



Bonus From America's Cup: A New Cruise Terminal



CRUISE TERMINAL/CUP VENUE—Although the Pier 27 site will initially be a major part of the America's Cup venue, in 2014 when the site is returned to the Port of SF, the Cruise Terminal building will be completed and look like this.

BY JUNE A. OSTERBERG

While the conversations and controversy continue unabated regarding the 34th America's Cup being staged in San Francisco next year and in 2013, the upshot for our waterfront is that the long-postponed new Cruise Terminal has been propelled forward at last.

The Port's ambitious project did not suddenly obtain full funding, but the terms of the Host City and Venue Agreement linked the prestigious racing boat event to the Port-sponsored terminal plan in such a way that construction of the modern building at Pier 27 is assured.

FOR THE PORT and its Commission and Staff it has been Full Speed Ahead since the America's Cup Agreement became effective January 4.

Time is short, stakes are high, and Staff led by Executive Director Monique Moyer met their first test handily. The Board of Supervisors okayed the Port's Fiscal Feasibility study May 10.

Chapter 29 of the City's Administrative Code requires proof of a City proposed project's ability to pay for itself. The Board must certify this before the all-important environmental review begins at the City Planning Department.

THE PROJECT'S cost triggers the project. The fiscal feasibility ordinance applies to projects for which (1) the cost exceeds \$25 million, and (2) the project sponsor reasonably estimates that, at the time of filing an application for CEQA review, a portion of the predevelopment, planning or construction costs in excess of \$1 million will be paid from public monies.

In submitting its Fiscal Responsibility and Feasibility Report to the Board the Port estimated the total project cost at "approximately" \$90,308,846.

The Port is building the two-story James R. Herman Cruise Terminal and

Port Works Toward Creating Maritime Preservation

BY JUNE A. OSTERBERG

A Maritime Industry Preservation Policy for the Port of San Francisco? Yes, it is in the works.

Port Commission meetings are not famous for surprises. However, Commissioner Francis X. Crowley enlivened the January meeting by asking the Port's staff to create such a policy for the Port's consideration.

Commissioner Crowley's initiative was not on the printed agenda, and at the time he was the most recent Commission member. Still, the idea appeared to get a warm reception.

THE PORT'S Maritime staff quickly undertook the project of putting together a new Port policy. Deputy Director of Maritime Peter Dailey presented the draft to the now four-member Port Commission at its April 12 meeting.

Commissioner Crowley, who prefers "FX" as his name, reacted to the result of his request with delight.

The draft policy was to be presented to the Port's Maritime Commerce Advisory Committee May

19 and to other Port community advisory committees soon after.

DAILEY SAID that the Port staff would return to the Port Commission for consideration and adoption of the Maritime Industry Preservation Policy later this summer.

The April draft begins with a listing of Port assets: 39 pile-supported pier structures, 80 substructures including marginal wharves that connect these piers, 15 deepwater berths, 245 commercial and industrial buildings, 9 seawall lots, over three miles of streets and other assets such as drydocks, cargo cranes and railroad tracks.

The draft recalls the 1997 Waterfront Land Use Plan, which "sets forth goals and policies to guide improvements that balance new development, public open space and maritime industry needs."

IT STATES that the proposed Policy's "intent is to provide formal, more specific policy direction for prioritizing maritime activities and assets, and measures to foster financial

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Northeast Wharf Plaza Project in two phases.

In Phase 1 the America's Cup Authority is responsible for clearing the Pier 27 site, which includes demolishing the Pier's familiar shed and other buildings.

ONLY THE historic Beltline Office building will be preserved and integrated within the Plaza.

The Authority also will pay for temporary removal of the shoreside power installation for the duration of the race event.

The Port will pay for the "core and shell" building to be used in the temporary America's Cup Village. Interior improvements will be completed for the 88,000 square foot terminal as well as the installation of maritime equipment.

PHASE 2 begins in early 2014 when the Pier 27 site is returned to the Port and the Terminal building is built out from the core and shell.

Under Phase 2 the 2.5 acre Northeast Wharf Plaza will be completed on open space to be located along the west end of Pier 27, along the Embarcadero.

Creation of the 3-acre Ground Transportation Area--also is in Phase 2.

THE PORT has stated that the Northeast Wharf Plaza is the last major park envisioned in the Special Area Plan of the BCDC (Bay Conservation and Development Commission).

