

America's Cup Sails Into The Barbary Coast



AMERICA'S CUP VILLAGE—As planned for Piers 27 and 29 on our waterfront.

WILL THIS HUGE EVENT BE A BOOST OR A BUST, OR ?

By JUNE A. OSTERBERG

When the departing Mayor, obviously intent on going out in a blaze of glory, sought the honor of hosting the 2013 America's Cup for San Francisco, he had a throng of supporters at City Hall and Downtown.

After frenzied negotiations, Gavin Newsom and friends won the day. They had much to celebrate on New Year's Eve when the America's Cup Event Authority chose our Bayside city for the 34th staging of the prestigious, world-class boat races.

NO DOUBT a great many of the town's citizens who had been watching the proceedings shared their excitement about the dazzling prospects of an improved economy after a prolonged period of belt-tightening.

The Port, commonly called "cash-strapped," reacted accordingly. Port Executive Director Monique Moyer on February 8 asked the Port Commission to authorize a Memorandum of Understanding (MOU) with the City/County Controller "to reimburse the Port for revenue lost due to hosting the 34th America's Cup and for race related costs." The Port Commission assented.

(See below for other statements in the approved Memo that illustrate the Port's concerns.)

AS FOR THE thousands of people who live and work near the Bay, many are reserving judgment and awaiting further particulars about what changes to expect.

What will be the impacts on the already crowded waterfront? The traffic, for instance, and public transportation?

Well-respected Budget Analyst Harvey Rose told the *BCNA Record* February 17th that he expected to present his eagerly awaited report to the

Public Trust Doctrine and the Public Interest

By JUNE A. OSTERBERG

The *BCNA Record's* Fall issue attempted to portray the strictures of the Public Trust Doctrine--that ancient legal precept especially significant to people who live near the water.

It may have seemed to readers to be an unassailable concept--protecting the public interest.

However, as was described by the staff of the California State Lands Commission (SLC), Public Trust provisions can be changed by the State Legislature, allowing an unfortunate project to proceed which formerly would have been unacceptable to the overseeing SLC.

THIS ARTICLE will recall a well-known effort by the Port to lift provisions in the Doctrine to allow development of the seawall lots, which occurred when the BCNA was being organized. That legislative gambit had implications affecting the BCNA to this day.

First, however, the SLC concluded its 2007 Public Trust Synopsis with a long list of the many "Entities

Involved in Public Trust Issues," which follows:

1. The People of California are the beneficiaries of the Public Trust and are afforded rights of access to navigable waterways through the California Constitution and Act of Admission to the Union.

They also have standing to assert Public Trust rights in court and have enacted several Constitutional provisions in preserving public rights associated with Public Trust lands.

2. The State Legislature is the representative of the people and is the initial authority dealing with issues involving Public Trust lands and their uses.

In recent years California's Legislature had enacted more than 300 statutes granting state-owned sovereign trust lands to various local government entities.

"These grants were made for purposes consistent with the Public Trust Doctrine and typically for specific purposes including the development of harbors.

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America's Cup Sails Into the Barbary Coast

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Board of Supervisors and thence to the public about February 25th.

BEFORE HIS analysis, local persons will have a chance to give their support or voice their misgivings about staging the America's Cup in San Francisco Bay.

The extraordinary project has not yet won final approval from the City.

The City's Planning Department has determined that an Environmental Impact Report (EIR) must be prepared. Two Scoping Meetings will be held momentarily. Public input!

THE FIRST Scoping Meeting was set for Wednesday, February 23rd, 6:30-8:30 pm. Closer to home, the February 24th meeting was planned for Pier 1 from 6:30 to 8:30 pm. *Email notices were be sent to BCNA members.*

Written comment also will be accepted until 5:00 pm on March 11, 2011, and should be sent to Bill Wycko, San Francisco Planning Department, 1650 Mission Street, Suite 400, San

Francisco, CA 94109.

THE INFORMATIVE 37-page NOP is available upon request from Joy Navarette by phone at (415) 575-9040, also Voice at (415) 558-6409, and online at <http://tinyurl.com/meacases>. Case No. is 2010.0493E.

