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RECENTLY, A REAL ESTATE DEVELOPER BUILT ON HIS LOT OF 18,000 SQUARE FEET AN APARTMENT COMPLEX CONTAINING 90 DWELLING UNITS, MOST OF WHICH WERE STUDIOS. HE FULLY UTILIZED THE CURRENT R-4 ZONING ON THE HILL, WHICH REQUIRES ONLY 200 SQUARE FEET OF LOT AREA FOR EACH DWELLING UNIT. THIS IS THE CURRENT TREND ON THE HILL. IT IS A HIGHLY PROFITABLE VENTURE FOR THE REAL ESTATE DEVELOPER. IT ENCOURAGES ABSENTEE LANDLORDS WHO HAVE NO INTEREST IN OUR NEIGHBORHOOD OTHER THAN ITS FINANCIAL RETURN. IT CREATES AN UNBALANCED NEIGHBORHOOD IN THAT IT ENCOURAGES AN INORDINANT NUMBER OF TINY UNITS. IT CREATES CONGESTION IN AN AREA THAT HAS NARROW STREETS AND LIMITED ACCESS. IT CAN INCREASE THE POPULATION ON THE HILL BY 50%. 90 STUDIO APARTMENTS MEAN 90 PEOPLE DRIVING CARS, 90 PEOPLE GIVING PARTIES, 90 PEOPLE INVITING GUESTS TO PARK THEIR CARS, ETC., ETC., ETC. SOME PEOPLE CLAIM THAT A LESSER NUMBER OF ONE OR TWO BEDROOM APARTMENTS WOULD ENCOURAGE MULTIPLE LIVING, AND THEREFORE RESULT IN EVEN MORE PEOPLE. IN SAN FRANCISCO, AND ESPECIALLY ON THE HILL, WHERE APARTMENTS ARE AT A PREMIUM, LANDLORDS CAN EXERCISE CHOICE AS TO WHOM AND TO HOW MANY THEY RENT.

YOU, THE SMALL LOT OWNER, ARE BEING SEVERELY PUNISHED BY THE ZONING ON THE HILL. R-4 SOUNDS GOOD. IT TELLS YOU THAT WITH YOUR 2,500 SQUARE FEET YOU CAN BUILD 12 UNITS, JUST AS IT TELLS THE DEVELOPER WITH 18,000 SQUARE FEET THAT HE CAN BUILD 90 UNITS. SOUNDS FAIR. LOOK AGAIN. THE CITY PLANNING CODE REQUIRES ONE PARKING PLACE FOR EACH DWELLING UNIT. THIS IS PHYSICALLY IMPOSSIBLE ON YOUR LOT. YOU CAN ONLY FIT FOUR PARKING STALLS ON YOUR SIZE LOT. IF IT IS A CORNER LOT, PERHAPS SIX OR SEVEN. A VERY LARGE SPACE HAS GREATER FLEXIBILITY. ALL OF THE PARKING REQUIREMENTS CAN USUALLY BE SATISFIED, AND THE DEVELOPER CAN BUILD TO MAXIMUM. R-4 IS A HIGH-DENSITY ZONE, DESIGNED FOR VERY LARGE LOTS, AND INCOMPATIBLE WITH A 40' HEIGHT LIMIT.

SO THERE YOU ARE....WITH YOUR THREE OR FOUR OR FIVE UNITS WATCHING DEVELOPERS GRAMMING AN EVER-INCREASING LOAD OF NEW INHABITANTS ON THE HILL. THE ALREADY EXCESSIVE DENSITY ON TH AND THE ALMOST INTOLERABLE TRAFFIC AND PARKING PROBLEMS CRY OUT FOR RELIEF. A REDUCTION IN THE DENSITY LIMITS IS A MUST!

LET'S TALK ABOUT HOW WE CAN DO THIS....WITHOUT AFFECTING YOUR CHANCE FOR DEVELOPING YOUR OWN LOT. R-4, AS THE HILL IS CURRENTLY ZONED, REQUIRES 200 SQUARE FEET OF LOT AREA FOR EACH DWELLING UNIT. R-3.5 ZONING REQUIRES 600 SQUARE FEET OF LOT AREA FOR EACH DWELLING UNIT. R-3.5 MEANS THAT ON YOUR 2,500 SQUARE FOOT LOT, YOU CAN BUILD FOUR UNITS....EXACTLY THE NUMBER THAT THE ONE-FOR-ONE PARKING REQUIREMENT WILL PERMIT YOU TO BUILD. ON THE OTHER HAND, R-3.5 WOULD RESTRICT THE 18,000 SQUARE FOOT LOT TO 30 UNITS RATHER THAN ALLOWING 90. EVEN WITH TWO PERSONS PER APARTMENT, THIS ADDS UP TO 60 PEOPLE. BY THE WAY, THERE ARE MANY ONE-BEDROOM APARTMENTS OCCUPIED BY ONLY ONE PERSON.