"Project funding is expected to be provided through a combination of sources, including the Port revenue bond proceeds and capital budget allocations, plus a variety of other sources, such as an approved FEMA security grant, proceeds of an anticipated 2012 General Obligation bond measure and a future passenger facility charge," according to the April 21 Study.

CONTINUING, "The revised...design allows for Phase 1 funding but defers a budget gap of \$11.9 million to Phase 2. Port staff will work to secure the proposed additional funding sources for Phase 2 between now and 2013..."

"Port staff is optimistic that securing the \$11.9 million funding gap to Phase 2 of the project is achievable."

As for the Northeast Wharf Plaza, the City's Capital Planning Committee recommended that the second bond measure for waterfront park improvements move from a 2014 election schedule to November 2012.

BCNA Annual Meeting Set; David Chiu To Be Guest

The fifth Annual Meeting of the Barbary Coast Neighborhood Association will be held June 26, 2011 from 4 to 6 pm at 5A5 Steak Lounge, 244 Jackson Street.



Supervisor and
Mayoral Candidate
David Chiu

A new Board of Directors will be elected and the accomplishments and issues facing the Association will be discussed.

Dues-paying members in good standing may attend the Annual Meeting and vote in the elections.

"If you haven't renewed your membership for 2011 in the Barbary Coast Neighborhood Association, this would be a great time to do it," said BCNA President Bill Sauro

"We are grateful to 5A5 Steak Lounge for hosting our meeting," said Sauro. "They will be providing free appetizers and beverages, including wine for all in attendance."

In addition to Annual Meetings and bi-monthly Board of Director's Meetings, the BCNA holds six social events per year, in venues in the area.

Hearing Date Is Set For Coalition Lawsuit On 8 Washington Project Environmental Issues

Attorneys for the group suing the City of San Francisco over the Planning Department's alleged skirting of California environmental laws have submitted their Opening Brief for an upcoming July 13th hearing date.

The brief, submitted by Coalition attorney Susan Brandt-Hawley, requests that Superior Court Judge Ernest H. Goldsmith issue a Writ of Mandamus to set aside the "unlawful resolutions of the Planning and Port Commissions."

"AN UNPRECEDENTED citywide coalition of twelve public-interest groups (including the BCNA and the GGTA) seeks the Court's peremptory writ," the briefing states.

The case stems around the San Francisco Planning Department's approval of a study that delineated specific height allowances for a project at 8 Washington Street, apparently violating the California Environmental Quality Act (CEQA).

The "Northeast Embarcadero Study" was an effort by the Planning Department to create a plan for future development of the Barbary Coast Waterfront. It was requested by our District 3 Supervisor David Chiu.

BUT THE STUDY was broadly condemned, especially since it singled out the 8 Washington Project, going so far as to approve many specifications that were deemed desirable by the Port. None of the other developable parcels in the study were given such consideration.

The brief also asks that court to order the Port Commission to rescind its approval of the term sheet for the 8 Washington project, and refrain from further implementation of the Study.

The Coalition has released an Alternative Plan for the Northeast Embarcadero that offers a more community-based blueprint for waterfront development.

**JOIN OR RENEW
YOUR MEMBERSHIP
IN THE BCNA!**

**You still have time before
our Annual Meeting and
Party set for June 26**

**See Page 7 for
Membership Form**

Ferry Plaza Terminal Expansion Planned

BY JUNE A. OSTERBERG

The Water Emergency Transportation Authority (WETA) has undertaken the Ferry Terminal Expansion Project to support and expand ferry service on San Francisco Bay.

It is not just a Spring spruce-up job. The WETA's plan involves the demolition of the long red-tagged Pier 1/2 and improvements to the Ferry Terminal.

THE WETA, a regional agency headquartered at Pier 9, and the Federal Transit Administration (FTA) are preparing a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) which starts with the demolition and removal of Pier 1/2 and Pier 2.

The study area encompasses Port of San Francisco property between Pier 1 on the north and Pier 14 on the south, and includes the landmark Ferry Building, ferry gates and the Ferry Plaza.