The February 9th NOP stated that "the purpose of the EIR is to provide information about potential physical environmental effects... to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project."

The Notice went on: "Preparation of an NOP or EIR does not indicate a final decision of the City to approve or disapprove the project..."

The Port's Memo continued:

"The Event features several weeks of sailing races and a multi-year build up to the Event that promises significant economic benefit to the region, estimated at \$1.4 billion, including at least \$19.5 million in

additional tax revenue to the City" and more than 9,000 jobs.

"**SINCE THE** economic benefits of hosting the Event will not be confined to the Port but accrue to the City as a whole, and in light of projected costs to

But What About the Cruise Terminal?

Pier 27, the northeastern pier with the long berth, has been in the limelight since BCNA early days.

Plans for Pier 27 went through many changes even before it was decided to give it a new life as the Port's long-planned new cruise terminal.

Now the Port's planners have had to tack again. The pier is slated to be Ground Zero for the America's Cup spectacle. All of the shed is to be demolished in this scheme.

To put it in Planning Dept. language: "The cruise terminal project is proposed to be phased to allow initial construction to allow America's Cup Village at Pier 27-29 for the 2013 America's Cup races."

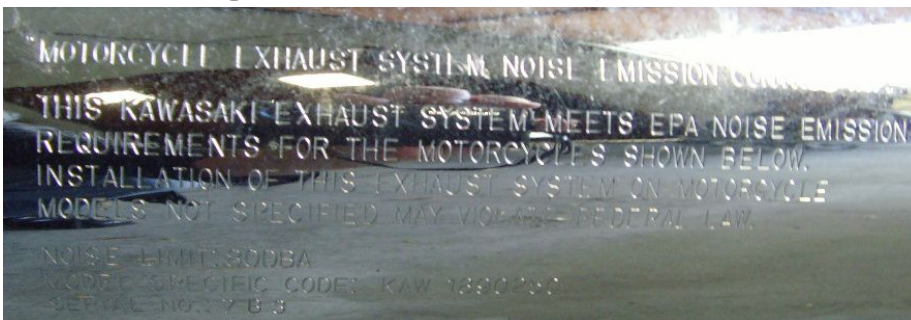
Continuing, "The proposed improvements to complete the cruise terminal and the Northeast Wharf Plaza at Pier 27 would be built after the America's Cup races are concluded."

That is, the "core and the shell" of the temporary facility to be constructed will remain to form the beginnings of the often-postponed new cruise terminal.

In present plans the new cruise terminal will start life as a spectator event center and viewing area to accommodate 30,000 people on a race day.

Our plan is that the *BCNA Record's* Spring issue will have much more to say about the Pier 27 saga.

How to Fight Area Motorcycle Noise



Did you know that every legal motorcycle exhaust system in the U.S. must have an EPA stamp on the exhaust pipe?

That's the Federal law, but for a long time California was weak on this issue, requiring that law enforcement officers measure the decibel level of noisy motorcycles. Not any more.

On Sept. 28 2010, Gov. Arnold Schwarzenegger signed SB 435. It requires that motorcycles maintain their federally-required emissions equipment (on both original, and aftermarket exhaust systems), including a readily-visible EPA stamp certifying compliance.

These regulations gives law enforcement the ability to cite violators

under the CA Vehicle Code, using a readily-visible and unalterable stamp in the metal exhaust, already required by the Federal regulation.

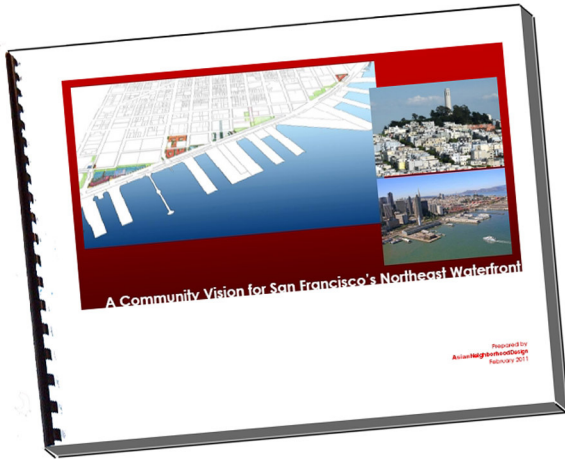
So if you see a grouping of motorcycles outside a bar, restaurant or other location, and you suspect they may be the source of excessive noise in our neighborhood, dial 3-1-1 and ask for non-emergency police help. Tell the police dispatcher that you believe several motorcycles at this location are not in compliance with California law regarding their exhaust systems.

