.

Broadway and Embarcadero is the traditional eastern gateway to North Beach and beyond.

**PORT STAFF** gave details of the housing development and the Port's linkup with the Mayor's Office of Housing (and Community Development) in a presentation to the Port Commission in October.

Staff described the connection as a "proposed collaboration" to pursue the feasibility of developing the project on the seawall lot.

The Port's concept has an intricate background.

**IN 2007** the Port acknowledged that its seawall lots, a sizable part of the Port's capital requirements, were subject to the Public Trust and excluded the development of housing.

Well, there's one thing we know: There will be no 136-foot tall structures on the site of the proposed 8 Washington development.

The land is zoned for a maximum of 84 feet, and the voters of San Francisco overwhelmingly voted down both an approval of the development and a spot-zoned height increase--and while doing so--sent the entire controversial project back to the drawing board, if not the dustbin.

By an almost two-to-one margin, voters across the city made a stand against inappropriate development that is changing the fabric of San Francisco. A low turnout probably helped the "No Wall on the Waterfront" campaign, but there is no question that the margin of rejection probably sent a chill down the spines of development-oriented Supervisors and Mayor Edwin Lee.

#### **BUT WHAT HAPPENS NEXT?**

There are a number of legal issues that must be addressed. Most of the experts involved believe that once the official election results are certified (no later than November 29), the Board of Supervisors must formally "undo" the height increase. This will involve the City Attorney's advice and counsel.

But beyond that, many questions arise:

- **Will the Developer just start over with a height-compliant version of his development?** When plans for 8 Washington were first unveiled by Simon Snellgrove's Pacific Waterfront Partners, all buildings proposed were less than 84 feet. But a revised project undoubtedly would have to come before the Board of Supervisors again, and after the voters demonstratively made their wishes on this project known, political pundits doubt "another 8 Washington" would get Supervisors' approval.
- **How long will the California State Teachers' Retirement System**



**SECOND CCDC BROADWAY HOUSING**—Construction is well underway on the second segment of Chinatown Community Development Center affordable housing. This rendering shows the new Broadway-Sansome Apartments. CCDC also owns and operates the Broadway Family Apartments across the street, completed in 2011.

## Port Moves Forward With Affordable Housing

(Continued from Page 1)

Then State Senator Carole Migden complied with the Port's request for assistance, and Senate Bill 815 terminated Trust restrictions on certain seawall lots.

**FAST FORWARD** to 2012, when the Port obtained the help of Assemblyman Tom Ammiano, resulting in Assembly Bill 2649 terminating Public Trust restrictions on SWL 322-1 as provided in SB 815.

There was a provision that the Port could lease it for affordable housing "at a below-market rent if the Port receives fair market value by other means."

Next in the picture is the City's Jobs-Housing Linkage Program. The JHLP "establishes fees on the development of most types of commercial development to offset the new demand for affordable housing produced by new employment."

**ACCORDING TO** the Port's explanatory folder, "Current fees range from \$14.70 per square foot for new research and development space to \$22.06 per square foot for new office space.

"The City's Inclusionary Affordable Housing Program allows a variety of ways to meet the Inclusionary Housing requirements, including building affordable units and paying fees."

Port staff stated that "with between 2,200,000 and 3,000,000 sq. ft. of

commercial development at Pier 70, the Port will have to contribute millions of dollars in affordable Jobs/Housing impact fees."

The Board of Supervisors helpfully adopted Ordinance No. 232-12 providing for the Port "to receive fair market value if it enters into below-market leases with the Housing Office for affordable housing on the Port's seawall lots identified as no longer useful for Trust purposes."

**THE ORDINANCE** also authorized the Port and the Housing Office to enter into a Memorandum of Understanding (MOU) "for the Port to receive Jobs/Housing credits equal to the difference in the value of a Port below-market lease to the Housing Office and the fair market value of the leased land."