The proposed project also calls for:

- Construction of Gate A in the north basin and Gates F and G in the south basin;
- Installation of board area amenities such as weather-protected areas for queuing, ticket machines and fare collection equipment, improved lighting, and ferry boarding and



CROSSING WOES—It can be a real challenge for pedestrians to get across the Embarcadero, especially for seniors. The SFMTA is working to improve that.

arrival/departure information areas;

- Widening of ferry access pathways along existing pedestrian promenades, and separation of ferry patron queuing from other pedestrian and vehicle movements where possible;
- Improved wayfinding signage in the vicinity of the Ferry Building, that will indicate ferry boarding areas and transit connections; and
- Filling in the lagoon to prepare for and accommodate staging and circulation of evacuees following a catastrophic event.

The next step for the project is to be presented to the WETA Board and then to the Port Commission.

Embarcadero Traffic Changes Underway

The City of San Francisco has begun a study of the traffic and pedestrian signals along the Embarcadero, something the Barbary Coast Neighborhood Association has long advocated.

The San Francisco Municipal Transportation Agency is responsible for pedestrian safety and the timing of the lights that allow walkers to get across the Embarcadero safely.

“WE’RE GOING to be looking at the weighting of the light time-limits, possibly giving pedestrians more time at intersections to cross,” said Manito Velasco, Engineer at SFMTA.

In addition, the agency has officially lowered the speed limit along all of the Embarcadero and King Street from 35 to 30 miles per hour. The signs will be changed at the end of May.

THE OFFICIAL goals of the signal timing project are:

- (1) To improve upon the current pedestrian crossing times at intersections.
- (2) To take advantage of new traffic signal equipment and program the equipment with transit signal priority for the F-Market streetcar line, particularly at the Embarcadero intersections north of the Ferry Building.
- (3) To improve traffic progression on the Embarcadero and King Street to minimize congestion, especially near the Ferry Building.



EXPLORATORIUM PROGRESS—Construction at the Exploratorium's new home on the Embarcadero is moving forward. The existing non-historic connector building on the east end of Piers 15 and 17 was demolished, revealing for the first time in 55 years a view out to the Bay. Recently, large 72" piles were driven 160 feet into the sea floor. In early March, the steel casings were filled with concrete.

Congestion Fees In Downtown San Francisco?

BY BOB HARRER

BCNA BOARD MEMBER

Summary: San Francisco is continuing the feasibility study of establishing congestion fees for the northeast cordon of the City. BCNA members should consider educating themselves on the issue and monitoring future activities.

Background: The Board of Supervisors has authorized further study of charging tolls in the greater downtown area. The San Francisco County Transportation Authority (SFCTA) will study two scenarios. One would charge for every time a vehicle passes in or out of the area during commute hours, with a cap of \$6/day.

The second would charge just for vehicles leaving the area during evening commute hours. A third scenario charging tolls for drivers entering the city from San Mateo County was dropped. The tolls would raise \$60-80 million to be used for transportation improvements.

Next Steps: The SFCTA will apply for federal funding to support the next phase of work (\$1-2 million). An EIS would then be prepared. State legislation will also need to be enacted to designate or create a toll authority to administer the program. A 6-12 month pilot program would take place in 2015 or later (assuming ultimate approval of the program).

Issues: Several issues have been highlighted in the hearings and press, including the following:

- Impact on businesses inside the toll area – downtown merchants are concerned the tolls will drive away business.
- Dialogue with community and surrounding areas – Despite claims that there has been significant outreach to the public, San Mateo County claimed to have been surprised by the study.
- Proposition 26 – The right to charge a toll may well need a 2/3 vote of the legislature. Legal reviews of the

issue are underway.

- Cost – At 6\$/day, the toll could cost up to \$1500/year per person (or presumably \$3000/year for a two-car family). Residents inside the cordon would get a 50% discount.

Support and Opposition: The following groups voiced support for the congestion fee project: Bay Area Air Quality Management District, Environmental Protection Agency Region IX, Environmental Defense Fund, Sierra Club, transit and bicycle

advocates, Rincon Hill Neighborhood Association.

Besides San Mateo County, other groups voicing opposition include the San Francisco Parking Association, the Union Square Business Improvement District, and the SF Chronicle (Editorial)

Recommendation: The BCNA plans to have a presentation to the Board by the SFCTA. We should also explore how BCNA can maintain a dialogue with the MTA as this project evolves.



PROPOSED WATERFRONT PLAYGROUND—This rendering shows how a playground just south of the new Bocce Ball Courts in Justin Herman Plaza might look..