That should be all it takes. If enough of these renegade choppers are ticketed, perhaps they will stay on their side of the bridge.

the Port of meeting the requirements of the Event, the Mayor's office proposed and the Supervisors approved, in principle, that the City use the General Fund and America's Cup Organizing Committee fundraising to reimburse the Port for revenues lost as a result of the Event, to reduce the projected shortfall of the cruise terminal project, and to fund the Port's other project costs."

Much Anticipated NE Waterfront “Vision Plan” Is Released

Those interested in logical, thoughtful planning in our area should be pleased with the results of a



nine-month effort to craft a citizen-driven, comprehensive urban plan for the Northeast Embarcadero.

A product of Asian Neighborhood Design plus half a dozen neighborhood associations, the lengthy undertaking being dubbed the “Vision Plan” is the first complete study of the Waterfront between Fisherman’s Wharf and the Ferry Building.

Perhaps most interesting is a section near the back of the study that shows that the Port of San Francisco can make significant amounts of money by developing the Seawall Lots it controls in ways other than building luxury condo buildings.

Several of the Seawall Lot sites would be ideal for hotels, and Seawall Lot 351 would be a great location for a for-profit bicycle emporium, much like the one at Millennium Park in Chicago.

“Our ‘Community Vision for the Northeast Waterfront’ encompasses a far more comprehensive set of recommendations for reconnecting nearby neighborhoods and the rest of the City to San Francisco’s historic waterfront,” said Brad Paul, coalition adviser and a major contributor to the Vision Plan.

“The sponsors of our study, Friends of Golden Gateway (FOGG), Barbary Coast Neighborhood Association, Telegraph Hill Dwellers and the Golden Gateway Tenants

Association, represent thousands of residents, property owners and small businesses in District 3, the area most affected by both plans,” he added.

“We also had residents of Chinatown, Russian Hill, Nob Hill and other communities participate in our workshops. The single biggest difference between the two plans is that we reached consensus on all major recommendations. The Planning Department states clearly that they didn’t,” he said.

The Vision Plan offers a more realistic model for getting things done in San Francisco, according to its authors. From the outset, they sought to

balance revenue generating, open space and active recreation uses across all seawall lots to produce the financial and political feasibility necessary to actually get projects built in San Francisco.

“We believe this approach will yield more revenue for the City than the Port’s one-at-a-time approach to seawall lot development,” Paul said.

The approach taken by the plan differs in other ways. Instead of spending a lot of time and money putting together a real estate deal, then trying to “sell” it to the community, the plan suggests that the community

should get together first and agree on logical uses for Port-controlled development sites.

Finally, the Vision Plan workshop participants spent the past year thinking about the most effective ways to move people along The Embarcadero and reconnect the City to its Waterfront, particularly along the wide wastelands of lower Washington Street and Broadway left over from the Freeway ramps.