The City Director of Real Estate is to obtain an appraisal to determine the fair market value of SWL 322-1.

**AT PRESENT** the site is being used as a parking lot generating \$47,000 per month in rental revenue to the Port.

Port staff further suggested public parking as a ground floor use in the housing project, stating that:

"The Port should consider paying for the incremental construction cost that podium parking would add to the

(Continued on Page 4)

## Bevy of Improvements At Newly Renovated Embarcadero Cinemas

By GERI KOEPPPEL

Devoted cinephiles can rejoice now that Landmark Embarcadero Cinemas in One Embarcadero re-opened after a four-month hiatus for renovations.

The Barbary Coast's local theater for art, foreign and independent films closed June 28 and re-opened Nov. 1 boasting a host of upgrades, including a new entrance with better signage, more padded bench seating areas throughout the lobby and a remodeled 35-foot-long concessions counter with fancier foodstuffs along with traditional popcorn, candy and snacks.

**AND, WHERE** the old entrance used to be, a chic earth-toned bar and lounge with comfy club chairs and swivel stools beckons. Patrons can take beer and wine into the theaters during films.

Also, two of the auditoriums were split into four smaller "screening rooms" with up to only 40 seats for a more intimate viewing experience. Those all have swanky electric lounge seats resembling La-Z-Boy recliners. The other, larger auditoriums (up to 150 seats) all have new, cushy, faux leather, comfortable stadium seating.

"We're way down in seating capacity, but it provides lots of extra leg room and comfort in general," said Steve Indig, senior regional publicist for Landmark Theaters.

The Embarcadero will be the first movie theater in San Francisco to feature a new assistive listening system for the hearing impaired that wirelessly sends pure sound to hearing aids with the 'telecoil,' eliminating background noise and the need for a headset.

**SEATS MUST BE** reserved, so when you buy tickets – whether online at home or at the electronic touch-screen kiosks in the lobby – you'll choose seats on a seating chart. You must use a credit card either way.

All of this comfort comes at a cost: Ticket prices went up to \$12.50 general admission/\$10.50 matinee, seniors and children (they used to be \$10.50 general admission/\$8.25 matinee, seniors and children).

The Embarcadero Cinemas opened on Bastille Day—July 14, 1995.

# What Could Be Next For the 8 Washington Site?

(Continued from Page 1)

**(CalSTRS) continue to be patient with this investment?** They are the “bank” for Pacific Waterfront

Partners and at some point they may need to reassess their position after losing a reported \$50 million so far.

- **How long can Pacific Waterfront Partners continue to hold an option to develop the Golden Gateway Tennis and Swim Club land?** The Club land is owned by Tim Foo’s Gateway Apartment partnership. He allegedly has recently expressed “consternation” regarding his involvement in this seemingly never-ending fight. “Don’t talk to me about 8 Washington,” he reportedly told a friend at dinner recently.
- **Can Friends of Golden Gateway (FOGG) and other neighborhood organizations finally convince the Planning Department that the “Vision Plan” for the Waterfront is a superior way to develop Port-owned Seawall Lots?** Created by Asian Neighborhood Design in February of 2011, the plan proposed hotel development on many of the public-trust Seawall lots, improvements to Washington Street, additions of open space and senior

services, and a state-of-the-art Bicycle Emporium along with retail on Seawall Lot 351, where 8 Washington had planned to build condos.

- **Can the land at 8 Washington be rezoned to a more reasonable height level?** All the land along the Embarcadero from Bay Street to Broadway is zoned for buildings no taller than 40 feet. The likely reason why Seawall Lot 351 and the Golden Gateway Tennis and Swim Club are zoned for 84 feet is because this land was adjacent to the Embarcadero Freeway. And the zoning never changed after the freeway was torn down. In addition, there is a very strange zoning aberration on the land where the four-story Golden Gateway Commons condo buildings are situated. That land is zoned for 275-foot-tall buildings—the same height allowance as the high-rise Gateway Apartment buildings. If the Golden Gateway Commons land were rezoned to its proper height (65 feet or less), there is no way that the 8 Washington site should be zoned at 84 feet. This would violate the City’s plan for “stepping down” building heights as they approach the waterfront. On the map below, it would make sense to rezone Blocks 0167, 0168 and 0171 at 65 feet and Block 0201 to 40 feet—making the Embarcadero zoning consistent North of the Ferry Building.