BCNA Is Backing Fundraising Effort to Build Badly-Needed Playground Near Ferry Building

With thousands of new families moving into the large high-rise dwelling structures just adjacent to our Barbary Coast neighborhood, the need for a children's playground in the area has become quite evident.

"THERE ARE no children's playgrounds within a mile of this area, yet this neighborhood is home to over 1,000 children who need a safe place to play," said Adhamina Rodriguez, local mom and managing member of the Friends of the Waterfront Playground LLC.

"The San Francisco Recreation and Parks Department strongly agrees with our need and has dedicated the concrete pad south of Justin Herman Plaza for our playground—around 4,800 square feet," she said.

However, Rec and Parks does not have the funds to build it.

"THEREFORE, we are actively trying to raise the \$300,000 required so we can give this playground to the City of San Francisco as a "gift in place," Rodriguez added.

Initial fundraising has begun, and in June, the SF Rec and Parks Commission will consider Friends of the Waterfront Playground's Donor Recognition Plan.

"Once that is approved, we will be making a major push to the corporations around the playground who have day-care facilities," said Rodriguez.

IN ADDITION, hand-painted tiles will honor those who make gifts of \$5000 and \$1000 toward the Playground.

For more donation details, please see www.waterfrontplayground.org.

Port Works Toward Creating Maritime Preservation Policy

(Continued from Page 1)

and other strategies to support current and long-term protection of valuable and limited deepwater berths, waterborne connections and maritime facilities."

(1) Encourage development and/or rehabilitation of Port assets that enhance current water-dependent commercial uses or designated Port Priority Areas.

(2) Protect the Port's remaining natural deepwater berths for active maritime uses by requiring that such berths be utilized by vessels which leave the berth no less than once per week and by prohibiting use of such berths for use by static maritime museums, offices on vessels, lay-berthing of historic vessels, etc.

(3) Promote Port development and historic rehabilitation projects that incorporate physical improvements to maritime deepwater berthing facilities, including associated needed repair or equipment requirements, and/or incorporate new or improved facilities to support maritime industry activities.

(4) Discourage the location of non-water dependent municipal or commercial uses/facilities, other than parks, on sites with waterfront access.

(5) Maintain adequate water depth of current deepwater berths to accommodate current and future Port maritime activities by prioritizing funding of minimum levels of dredging in the Port's capital plan.

(6) When promoting marine recreation uses of the Port, minimize conflicts of current and future developments between ocean going vessels and said recreational uses.

(7) Prioritize water dependent uses and not allow limits to standard operating periods for the purpose of accommodating adjacent non-maritime uses, public access or view corridors except as otherwise identified in the Port's Waterfront Land Use Plan.

"In support of the objectives of the Maritime Industry Preservation Policy, Port staff contemplates the creation of a Maritime Industry Preservation Fund.

"The purpose of the...Fund is to create a new revenue source dedicated to repair, maintenance or improvement of berths and facilities to meet the Port's numerous maritime needs and obligations for

generations to come.

"Before finalizing this...Policy, staff will work further with stakeholders to define funding options for this purpose. Such options include a development contribution for new development rehabilitation projects.

"The amount for such contribution would be offset for projects which

preserve, renew and/or create new maritime assets in the Port's portfolio...

"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."

Notes From The

GOLDEN GATEWAY TENANTS ASSOCIATION

Kid Camp Contribution - GGTA has contributed funds to the scholarship program for the Kids Camp at the Golden Gateway Tennis & Swim Club. This donation will help fund underprivileged local youngsters for a full summer's activity at the Club. If the 8 Washington project moves forward, we expect it will shut down the Kids Camp for at least two seasons, and permanently reduce recreational opportunities in our neighborhood.

Management Issues - Representatives of GGTA have been meeting monthly with Gateway management. Recent topics of discussion have included resloping the driveway between Davis Court and Jackson Street, and very extensive overhauling of all Gateway elevators scheduled to begin in Vista West on June 1. If you have any concerns you would like to raise with Gateway management, feel free to contact Bill Hannan at whann@att.net or Martie Young at amyoun1306@comcast.net.