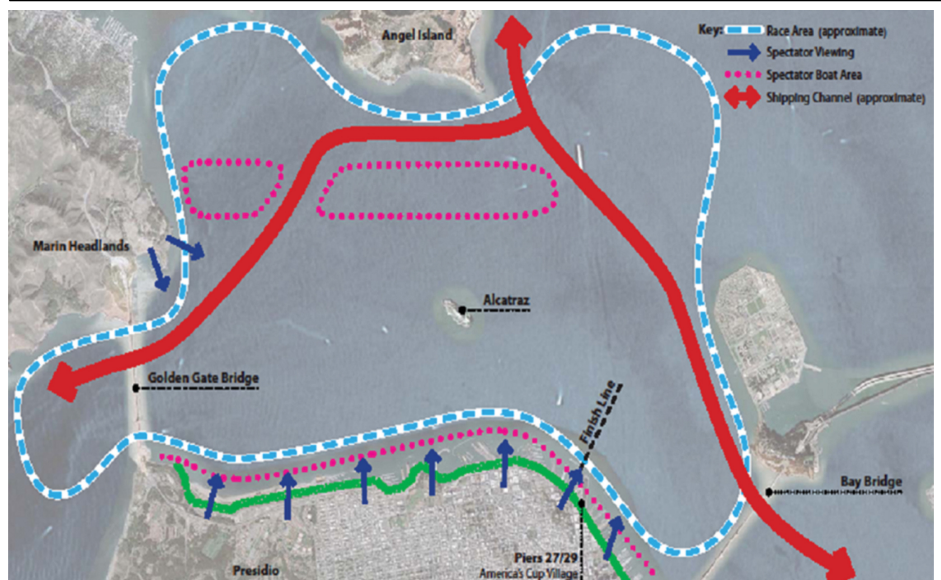
“We’ve also done research on the lack of transit connections and the vastly under-utilized parking capacity of existing parking garages,” said Paul.

As an added bonus, the groups that worked on this study are now in a good position to advise the City on what needs to be done to make the America’s Cup successful for everyone, from event sponsors to the families and small merchants living and working in Chinatown and North Beach.

The plan document can be downloaded in PDF form from www.BarbaryNeighbors.org/Plan.pdf.

Meanwhile, the lawsuit filed by a coalition of concerned Barbary Coast neighbors and groups regarding the Planning Department not adhering to California environmental law is wending its way through the court system.

The attorneys in the case say April is a likely date for a hearing.



THE COURSE—According to the latest race plan, America’s Cup entrants will sail a course that now includes a loop outside the Golden Gate Bridge.

*Notes From The***GOLDEN GATEWAY
TENANTS ASSOCIATION**

Many members of BCNA are also members of GGTA. For those who are not, allow us to introduce our association to you. Next year GGTA will celebrate 30 years since our founding to advocate rent control for our residents. Having won that battle, GGTA now represents more than 2,100 residents in the second largest rent-controlled middle class facility in the City. By our affiliation with BCNA we seek to color our sense of a neighborhood with a sense of community spirit, to enrich our living experience and to greatly increase our neighborhood's political and environmental influence on projects that affect our quality of urban living.

GGTA's relationship with BCNA blossomed dramatically in 2011. Both of our organizations successfully urged the creation of a broad based coalition to create a comprehensive plan to protect iconic views of Telegraph Hill from obliteration by developers, to preserve open park and recreational space in the most densely populated neighborhood in the City and, working with Asian Neighborhood Design, submitting an enlightened and progressive plan for the Northeast Waterfront development.

President Phil Ryan successfully urged BCNA's President Bill Sauro's inclusion on our Community Coalition Steering Committee. Both GGTA and BCNA are plaintiffs in a lawsuit seeking to prevent the 8 Washington development from proceeding forward in violation of CEQA laws. As previously reported in the *BCNA Record*, GGTA stopped the Recreation and Park's plans to convert Sue Bierman Park from pastoral open space into a show business venue as evidenced by the Peter Pan show that stole our park for an entire summer. GGTA was the first community group to endorse Boston Properties Inc. generous contribution to build a Bocce ball court at Market and the Embarcadero.

Within the Gateway complex, the social committee is expanding its program initiatives this year to include Meet the Artist, Meet the Author, Musical Evenings, Conversations with Gateway Notables, a talent show and more. Last year JoAnn Michael facilitated four successful social evenings at **Fuzio's**, which we anticipate continuing in the coming months. We'll also be exploring new venues, including **Rubio's** for our first Game Night, that provide occasions for us to get to know each other better, enhancing the concept of community. Your ideas and suggestions are most welcome, as we develop the next season, so please let us know your interests and thoughts.

Recent good news from Management! Announcements of our GGTA social events will be included in the monthly calendar from Golden Gateway.

We look forward to hearing from you. To reach us by E-mail use: rsyvggta@gmail.com. Or drop us a note: Golden Gateway Tenants Association, P.O. Box 2134, San Francisco, CA 94126

**BCNA Signs Affiliation Agreement
With Golden Gate Tenants Association**

The Barbary Coast Neighborhood Association has formally affiliated itself with the Golden Gate Tenants Association.