These and other issues are keeping foes of 8 Washington from resting on their laurels after the victory.

“Now we must move ahead in making sure our victory is not a short-lived one, said FOGG Chair Lee Radner. “We must provide a positive and convincing long range plan for the northeast waterfront that benefits the neighborhood...the City...and the visitors who love the openness of our waterfront.”

“Stay tuned for what is the continuing saga of saving the San

Francisco waterfront for everyone,” Radner added.

MEANWHILE, Jon Golinger who is

(Continued on Page 4)

**BCNA Record Exclusive**

**Richard and Barbara Stewart: The Real Motivation Behind Their Support of “No Wall”**

Every flyer, sign, TV commercial and email sent to fight the 8 Washington development typically ended with this phrase: *“Paid for by No Wall on the Northeast Waterfront...Top contributors include Richard and Barbara Stewart.”*

The mainstream press in the Bay Area has painted the Stewarts as rich, NIMBY neighbors who just want to protect the views from their Golden Gateway Commons condominium. In fact, some news stories have erroneously stated that they live in the Gateway Apartments.

The news reports were wrong on most all fronts, especially the motivation behind the Stewarts’ nearly \$400,000 investment in the “No Wall” cause.

“The simple story of why we did what we did is that we live in the neighborhood, have enough money not to be pushed around, and see this fight as, indeed, involving the most fundamental and universal principles of urban development,” said the Stewarts.

“The developer’s mistakes simply gave us opponents a dramatic opportunity to make our case,” they said.

“They also underestimated the passion, persistence and dedication of the huge number of “No Wall” volunteers from all over the City. And the San Francisco voters were smart enough to see the real truth,” they said.

The Stewarts have a consulting business, Stewart Economics, specializing in the insurance business.

Barbara Stewart is a demographer having been responsible for research and policy analysis for the New York City Department for the Aging and also working with the UN on the aging of populations in the developing world and Europe.

Richard Stewart is former New York Superintendent of Insurance, President of the National Association of Insurance Commissioners, General Counsel of Citibank and Chief Financial Officer of The Chubb Group.



**ZONING IRREGULARITIES**—As the Height and Bulk Map of the city shows, the sites of the four-story Golden Gateway Commons buildings on Davis between Broadway and Jackson are zoned for 275-foot tall buildings.

## Port Moves Forward With Affordable Housing

(Continued from Page 2)

overall project development cost."

In the proposed MOU the project is described as an apartment building located above a parking podium, and the podium level will include retail space besides parking.

**OTHER ITEMS** in the proposed MOU:

"The type of affordable housing units and the level of affordability are to be determined by the Housing Office and the developer with appropriate public input."

The developer will receive a 75-year lease with the Port.

A California Environmental Quality

Act (CEQA) review is required.

"The Housing Office will solicit and select the developer."

**THE PORT** will assist the Housing Office "in its negotiation with the developer regarding the garage and lease terms and in seeking stakeholders' support and State Lands Commission's approval."

Port staff said that the MOU anticipates completion of a solicitation process within one year "followed by a two-year exclusive negotiation period."

"The period will cover the design review, CEQA review, SLC and other regulatory reviews with opportunities for stakeholders' input."

### Housing Meeting Set

Be sure to attend the joint Barbary Coast Neighborhood Association and Telegraph Hill Dwellers meeting regarding the Port's Affordable Housing Proposal at Broadway & Front Streets on Seawall Lot 322-1.

The meeting will be held Wednesday, November 20, 2013 at 6:00 pm in the Pier 1 Community Meeting Room.