The New Davis Courtyard - Overall the new courtyard has drawn very favorable reactions as far as we can tell, although there are some who have expressed reservations about the brightness of the lights at night. But now that the newly planted ginkgo trees have come into leaf the courtyard has a sprightly feel and a touch of Europe appears in our imagination. To add to the promise of a more lively outdoor space in our new plaza is news that **L'Olivier Restaurant** is hoping to get approval for an outside cafe with tables along the northwest side of the courtyard (for those of you who are directionally challenged, that means the stretch of walkway around the corner from Safeway across the courtyard from Starbucks and extending to L'Olivier's.) Here is something to look forward to when the weather warms up, which natives assure us will happen eventually. There are some finishing actions still to come to the courtyard, especially at the south end (the Washington Street side) and we are told that new signage is in the works to help slow traffic and also to help to organize parking, something that currently seems to be a mystery to all. When everything is finished, and we all pray that comes soon, Management plans for some kind of **celebratory event** where perhaps we can meet the sculptor, have the fountain activated, and see what the effect will be of the fog-like mist promised for the center of the piece. It's an intriguing work of art and we are looking forward to its operation and for the chance to be out together in the new courtyard with our neighbors.

Social Activities—Join us for 4th Friday Game Nights at Rubio's in Embarcadero 4. After a successful first attempt in March with Gateway neighbors playing bridge and Scrabble, we have added charades to the mix.

June
Osterberg's

On The Waterfront

One of the more controversial aspects of San Francisco's hosting of the 34th America's Cup in 2011 and 2012 is that so much of Port property is involved in the City's commitment and preoccupation with staging the event.

Real estate negotiations are under way in ongoing Executive Sessions at the Port Commission regarding:

Piers 19, 23, 26 (odd numbers are north of the Ferry Building and even numbers south), 27, 28, 29, 29-1/2, 30-32, 80, Piers 14-22-1/2, 32-36 and 54 water areas and Seawall Lot 330.

The BCNA Record will report results when they are made public.

BCNA

The Port Commission may be up to full strength before long.

After a prolonged period of three members doing the work of five, on May 17th the Board of Supervisors confirmed Mayor Edwin M. Lee's nomination of Doreen Woo Ho.

Ho is former president and CEO of United Commercial Bank and currently is a business consultant specializing in banking and investment.

Mayor Lee said, among other things, "The San Francisco Port plays an important role in our City's economic health. Now, more than ever, our policy decisions must be made using sound business practices."

Leslie Katz took her seat at the Port Commission's March 8 meeting.

BCNA

The all-encompassing Disney kingdom now includes going to sea, and the Port is glad of it. Disney Cruise Line made its inaugural visit to San Francisco in late April. This is the first of six cruise calls.

The Disney Wonder cruise ship, complete with iconic cartoon characters, spent two days on the waterfront before heading north to begin the company's first Alaska season.

The ship was on her way to Juneau, Ketchikan, Skagway and Tracy Arm Fjord on her seven-night Alaska itinerary. She will be back.

BCNA

A sigh was heard along the waterfront in April when the Port Commission awarded the vast Pier 70 Waterfront Site development opportunity to Forest City Development California, Inc.

San Francisco Waterfront Partners (Simon Snellgrove) was one of six developers who responded to the Port's Request for Qualifications (RFQ), giving rise to wistful thoughts that the would be developer of the widely-opposed 8 Washington project would be turning its attention southward.

Close calls don't count. A lawsuit in progress might.

BCNA



NEW CRUISE LINE FOR SF—The Disney Wonder passes under the Golden Gate Bridge.

Something positive--

The Chinatown Community Development Center (CCDC) is the recipient of \$7.5 million in funding from the California Multi-Family Housing Program for its Broadway Sansome Family Apartments at 235 Broadway.

This appears to be an indication of how highly regarded the CCDC's first housing project at Battery and Broadway has been and continues to be.

The State's award is a big boost for the new building project in an ongoing troublesome economy.

The projected cost is \$35 million, and the CCDC is still working to obtain the remaining funding, as well as needed permits, and is finalizing the design.