Dues-paying members of the GGTA will now be Associate Members of the BCNA.

"Combining elements of our two associations will give us additional influence and power in both District 3 and City-wide issues," said BCNA President Bill Sauro.

Among the benefits of the affiliation—GGTA members will receive the *BCNA Record* newsletter by their choice of U.S. Mail or email.

"They will also be welcome to attend our bi-monthly social events held throughout the neighborhood," added Sauro.

"Additionally if GGTA members would like full voting membership in the BCNA, the dues are very reasonable. Just \$25 for an individual and \$35 for a family," Sauro said.

**David Chiu's
Political
Rollercoaster**

First the good news: We still have our capable and accessible Supervisor representing us at City Hall--David Chiu.

It almost was not this way! In January, when Gavin Newsom was about to be sworn in as Lt. Governor, we could have lost Chiu if he had agreed to become District Attorney. The Mayor offered him the job.

If that had happened, Newsom would have surely picked a pro-development,



moderate replacement for Chiu at the Board of Supervisors. Fortunately, that did not happen. Chiu announced that he would not accept the District Attorney position, and would

remain on the Board.

Chiu was also intimately involved in the selection of interim Mayor Ed Lee. Originally, Newsom was leaning toward Sheriff Mike Hennessey. But after interviews, Chiu felt Lee would be a better choice.

IN THE END, Lee was overwhelmingly approved by the Board, putting Chiu in a nice position as Lee's long-time friend and ally.

Chiu maintaining his position as President of the Board was another fascinating political adventure.

In a show that some pundits say was a move to the middle by Chiu, he got the support of the entire "moderate" block of Supervisors, including all-newly elected representatives. The progressives were again left with no electable President from their midst.

BUT DID Chiu really move to the middle? In a recent vote Chiu was on the progressive/losing side of the 6-5 approval of attorney Richard Johns to the historian's seat on the Historic Preservation Commission.

Progressives and preservationists opposed the nomination on the grounds that Johns isn't an historian, is a friend of developers and that he has close ties to former Mayor Willie Brown, (Johns' wife, Eleanor was Brown's longtime chief of staff.) Groups are now suing to overturn this approval.

Public Trust Doctrine And the Public Interest

(Continued from Page 1)

"The Legislature may create, alter, amend, modify or revoke a trust grant so that the tidelands are administered in a manner most suitable to the needs of the people of the state."

3. The Courts. *The Public Trust is a common law doctrine, and it is the courts that generally have defined what the Doctrine is.*

The courts interpret the legislation and determine when the legislators have overstepped their authority.

4. State Lands Commission. *In 1938 the Legislature created an independent Commission consisting of the Lieutenant Governor, State Controller and Director of Finance to administer the State's property interest in Public Trust lands.*

"The Commission acts pursuant to legislative direction, the Constitution and the Public Trust Doctrine to protect the public's interest in all Public Trust lands."

5. Legislative Trustees. *The Legislature has enacted hundreds of statutes transferring daily control and management of Public Trust lands to many governmental entities since 1850. These grants were made in trust for purposes consistent with the Public Trust Doctrine.*

The major commercial ports in California trace their development to Legislative grants-in-trust of tidelands. These Public Trust lands are commonly called granted lands.

6. The Attorney General's Office. *This office provides legal representation to the State Lands Commission through its Land Law division.*

State Lands and the Attorney General's Office have worked closely in seeking to protect the public interest in Public Trust lands.

7. Regulatory Agencies. *All agencies with jurisdictions over development and other activities that can impact Public Trust lands and resources have a responsibility to consider their actions in the context of the effect on the resources.*

Whether it is a land management decision by the State Lands Commission or local trustee or a regulatory decision of a government body exercising police

power authority over the Public Trust property the obligation to the people of the state is the same.