You can read the Port staff report about the proposal at the following link: <http://sfport.com/modules/showdocument.aspx?documentid=6879>.

## What's Next for 8 Washington Site

(Continued from Page 3)

campaign director of the "No Wall on the Waterfront" effort, also has been starting the ball rolling on getting consideration for alternate development concepts for the Seawall lots, especially Lot 351.

Golinger serves on the Northeast Waterfront Advisory Group (NEWAG) and has submitted a request for a hearing of the Asian Neighborhood Design's Vision Plan.

"Following the overwhelming voter rejection at yesterday's election of Proposition B, a measure that was drafted and backed by Pacific Waterfront Partners to put the entire 8 Washington luxury condo proposed by Pacific Waterfront Partners before the voters to evaluate and consider, it is clear that this project has come to an end," said Golinger in the letter.

"We are interested in moving forward immediately to generate constructive ideas and engage the community to find a better plan for the valuable public land at Washington Street and the Embarcadero that would truly open the waterfront to everyone," he wrote.

A post on Facebook also shows that Planning Commission President Rodney Fong likes the idea of resurrecting the AND's alternative plan for the Northeast Waterfront, and stopping piecemeal, developer-driven planning on the Port's Seawall lots.

## San Francisco Originals: Flicka McGurinn and Pier 23

By GERI KOEPEL

Flicka McGurinn doesn't think you should get dressed to go swimming. You should get undressed.

"We see people in wetsuits, and we just laugh," she said.

By "we," McGurinn, 68, means her fellow members in the Dolphin Club,



Flicka McGurinn

which she joined in her thirties. If you're not familiar, the Dolphin Club is made up of a hardy (some would say fool-hardy) group of swimmers who stroke across the bay wearing nothing but their swimsuits and

caps. She's a lifetime member now, and swims almost every day.

"I think I can count on both hands places that are this wonderful to swim in around the world," McGurinn said. "It's not easy to find."

The water-loving McGurinn, of North Beach, also appropriately owns **Pier 23 Café**, a no-pretensions bar and restaurant sandwiched between the Embarcadero and the Bay. She bought it in the mid-1980s and has established it as a mostly-locals hangout with live music, friendly bartenders and outstanding views from the back patio.

However, the vibe changed over the

summer as the America's Cup races and concert series on adjacent Piers 27 and 29 attracted at least 700,000 spectators from around the Bay Area, the nation and the world – many of whom gushed into the bar and spilled out to the public access areas on their way to America's Cup Village.

"We were slammed," McGurinn said. "It was great. We had to stop taking reservations on the busy days because we couldn't accommodate reservations because we had so many walk-ins." They even had to close before the concerts let out because it was "chaotic," she added.

Revenue was up at least 25 percent all summer, McGurinn said, but now she's welcoming back the locals and has no plans to make any changes.

"We feel it represents old San Francisco and it's an important aspect of our business to retain," she said. "There's not enough of these old places around and we feel really lucky to be here."

A San Francisco native, McGurinn spent a lot of time in her youth accompanying her father, who was in the real estate business, to the waterfront. "He'd come down here looking for properties," she said. "When I ended up getting this place, I felt I'd come full circle, and felt comfortable, as if I belonged. I love the waterfront; I love Fisherman's Wharf; I love the whole area."

McGurinn also owns **Sweetie's Art Bar** in North Beach.

# Water Emergency Transportation Agency Has Important Role

By **JUNE A. OSTERBERG**

The Northeast Waterfront has some agencies that are not well-known yet provide important daily services as well as in an emergency.

The case in point is the not long-established WETA--the Bay Area Water Emergency Transportation Authority headquartered at Pier 9. The WETA, a regional system, is all about transportation on the Bay and furnishes this without fanfare.