RESTAURANT ROUNDUP

Aziza chef-owner Mourad Lahlou is moving his critically-acclaimed, Michelin-star-winning Moroccan restaurant from the Outer Richmond to the challenging space that has been Cypress Club, Scott Howard, 500 Jackson and Zinnia. The move very much resembles Michael Tusk's relocation of Quince from the fringe of Pacific Heights to Jackson Square, and will put Aziza in a more accessible, centralized spot "on the map," according to Lahlou. The designer who did Moss Room, Charles Phan's restaurants (Slanted Door, etc.) and Presidio Social Club will extensively remodel the space. To take the curse off the address, they plan to move the entry door from Jackson to Montgomery. *801 Montgomery St.*

Although not in the Barbary Coast, our neighboring North Beach neighborhood has some major restaurant changes underway. Longtime Tenderloin institution **Original Joe's**, will be relocating to the former Joe DiMaggio's location at the corner of Washington Square Park. Owner John Duggan calls it "a perfect fit" since the space was also home to another historic Italian eatery for

decades, Fior d'Italia, from 1953 until 2005. *601 Union St.* Also, the former Moose's location nearby, which has been a number of ill-fated eateries in recent years, will become **Park Tavern** late this summer, from the team that brought you SOMA hotspot, Marlowe. *1652 Stockton St.*

Part of our new "Pier-side Restaurant Row," **Lafitte** restaurant recently celebrated its first birthday. As part of the milestone, it plans to morph into a "modern brasserie," meaning the menu will change less and there are more fixed price options. Good move. It was a bit frustrating to not know what was being served each night, nor be able to re-order a favorite dish on subsequent visits. *Pier 5.*

Although not the two ingredients you might link together, sushi and tequila will be a big part of a new spot named **Hecho** in the old Midi location on Sutter, next to the Galleria Park Hotel. A remodel has given the two-story space a new life. Chef Joseph Manzare says he's been dreaming of this for years. If it seems unlikely, consider that whiskey

and sushi are a common pairing in Japan. Manzare is the chef-owner of Globe, Zuppa, and Tres Agaves (now called Tres). *185 Sutter St.*

Italy-based frozen yogurt chain **Yogorino** will open an outpost at Embarcadero 4 near Osha Thai Restaurant this summer. Yogorino has about 200 stores in Italy and locations in 70 countries, including China and Russia.

Look for mega-operator Pascal Rigo and **La Boulange** to be opening soon in the Embarcadero space next to the Ferry Building at Pier 1. The former tenants, Mexican food outlet Southwestern Grill, was kicked out in March due to health code violations. *Pier 1.*

Attempting to change the dynamics of the somewhat blighted Broadway corridor, a promising "grown-up" cocktail night club has opened called **Monroe**. It features quality cocktails, beer and wine, plus interesting bar bites in a beautifully-designed and remodeled space. *473 Broadway St.*

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 2011. 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 \$ _____

President's Perspective By Bill Sauro

Although it seems a long way off, the Barbary Coast Neighborhood



Association has joined forces with the Golden Gateway Tenants Association to sponsor a 2011 Mayoral Election Forum to be held Sept. 7, 2011 at KGO-TV.

In my mind, this is one of the most important missions of a neighborhood advocacy group, and it will be quite interesting to hear from the huge field of serious candidates at this event.

At the same time, I'm still torn over the fairness and effectiveness of **ranked choice voting**. Clearly the experience that Oakland had in its mayoral race throws a whole new wrinkle into this election.

It's almost more important who you vote for in the second and third spots on your ballot, than your first choice. I'm wondering if that's the right way to hold an election.

I see the savings in not having to pay for a run-off election, but I'm still not sure that most voters truly understand the best strategies for ranked-choice voting.

* * *

One of the best civic programs to help underprivileged youth is the Gold-

en Gateway Tennis and Swim Club's Annual Summer Camp program.

Friends of Golden Gateway (FOGG) has continued for the second year their excellent scholarship program which allows three kids to attend their Summer Camp for the cost of two. It's like a "matching grant" idea.

This is all the more reason to mail your tax-deductible donation to FOGG to support this worthwhile annual program. Go to www.fogg.us for information.

* * *

Haven't been to London in a few years, and while there recently, I had a chance to experience their "Congestion Charge" system that forces motorists who come into designated downtown areas a £10 (\$15) fee.

London was one of the first cities in the world to use this concept to discourage motor cars in congested areas, and also to raise revenue. The system uses an Automatic License Plate Recognition system.

I'm not sure it has worked. Traffic is just as bad as ever, and the only difference is that now there is essentially another tax on motorists.

Not sure it would work in San Francisco, either.



A PUBLICATION OF
THE BARBARY COAST NEIGHBORHOOD
ASSOCIATION

www.BarbaryNeighbors.org

WRITTEN BY JUNE A. OSTERBERG

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