THE TELEGRAPH HILL DWELLERS HAS LONG HAD A POLICY OF ADVOCATING A DOWNZONING OF TELEGRAPH HILL. AT THE LAST GENERAL MEETING, AFTER SOME DISCUSSION, A MOTION WAS MADE AND PASSED TO SUBMIT AN APPLICATION TO THE PLANNING DEPARTMENT, REQUESTING A DOWNZONING OF TELEGRAPH HILL TO R-3.5. ALTHOUGH IN THE PAST IT WAS GENERALLY BELIEVED THAT R-3 WAS AN APPROPRIATE ZONING CONDITION FOR THE HILL, WE HAVE RECENTLY COME TO RECOGNIZE THAT THERE ARE CERTAIN DIFFICULTIES IN APPLYING ANY OF THE EXISTING ZONING CATEGORIES TO OUR NEIGHBORHOOD. WE ARE THEREFORE SUBMITTING AN APPLICATION TO REZONE TELEGRAPH HILL TO A SPECIAL USE DISTRICT, WHICH IS, IN EFFECT, R-3.5 WITH SOME MODIFICATIONS.

THE PURPOSE OF THIS APPLICATION IS QUITE DEFINITE. WE WISH TO PRESERVE THE MANY VARIATIONS IN ARCHITECTURE, LOT COVERAGE, ACCESS, LANDSCAPING AND THE MYRIAD OF OTHER FACTORS WHICH GO INTO MAKING TELEGRAPH HILL A COLORFUL, UNIQUE, AND GENERALLY DESIRABLE NEIGHBORHOOD IN WHICH TO LIVE. WE WISH TO "PREVENT OVERCROWDING THE LAND AND UNDUE CONGESTION OF POPULATION." THIS STATEMENT, TAKEN FROM THE S.F. CITY PLANNING CODE, IS PARTICULARLY APT TO A RESIDENTIAL NEIGHBORHOOD IN A MODERN CITY. WE WISH TO PRESERVE AND ENHANCE THE VIEWS, THE YARDS, THE ARCADES, THE DECKS, AND THE OTHER AMENITIES WHICH MAKE UP THE BASIC QUALITY OF LIVING. WITHOUT THESE NICE THINGS THE PRESENT LEVEL OF CROWDING WOULD SOON BRING ABOUT A MAJOR DECLINE IN THE QUALITY OF THIS NEIGHBORHOOD, AND THEREFORE ITS VALUES.

SPECIFIC RECOMMENDATIONS (WITH EXPLANATIONS):

1. DENSITY -- 600 SQUARE FEET OF LOT AREA PER DWELLING UNIT (AS IN R-3.5) SHALL BE REQUIRED. ONE UNIT FOR EACH FLOOR (TOTAL OF 3 UNITS) SHALL BE PERMITTED IN ANY CASE, AS LONG AS REQUIREMENTS OTHER THAN DENSITY ARE MET. IN COMPUTING NUMBER OF UNITS PERMITTED, THE GREATER FRACTION MAY BE USED; EX: 3.6 EQUALS 4 UNITS, BUT 3.4 STILL EQUALS 3 UNITS.

R-4 REQUIRES 200 SQUARE FEET.

R-3 REQUIRES 800 SQUARE FEET. (over)

2. LOT COVERAGE -- 65% FOR INTERIOR LOTS, 70% FOR CORNER LOTS (AS IN R-3.5). ON LOTS SMALLER THAN 2,500 SQUARE FEET, COVERAGE MAY BE INCREASED BY 1% FOR EVERY 100 SQUARE FEET UNDER 2,500 SQUARE FEET, BUT IN NO CASE SHALL IT EXCEED 75% FOR INTERIOR LOTS AND 80% FOR CORNER LOTS. * (SEE BELOW)

R-4 PERMITS 75% FOR INTERIOR LOTS AND 80% FOR CORNER LOTS.

R-3 PERMITS 65% FOR INTERIOR LOTS AND 70% FOR CORNER LOTS.

3. USABLE OPEN SPACE -- 150 SQUARE FEET OF USABLE OPEN SPACE PER DWELLING UNIT SHALL BE REQUIRED. REAR YARDS SLOPING MORE THAN 15% SHALL BE TERRACED OR DECKED OVER IN ORDER TO QUALIFY AS USABLE OPEN SPACE (AS IN R-3.5) ** (SEE BELOW)

R-4 REQUIRES NO USABLE OPEN SPACE.