In Spring 2011 the Record chronicled WETA's long-range project which focused on constructing new ferry gates at the Ferry Building, the demolition of Piers 1/2 and Pier 2 (which has occurred) and filling in the lagoon to prepare for the staging of evacuees following a catastrophic event.

**RECENTLY THE** WETA presented to the Port Commission its plan for "near-term projects with identified funding sources"--updating its expansion of the Downtown Ferry Terminal and new terminals at Treasure Island, Berkeley and Richmond.

Besides serving the Ferry Building, the WETA serves Pier 41 and offers excursion service to Giants games at AT&T Park. Its contract operator is the familiar Blue and Gold Ferry.

WETA currently operates services on four routes. Terminals are at South San Francisco, Alameda, Alameda Har-

bor Bay, Oakland and Vallejo.

WETA also operates weekend service to San Francisco from Vallejo and Oakland/Alameda and weekend seasonal service to Angel Island.

**BEFORE** San Francisco became a city of bridges, its Ferry Building lived up to its name. Life on world-famous San Francisco Bay never was like life in land-locked places.

A colorful history preceded the State Legislature's founding of the Water Transit Authority in 1999. It was charged with creating "a long-term plan for new and expanded water transit services on the Bay."

The young Authority's Implementation and Operations Plan was approved in 2003. SB 976 in 2008 replaced the WTA with WETA and gave it the responsibility of consolidating ferry services, planning new routes and coordinating ferry transportation response to emergencies and disasters.

**EARLY PLANNING** also envisioned up to 16 ferry routes traversing the Bay in the future.

Longer-term projects not funded yet include terminals in Hercules, Martinez, Antioch and Redwood City.

Planning is also under way for service nearer to the BCNA community--terminals at Piers 30/32 and 16th Street/Mission Bay, and in Alameda, Seaplane Lagoon.

WETA owns 12 vessels ranging in capacity from 149 to 395 passengers. In the presentation it was stated that there is funding for two vessels to be replaced with higher capacity. They will be added "as expansion projects come on line."

**THERE ALSO IS** design work under way for a Central Bay Maintenance Facility in Alameda which will serve the Central Bay fleet and replace the Pier 41 and Pier 9 maintenance facilities.

Hastened by greatly increased ridership during the recent BART strike, the WETA is working toward two new gates in the South Basin and decking over the "lagoon" area between the Ferry Building and the Agriculture Building for future queuing areas and staging zones for emergency operations.

## BCNA Holiday Social With A "Kiwi Twist"

This year's BCNA Holiday Sunday Social is being held at the Waiheke Island Yacht Club, Pier 29, 1256 The Embarcadero.

The event will take place on November 24th, 3 to 5 PM.

Happy hour drinks and "Down Under" hors d'oeuvres will be offered.

No RSVP's required. We look forward to seeing you there!

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 2014. I have enclosed my check made payable to the BCNA corresponding to my membership type.*

Name \_\_\_\_\_

Address \_\_\_\_\_

San Francisco, CA Zipcode \_\_\_\_\_

Phone \_\_\_\_\_ + \_\_\_\_\_

Email Address \_\_\_\_\_

@ \_\_\_\_\_

**Please Mail To:**  
**BCNA**  
**640 Davis Street #28**  
**San Francisco, CA 94111**



(Please Clip and Mail)

### Type of Membership:

- Individual Membership ..... \$25
- Family Membership ..... \$35
- Small Company Membership  
(Fewer than 10 employees) ..... \$50
- Large Company Membership  
(10 or more employees) ..... \$150

**Additional Contribution** ..... \$ \_\_\_\_\_

**Total Enclosed** ..... \$ \_\_\_\_\_

June  
Osterberg's *On The Waterfront*

It seems ages ago that the City's and Port's questionable agreement brought America's Cup 34 to our waterfront to occupy the new **James R. Herman Cruise Terminal** at Pier 27. The building contractor had just finished the first phase of the Port's major project when the transfer took place.

Most of 2013 is past, the races have occurred, and on November 1st the Cruise Terminal was returned to the Port after its use as AC34's headquarters.