Still quoting the staff of the SLC in its Public Trust Synopsis:

It is imperative that as trustees, local governments treat Public Trust lands with the care that will allow this

An Introduction to BCDC

By JUNE A. OSTERBERG

As the Public Trust Doctrine is about public benefits--a gratifying concept--the BCDC is another possibly mysterious relevant element in a big picture. That is, understanding how living near the water differs from other neighborhoods in this still livable city.

"Bay" is the operative word. San Francisco came to be because of the existence of San Francisco Bay. BCDC is the San Francisco Bay Conservation and Development Commission, a state agency located locally.

The BCDC is perhaps best-known as a permitting agency but is a potent force in many Bay-related ways. For years it has been engaged in acquainting Californians with the predicted and already rising sea levels.

Now the BCDC is making news again. In a joint effort with the Port (which it works with as a matter of course, interpreting Public Trust consistency of proposed projects) it has been interviewing waterfront stakeholders.

The project is "to determine public interest in a review of the BCDC's Special Area Plan (SAT)" which was last amended in 2000.

BCDC is also taking another look at its "Replacement Fill Policy," also referred to as the "50% Rule."

The *BCNA Record* will carry more about BCDC's activities and will give a more complete depiction of the BCDC, its momentous powers and duties, in its Spring issue.

unique and limited resource to continue to provide utility and benefit to the statewide public for generations to come.

Another historical footnote is worth mentioning: In 2006 the Port asked then State Senator Carole Migden to sponsor legislation that would, besides reaffirming the 40-foot height limit, lift Public Trust restrictions from 11 of the Port's seawall lots. Senator Migden

agreed, and the Port's legislation became SB 815.

The young BCNA, together with Friends of the Golden Gateway (FOGG) and the long-active Telegraph Hill Dwellers (THD), formed an alliance to oppose the Port's bold move, particularly to exempt the 7 seawall lots north of the Ferry Building.

Senator Migden did remove the northern waterfront seawall lots from the bill. The amended bill passed, and as the BCNA News said, "There was a collective sigh of relief along the waterfront."

However, waterfront residents soon learned that the Port still could find a way to develop SWL 351 near the Ferry Building.

Developer San Francisco Waterfront Partners earlier had unveiled its major 8 Washington project, which was controversial from the outset.

Quoting the Spring BCNA News: "Port staff said that the seawall lot could be developed for non-Trust uses by an exchange of property of equivalent value into the Public Trust..."

"Staff added that 'any development of SWL 351 would require a Public Trust strategy acceptable to the State Lands Commission' (SLC)."

(Ironically, the famously developer-friendly Lt. Gov. Gavin Newsom, formerly San Francisco Mayor, is now a member of the SLC.)

March Social, Annual Meeting Dates Set

Mark your calendars for two upcoming BCNA Events.

Sunday, March 6, 2011 is the date for our Social Event to be held at the new wine establishment, Barrique, at 461 Pacific St. The party begins at 4 pm, concluding at 6 pm. Complimentary snacks will be served and **Barrique** will offer special discount pricing of \$5 on a choice of wines.

Also set for June will be the BCNA Annual Meeting and Party to be held at **5A5 SteakLounge** at 244 Jackson St. The meeting will be held on **Sunday, June 5, 2011** from 4 to 6 pm. The meeting will include election of Board members for the following year. Supervisor David Chiu has also been invited to speak at this meeting.

June
Osterberg's

On The Waterfront

It looks as if one of the two vacant seats on the five-member Port Commission soon will be filled.

On February 17th the Rules Committee of the Board of Supervisors unanimously voted in favor of Mayor Gavin Newsom's 2010 nomination of Leslie R. Katz and sent it on to the Board with their recommendation for final approval, almost a certainty.

One of Leslie Katz's distinctions is that she served on the Board from 1996 to 2001, following her appointment by then Mayor Willie Brown.

According to the announcement of the Newsom nomination, Katz spearheaded groundbreaking legislation on technology, environment, economic development, human rights and labor.

She was chair of the Transportation and Land Use Committee and was a member of the Audit and Government Efficiency Committee. Currently she has her own firm, Leslie Katz Consulting.

Regarding Port Commission Seat No. 5, in the last week, a number of neighborhood organizations are lobbying Supervisor Chiu and Mayor Lee to have the final Port Commission vacancy filled with a neighborhood representative, namely Jennifer Clary, President of San Francisco Tomorrow and on various Port of San Francisco Advisory Groups.