R-3 REQUIRES 200 SQUARE FEET OF OPEN SPACE PER DWELLING UNIT.

FOR LOTS UNDER 2,500 SQUARE FEET, USABLE OPEN SPACE MAY BE REDUCED IN AREA TO THE SIZE OF THE REAR YARD REQUIRED.

4. REAR YARD -- REAR YARD SHALL BE 25 FEET IN DEPTH (AS IN R-3.5). ON LOTS LESS THAN 100 FEET IN DEPTH, THE REAR YARD MAY BE REDUCED BY ONE FOOT FOR EVERY FOUR FEET BY WHICH THE LOT IS LESS THAN 100 FEET IN DEPTH, BUT IN NO CASE SHALL IT BE LESS THAN 15 FEET IN DEPTH. FOR EXAMPLE, A LOT HAVING A DEPTH OF 60 FEET, MAY HAVE ITS REAR YARD REQUIREMENT REDUCED TO 15 FEET.

R-4 REQUIRES A 15-FOOT REAR YARD.

R-3 REQUIRES A 25-FOOT REAR YARD.

5. DRIVEWAYS -- DRIVEWAYS SHALL NOT EXCEED 20 FEET IN WIDTH EXCEPT FOR LOTS OVER 75 FEET WIDE, WHERE ONE ADDITIONAL DRIVEWAY MAY BE PERMITTED FOR EACH ADDITIONAL 75 FEET OF FRONTAGE.

THIS PARTICULAR RECOMMENDATION IS MEANT TO PREVENT THE CONDITION CLEARLY SEEN IN THE PHOTOGRAPH BELOW.



6. PARKING -- ALL CARS SHALL BE INSIDE A STRUCTURE AND SCREENED FROM VIEW.
7. APPURTENANCES -- PROJECTIONS ABOVE THE 40-FOOT HEIGHT LIMIT SHALL BE HELD TO AN ABSOLUTE MINIMUM. IN NO CASE SHALL ANY ALLOWED APPURTENANCE (SUCH AS ELEVATOR SHAFTS, ROOF ACCESSWAYS) BE LARGER THAN THAT REQUIRED BY ITS PRIMARY FUNCTION.

*THIS IS AN IMPORTANT PART OF THIS ENTIRE RECOMMENDATION. IT IS DESIGNED FOR THE MANY TINY LOTS ON THE HILL THAT MIGHT BE UNDULY PENALIZED. FOR EXAMPLE, A LOT HAVING AN AREA OF 1,800 SQUARE FEET CAN, UNDER R-4, HAVE COVERAGE OF 1,350 SQUARE FEET. UNDER R-3.5, THE LOT WOULD BE RESTRICTED TO 1,150 SQUARE FEET. WITH THE MODIFICATION IN THIS PROPOSAL, THIS LOT CAN HAVE COVERAGE OF 1,296 SQUARE FEET.

ON THE OTHER HAND, THE 18,000 SQUARE FOOT LOT, WHICH IS ALLOWED 13,500 SQUARE FEET OF COVERAGE UNDER R-4, WOULD BE LIMITED TO 11,700 SQUARE FEET OF COVERAGE.

**A 2,500 SQUARE FOOT LOT WITH 4 UNITS WOULD NEED 600 SQUARE FEET OF OPEN SPACE, WHICH MAY INCLUDE REAR YARD, DECKS, FRONT SETBACKS, TERRACES, ETC. USABLE OPEN SPACE SIZE REQUIREMENTS COULD BE THE REAR YARD AND LOT COVERAGE REQUIREMENTS. IN THIS CASE, THE LOT COVERAGE LIMITATIONS WOULD LEAVE 875 SQUARE FEET AVAILABLE.

USABLE OPEN SPACE IS AN OUTDOOR AREA DESIGNED TO PROVIDE A MORE PLEASANT AND HEALTHFUL ENVIRONMENT FOR THE OCCUPANTS OF A DWELLING UNIT.