Harried residents conceded that Cup people did a creditable job of removing all the trappings of a world-class sporting event on San Francisco Bay.

Despite expectations of a major shortfall in fund-raising to stage the event, observers are advised there will be a Mayor's Office review of another gratifying Administration exploit before long.

*BCNA*

The Port's long-desired cruise terminal project is now in Phase 2. Building contractor Turner Construction Company is at work building out the remaining elements of a state-of-the-art cruise terminal. There is still much to be done.

**Northeast Wharf Plaza**, the 2.5-acre open space at the western end of Pier 27, is involved in the redevelopment. It is destined to serve as a waterfront park for "passive enjoyment and expansive public Bay views," according to Renée Dunn Martin, the Port's excellent Manager of Public Relations. Included in the makeover program is preservation of the historic Pier 29 Beltline Office building.

The Plaza will provide a gathering area for passengers and the general public to view cruise ships when in port--"although physical access to ships would be restricted in accordance with Federal Homeland Security regulations requiring security fencing along the Pier 27 apron when ships are in berth," Mrs. Martin said.

When the ships' berths are not occupied, the "shared uses" for about 60,000 sq.ft. will be available for special events, conferences, and other public or private gatherings.

The Port anticipates completion of the long-awaited new cruise terminal in the fall of 2014.

*BCNA*

Our *BCNA Record* publication date prevents our reporting the November 12th Port Commission agenda item for those especially interested in the **Warriors' proposed new arena project** for the San Francisco waterfront. It is "Revised Project 3.0 Design of the Golden State Warriors Arena and Multi-purpose Venue Project at Piers 30-32." Be sure the daily news covers

what is in the new version-"multi-purpose venue" as well as the much-reported arena.

*BCNA*

You can put this on your calendar if you've been wondering about the **Giants' vast Mission Rock development project** for Seawall Lot 337 and Port 48. Allot can be deduced from the details of a "mixed-use" project. This update of the project is scheduled for the December 12th special meeting at the Port Commission. The site is adjacent to the Giants' ballpark. The other boundaries are China Basin Channel, Third Street and Mission Rock Street.

*BCNA*

Further future happenings on the waterfront--another item on the agenda for the Dec. 12 meeting: "Authorization to enter into exclusive negotiation with the qualified Pier 38 developer." This refers to the **Pier 38 Rehabilitation project**. Voters made a resounding statement in the November 5th election, but some persistent developers are still on the scene. A Simon Snellgrove partnership was one of two respondents to the Pier 38 opportunity.

*BCNA*

Tideline Marine Group, Inc. is one of two viable **water taxi companies** now operating at three locations on the waterfront, definitely filling a need.

The water taxi landing sites are Pier 1-1/2, Hyde Street Harbor and South Beach Harbor.

After some short-lived attempts, in mid-2012 Port staff issued a Request for Qualifications for parties to operate a water taxi service at the Port.. The two mentioned firms responded, and both are now providing service.

Tideline Marine runs an on-call/on-demand water taxi service between the Port and the greater Bay Area. SF Water Taxi operates a hop-on/hop-off water taxi service, as reported in the Summer 2013 Record.

*BCNA*

**Addendum to the Page 1 Affordable Housing story:** January 14 Port Commission calendar-- "Approval of MOU between the Mayor's Office of Housing and the Port regarding the terms and conditions under which the Port will allow MOH to solicit a developer to enter into a lease with the Port for the development of Seawall Lot 322-1 with an affordable housing development."