BCNA

In January the Port announced that its Request for Qualifications (RFQ) for the its massive Pier 70

"waterfront development opportunity" had resulted in six responses from development teams.

Pier 70 is way down the pike from Barbary Coast, but there are possible implications for the BCNA. At least one may be of special interest:

1. Build Inc.
2. Forest City Development California

3. Mission Bay Development Group

4. San Francisco Waterfront Partners (yes, Simon Snellgrove, would-be developer of the proposed 8 Washington project)

5. TMG Partners

6. U.S. Dept. of Veterans Affairs, San Francisco Medical Center

A brief description of what is involved in the Pier 70 Preferred Master Plan for the 25-acre site includes: 2.5 million sq. ft. of new construction and rehabilitation of 260,000 sq. ft. of historic structures, creation of waterfront open space, and preserving a 17-acre ship repair operation and the Port's pride--the largest floating drydock on the west coast of The Americas.

BCNA

In the rapidly changing priorities of the Port (sometimes beyond the Port's control) there are at least two new occupants of the Port's Death Row.

They are Pier 27 (*see Page 2*) and the already condemned Pier 36 south of the Ferry Building.

BCNA

San Francisco's waterfront community is even more in the public eye than usual for several reasons. Among those, besides the America's Cup, that are very worthy of mention, are two relevant books.

The first is about a novel set in San Francisco 1949 by now Author Phil Ryan, former president of the Golden Gateway Tenants Association (*see Page 4*). The titillating title is "All Sins Remembered."

Full of information about the city and environs, it requires a disclaimer that all characters and events are fictitious.

Ryan, still a practicing attorney, is presently at work on another book.

BCNA

The other book of note is a recently released tour de force from San Francisco Architectural Heritage, "Port City: The History and Transformation of the Port of San Francisco, 1848-2010," by Michael Corbett.

Mike Buhler, Executive Director of Heritage, wrote an introduction and said, "Port City will advance Heritage's mission to increase community awareness and involvement in historic preservation, planning and urban design."

There also is a foreword by Monique Moyer, Executive Director of the Port, in which she discussed the Port-Heritage partnership that resulted in creation of the Embarcadero Historic District, listed in the National Register of Historic Places in 2006.

BCNA

Among the troubling aspects of the America's Cup deal with the City is the long-term development rights assigned to the America's Cup organization--for Piers 30-32 and Seawall Lot 330, with options for Piers 36 (*see Death Row item above*) and 28.

Together with some already acknowledged effects on residents of all the waterfront communities and Port tenants, as well as Port plans that are in the hopper, there are serious Traffic Problems.

Jonathan Stern, coordinator of the Northeast Waterfront Advisory Group, ad libbed at NEWAG's February 9th meeting, "Traffic is going to be awful."

BCNA

Finally, On the Waterfront wishes to thank Jerry Roybal of the Port staff for his invaluable help on the America's Cup photos that grace this newsletter.

RESTAURANT ROUNDUP

Open now (and the site of our March 6 BCNA social) is **Barrique**--America's first private-label wine establishment dedicated to serving wine via a proprietary Cask Delivery System. Guests are served directly from the barrel. Owner Jim Howell wanted to take wine marketing, branding, and ratings out of the equation, and offers the opportunity to really focus on the taste of different wines and appellations instead. The wines run from \$7-\$14 by the glass, and are also available in a half-carafe or carafe. You also can snack on some artisanal salumi, cheese, and other light fare as well. The 49-seat historical space with original redwood beams, beautiful masonry work, and brick walls is more than 100 years old. Hours are Tue-Sat 3pm-10pm. 461 Pacific Ave. 415-421-9200.



The centuries old and newly restored **House of Shields** is doing solid business at its just-slightly South of Market location on New Montgomery. Owner Dennis Leary (Canteen, The Sentinel, and Golden West) worked hard to restore the beauty of a this historic saloon. It was a private men's drinking club until 1972. And much earlier President

Warren Harding may have actually died at the House of Shields, but was possibly later dragged to the Palace Hotel through the underground tunnel that connects the two spaces. Hours are be 4 pm-2 am daily. 39 New Montgomery St. at Mission. 415-975-8651.