(over)

ADDITIONAL SUGGESTIONS:

FOLLOWING ARE TWO ADDITIONAL IDEAS WHICH WE FEEL ARE GENERALLY DESIRABLE, PROVIDED THAT A MAJORITY OF THE TELEGRAPH HILL DWELLERS ARE IN ACCORD:

1. TREES -- EACH LOT SHALL HAVE ONE TREE PLANTED ON THE STREET IN FRONT OF THAT LOT FOR EVERY 30 FEET OF LOT FRONTAGE, WITH ONE TREE AS A MINIMUM, UNLESS UNDERGROUND UTILITIES, ETC. RENDER IT IMPOSSIBLE.
2. HEIGHT LIMIT -- IN ADDITION TO THE EXISTING HEIGHT LIMIT OF 40 FEET, A SPECIAL LIMITATION SHALL BE ADDED: THAT NO STRUCTURE MAY RISE MORE THAN 5 FEET ABOVE THE AVERAGE LEGAL HEIGHT LIMIT OF THE TWO PROPERTIES ADJOINING THE SIDE PROPERTY LINES OF SAID LOT.

THIS LIMITATION IS DESIGNED TO PREVENT ADVANTAGEOUS USE OF QUIRKS IN GEOGRAPHY WHICH CREATE SPECIAL ENTRANCE SITUATIONS (SUCH AS ALLEYS) ALLOWING STRUCTURES SUBSTANTIALLY HIGHER THAN 40 FEET.

CONCLUSION

YOUR ZONING COMMITTEE HAS LABORED LONG AND HARD TO PREPARE THESE RECOMMENDATIONS. THE THD BOARD OF DIRECTORS, BY A VOTE OF 16 TO 1, FEELS STRONGLY THAT THE GOALS ESTABLISHED ABOVE ARE VALUABLE AND THAT THE PROPOSED CHANGES VERY EFFECTIVELY REFLECT THESE GOALS. THE SUPPORT OF EVERY TELEGRAPH HILL RESIDENT WHO WANTS TO PRESERVE THE UNIQUE QUALITY OF THIS NEIGHBORHOOD IS ESSENTIAL IN ORDER TO ASSURE THE PROMPT ENACTMENT OF THIS NEW ZONING CONDITION INTO LAW.

IF YOU HAVE ANY QUESTIONS, PLEASE CALL CAROL SCHWARTZBACK, 397-7994 OR 776-0475, FOR ADDITIONAL INFORMATION, OR COME TO THE JUNE 17TH GENERAL MEETING.

The following article presents the views of those who feel the zoning should remain R.4

WHY CHANGE TELEGRAPH HILL?

The present R-4 zoning -- combined as it is with the 40' height limit and one-to-one off-street parking requirements -- is an adequate safeguard against excessive density. In few, if any, instances, can a property be developed to its full potential with present R-4 restrictions. Therefore, there is no need to worry about excessive over-building as long as we have this safeguard. By definition, R-4 is a medium density zone, and with the additional restrictions which we have now, something less than medium density.

On the other hand, the proposed rezoning, downward, is so drastic and adds so many more demands and restrictions, that it will defeat its own purpose. The primary intent of the new proposal is to reduce the number of apartments potentially allowable on any lot -- by as much as two-thirds. This will have many disadvantages for all of us -- tenants; owners of vacant lots; owners of improved property: (1) decrease in financial value of land, both vacant and built-upon. Both selling price and loan value. (2) discouragement of new construction, which creates scarcity, thus leading to higher rents, but not necessarily higher total income for owners. (3) greatly increased difficulty in replacing dilapidated old buildings. Remember that not long ago, T.H. property owners had to stage a tremendous fight to stop city authorities from declaring this a blighted area. Since then some new construction and some remodeling have slowly improved the neighborhood, but much remains to be done. (4) it will be highly impractical, -- often impossible -- to improve existing buildings by addition of more units inside the building, or by enlarging the structure, unless the lot area is so very large that all complicated new demands for increased yards, decreased lot coverage, "usable" open space, etc., are met. (5) it will be economically impossible to build the type of apartments that has been most successful on the Hill -- single-bedroom units occupied by one or two people. Fewer, but larger apartments, fewer garages, in proportion to the number of occupants. Will this actually reduce congestion? It's doubtful. Many owners (if they can build at all under the new zoning will be reluctantly forced to build much larger, and far more expensive apartments; for instance, three or four-bedroom units, bringing more share-the-rental tenants, paying enormously higher rents with often two or more people per bedroom, but fewer garages required. One can easily anticipate more parking problems, more congestion, more traffic, more visitors, and more transient type of tenant not to mention added problems of management and maintenance. Since new construction is so costly, these large new apartments would be too expensive for most families; well-to-do families who could afford them are likely to have more cars. Again, more congestion.

(over)

Equally important, the greatly increased demands for open space will in most cases be met merely by increasing size of backyards, which need not be planted at all. They may be concreted over, or abandoned to weeds, or to trash. In any case they are not visible to the public, and add no amenities to the neighborhood. An enlarged backyard which opens on to the blank wall or unpainted back stairs of a neighbor's building is of no advantage even to the few occupants whose windows look directly upon it. But it does increase problems of maintenance and security, and it does decrease living space inside the building.