Bill  
Sauro's **RESTAURANT ROUNDUP**

It took more than nine months for April Bloomfield and Ken Friedman to resurrect and reimagine the historic **Tosca Café**. The duo, with serious New York restaurant credentials (**Spotted Pig**, **The Breslin**, and **John Dory**), installed a real kitchen, and refurbished the classic interior to its original patina. The food is an Italian version of approachable pub grub with NoCal flourishes. Of course the bar has also been brought into the 21<sup>st</sup> century with plenty of creative cocktails. In addition, the wine list is a serious tome of superb Italian vintages. But the classics that made Tosca such a destination for the famous and not-so-famous are still available. Two more fun facts: The script used at the top of the menus was taken from old Tosca sheet music found in the bar's archives, and the drawing on the wine list is an old advertisement for the restaurant—The little girl is saying, "Mama, you've had enough wine." I would respond, "I'll be the judge of that!" No reservations are accepted, so enjoy the surroundings as you wait for a table. 242 Columbus Ave. (415) 986-9651. <http://toscacafesf.com/>

\* \* \*

Come late spring next year, that enormous space at 101 California Street that last housed **Atrium**, will become another chip in the poker game of restaurants owned by Michael Mina. In partnership with the owner of Rohnert Park's **Hana**—Ken Tominaga—the place will be known as **Pabu**, offering modern izakaya and sushi bar fare. If that concept sounds a bit familiar, it's because it's pretty much the same food as offered at nearby Roka Akor on Jackson. But with Mina's stamp, it will probably be quite innovative. The space is so large (more than 10,000 square feet) that it will also allow the creation of an adjacent ramen restaurant and retail outlet named **Ramen Market**. Actually this will be the second **Pabu**... the first opened inside the Four Seasons Hotel in Baltimore last year. The full remodel of the space at 101 California is well under way and will likely be one of the most anticipated new restaurant

openings of 2014. 101 California St., between Front and Davis. Phone and website to come.

\* \* \*

And if that's not enough sushi choices for you, the brick-lined space at 584 Washington Street, will later this year morph from a Turkish restaurant—**Machka**—into a sushi spot to be known as **Kusakabe**. Foodies are particularly excited because the restaurant will be led by Sausalito's Sushi Ran's chef, Mitsunori "Nori" Kusakabe who will be leaving Sushi Ran in December, after a ten-year stint. The Sausalito hot-spot is arguably the best and most popular sushi restaurant in the Bay Area. 584 Washington St. (415) 391-8228. Website to come.

\* \* \*

They will now serve "cry-babies" and take American Express, and those are just two of the long list of changes at the new **Fog City**. (No more "Diner.") Founders Bill Higgins and Bill Upson worked with Architect Michael Guthrie to revamp and renovate the former San Francisco institution. They've added more windows, warm leather on the booths and wood accents on the ceiling. Then Upson and Higgins brought in chef-owner Bruce Hill (Bix, Zero Zero, and Picco) to oversee the new menu and kitchen. The wood oven and seven-foot-long grill figure prominently in the menu offerings. They have an impressive offering of vegetable side dishes, and the "whole animal" approach is given a nod with Beef Tongue and Pork Cheek entrees on the menu, which are superb. And the new version seems to be a hit: Reservation times between 5:30 and 9:30 are hard to get. 1300 Battery St. (415) 982-2000. <http://fogcitysf.com/>

\* \* \*

Barbary Coast favorite **Quince** will be 10 years old come December. Not all 10 years have been at the Pacific

Street location (they had a long stint on Octavia and Bush), but nonetheless they will be celebrating in Jackson Square in grand style. They already have received a second Michelin star, and owners Michael and Lindsay Tusk are creating a 10-night dinner party featuring some of the country's best chefs. Amazing cooks will be traveling from every corner of the country for the dinners, including L.A.'s Nancy Silverton (Osteria Mozza), Josiah Citrin (Melisse), and Michael Cimarusti (Providence); NYC's Jonathan Benno (Lincoln), Jonathan Waxman (Barbuto), Marco Canora (Hearth), and Michael Anthony and Danny Meyer (Gramercy Tavern); Birmingham's Frank Stitt (Highlands Bar and Grill), and Charleston's Sean Brock (Husk). Another possible addition: Alice Waters, who may head up the proceedings for the final dinner. December 3-10. Special dinner website:

<http://quincerestaurant.com/events>. 470 Pacific Ave. (415) 775-8500.