There's a new coffee truck called **R'Veille Coffee Co.** from brothers Tommy and Christopher Newbury in the parking lot at Pacific Avenue and Sansome. They serve Four Barrel Coffee (and beans that you can purchase), and a limited selection of pastries (starting with croissants) from P'tisserie Philippe. Open Mon-Fri 6:30am-5:30pm.



After a number of delays, **Quattro Stagioni** has opened in the fringes of the Barbary Coast in the former Pasta Paradiso spot on Kearny near Bush. The Giuseppes (Scoppetta and Spinoso) of Café Tiramisu and their other Belden Place properties are behind the restaurant. They serve authentic Italian pizzas (thin crust with 00 flour), using fresh mushrooms and artichokes on their quattro stagioni, plus quality ingredients like buffalo mozzarella, bresaola, and

prosciutto. The pizzas range from \$10 for the margherita to \$14 for the quattro stagioni pizza. Also available: pastas like bucatini all'amatriciana, linguine with clams, etc. 318 Kearny St. at Bush, 415-956-4056.



The name game is complete. The Marlowe team of Anna Weinberg and Jennifer Puccio have settled on **Park Tavern** for their new venture in the former Moose's/Joey & Eddie's space that faces Washington Square Park. Sidewalk seating has already been approved, and the sidewalk windows will open to the park. Look for a June, 2011 opening.



Another anticipated newcomer in our area is **Seven Hills** -- the Russian Hills spot owned by Alexander Alioto and brother-in-law Alexis Solomou, who belong to the Alioto clan. The place, which was formerly Hyde Street Bistro, is doing great business and getting top critical reviews. Alioto worked in kitchens in Italy and Germany. He also interned at San Domenico, then at the French Laundry before working at the San Francisco Ritz-Carlton. 1550 Hyde Street. 415-775-1550.

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



When it was announced that the America's Cup would be coming to San Francisco, plenty of people got really excited, considering the fact that some project an economic impact of over \$1 billion for this event. (I always question these kinds of numbers ... for the Super Bowl, World Cup... they seem suspect to me!)

BUT NOW that we have the America's Cup, we have work to do.

The first thing the Port of San Francisco, the biggest financial benefactor of the event, needs to do is concentrate on this huge undertaking. Put all possible resources into completing the Environmental Impact Report for the event, and think ahead about how other Port projects will affect the Cup events.

For example, I've heard that developer Simon Snellgrove has hopes of breaking ground on his ill-fated 8 Washington project before the end of 2011! First, that will never happen.

BUT MORE importantly how can a 30-month construction project be approved on a critical piece of Port property (Seawall Lot 351) that will surely be needed as an America's Cup staging area, or for a shuttle bus headquarters? What is the Port

thinking?

The 8 Washington Project has so many future problems and unintended consequences that if the developer had any real interest in the City of San Francisco, he would throw in the towel and kill this absurd project before wasting any more of the California State Teachers Retirement funds. (Oh that's right—he lives in Tiburon.)

VIRTUALLY EVERY neighborhood association in The City has come out against 8 Washington; environmental groups are against it; the only folks who appear to be in favor of it are some chamber of commerce groups that have taken money from Snellgrove.

In addition when it comes to the America's Cup, someone needs to look at the transportation issues along the Waterfront, or should I say lack thereof! Once you get North of Market, there are NO cross town public transit routes. And the quaint but useless F-Line trains are already packed full without any America's Cup folks here yet.

SO IF THE Port wants this thing to roll smoothly and have some major infrastructure work done by the Cup organizers, they need to step up and provide leadership and direction for land projects they *can* control.

So far, I don't see it.



A PUBLICATION OF
THE BARBARY COAST NEIGHBORHOOD
ASSOCIATION

www.BarbaryNeighbors.org

WRITTEN BY JUNE A. OSTERBERG

NEWSLETTER WEBSITE:
www.BCNARecord.org

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STEVE CHEN
BOB HARRER
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MARY LOU LICWINKO
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