\* \* \*

Is it really possible? Could **Julius' Castle** on Telegraph hill really be reopening? That's what's being reported in several foodie websites. The new owner of the iconic structure is Paul Scott, a resident of Telegraph Hill, who wants to restore the place to its former glory. Julius' Castle is still remembered by many long-time San Franciscans, especially for its fabulous bar. The 90-year-old beloved tourist attraction—San Francisco's first and one of its only eateries to be designated a city landmark—has been closed since 2008. Italian-born architect Louis Mastropasqua built Julius' Castle in 1923 for Julius Roz, a local restaurateur and fellow Italian who immigrated to San Francisco in 1902. Mastropasqua combined fairytale elements—pointed-arch windows, and medieval-style battlements on the exterior's upper balconies—with Gothic Revival and Arts & Crafts influences. 1541 Montgomery St. Phone and website to come.

# A Message From The Board

While reviewing the last 11 months, I was surprised at the number and variety of activities involving the BCNA. Those activities ranged from sponsoring social events to representing the neighborhood on important issues. As we approach the year's end, it seems appropriate to review our major activities during 2013.

First, Board members assumed key roles on several major projects. Besides opposing the 8 Washington project, we championed the new children's playground in Sue Bierman Park, which opened in July. It has been a great success with many families taking advantage of it. We also participated in negotiations with the America's Cup Event Authority and Live Nation over rules for the concerts at Piers 27-29. That effort resulted in defined curfew hours, noise mitigation, and a pledge by Live Nation not to initiate a similar concert series at the same venue for 10 years.

Second, another important role involves tracking and informing residents about significant issues affecting them. For that reason Board members participate on public advisory groups such as the

Community Police Advisory Board and the Northeast Waterfront Advisory Group. We also put a great deal of time and energy into publishing this newsletter, one of our most visible assets. In addition, we co-sponsored two community meetings to brief people and get feedback: one on the America's Cup concerts, and another (upcoming) on affordable housing plans at Broadway and Front streets. And we had a presentation on congestion pricing by the San Francisco County Transportation Authority.

This is not to say we are all work and no play. Four "Sunday Social" events were held to introduce Barbary Coasters to new restaurants/lounges in our area and give people a chance to meet and mingle.

Please note our website was recently upgraded ([www.barbaryneighbors.org](http://www.barbaryneighbors.org)) and I urge you to check it out. Our efforts to engage with the neighborhood will continue, including outreach via social media sites such as Nextdoor.com. As a reminder, if you like what we are doing, it is time to renew your membership and, of course, new members are always welcome – just see our website.

-- Bob Harrer



A PUBLICATION OF  
THE BARBARY COAST NEIGHBORHOOD  
ASSOCIATION

[www.BarbaryNeighbors.org](http://www.BarbaryNeighbors.org)

MANAGING EDITOR — BILL SAURO  
CHIEF REPORTER — JUNE A. OSTERBERG

NEWSLETTER WEBSITE:  
[www.BarbaryNeighbors.org/News](http://www.BarbaryNeighbors.org/News)

## BOARD OF DIRECTORS

### OFFICERS

PRESIDENT  
BOB HARRER

1ST VICE PRESIDENT  
DIANA TAYLOR

2ND VICE PRESIDENT  
JIM CUNNINGHAM

TREASURER  
CAROL HOLLAND PARLETTE

SECRETARY  
BILL BENKAVITCH

### BOARD MEMBERS

DAVID ALBERT  
MORTON BEEBE  
KATHY JAMES  
GERI KOEPPPEL  
RANEE LAN  
MARY LOU LICWINKO



THE BARBARY COAST  
NEIGHBORHOOD  
ASSOCIATION

640 DAVIS ST / # 28  
SAN FRANCISCO, CA 94111