The new zoning requires more "usable" open space. Fine, at first glance. But this may well create more problems than it solves. Many of these inflexible requirements are inappropriate to Telegraph Hill because of steep terrain, inaccessibility, etc. Proposed R3.5 zoning requires rear yards sloping more than 15 percent, to deck over, or to terrace, large portions of the yard to qualify it as "usable". This is only one of the ways in which hillside lots will be severely penalized.

Still another change, a drastic new restriction on height limits, would make any property subject to the "average maximum height" of 2 adjacent neighbors, even though one of these neighbors may be on a much lower level on another street.

Many owners would be compelled to seek "variances". This is time consuming and complicated, requiring exhibits and drawings. Variances are often refused, merely because of a neighbor's objection.

No one who has not carefully studied the new zoning, and who is not fully familiar with the true implications of "density", lot coverage, and "usable" open space, can realize the many ways in which he may be affected -- too many ways to be listed here.

Edmund and Elmo De Martini, long-time members of Telegraph Hill Dwellers who have had many years of experience with building and design problems on our unique Hill, will gladly explain how your lot will be affected. 1831 Powell Daytime phone, 781-6164.

In summary, you will be affected because the proposed re-zoning will:

1. Reduce in varying degrees the value of each property.
2. Reduce number of apartments and garages, but increase number of people and cars.
3. Increase rents because of shortage of apartments, and because only large, multi-bedroom apartments, for higher rents, will be financially feasible.
4. Discourage replacement of run down buildings, and improvement of many existing ones.

As for open space, would it not be far better to encourage it by granting concessions or "bonuses" in return for added amenities -- such as fountains, attractive landscaping, decks, etc., rather than to make all these rigid new demands which in most cases will really only produce hidden rear yards, without amenities? We need to encourage the charming variety on the Hill -- not to repress it by new demands for conformity.

PRESIDENT CAUTHEN NAMES COMMITTEE CHAIRMEN TO SERVE THIS FISCAL YEAR

BULLETIN	KENNETH EVERS	421-2671
CONSERVATION	TOBY BLOXUM	392-0675
DOWNTOWN ZONING	JUNE COYLE	781-3579
LANDSCAPING	BETTY RADER	392-0227
LEGAL	JOHN HARMAN	362-5733
NOMINATIONS	ANNE DAVIS	781-9132

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NORTHERN WATERFRONT	ROBERT KATZ	986-1890	
PUBLIC INFORMATION	JANE DILLON	362-3928	
RECRUITMENT	PAT DELANEY	362-0274	
SOCIAL	ANNE FIBUSH	771-4816	
TELEGRAPH HILL ZONING	CAROL SCHWARTZBACK	397-7994	776-0475
TRANSPORTATION & PARKING	LONARD JAMES	981-0352	282-8676
VISUAL IMPROVEMENTS	ALLEN LATHROP	781-4751	



480 Vallejo Street
San Francisco 94133

FOR A GREAT WATERFRONT IN SAN FRANCISCO

On Wednesday, February 19th, representatives of the Citizens Planning Committee, San Francisco Beautiful, Russian Hill Neighborhood Improvement Association, the Women's Chamber of Commerce, Preserve Our Waterfront Committee, San Francisco Maritime Museum and the Telegraph Hill Dwellers met to discuss points of mutual concern about development of the waterfront, and reached a united position, summarized as follows:

- A. The Bolles Report has carefully defined existing green areas as "public Open Space" in order to discourage would-be developers, which is fine. However, in our study of the area, less than ten acres are set aside as open space. We have called for more open space and a generally bolder approach in the entire program.
- B. The Arthur D. Little Report and the Bolles Report stress the value of an active shipping activity in the heart of the city. This viewpoint we heartily endorse, further we strongly state that it is incumbent on the Port Authority to seek ways of revitalizing and modernizing existing facilities, rather than to actively promote their demise.
- C. Since past thinking has envisioned not only a 6 lane "parkway" which would constitute a devastating barrier between the city and the waterfront, but also would create vast increases in parking facilities. We strongly recommend that the Planning Department be encouraged to look more toward public transit modes in solving the problems of the area.
- D. We are pleased to note the Bolles team unequivocally retains the 40 foot height limit, where it now exists. In the areas south of Broadway we favor a height envelope beginning at 40 feet at Broadway, and increasing gradually to 65 feet as one proceeds southward to the Ferry Building.
- E. We are also calling strongly for a much more imaginative treatment of waterfront areas, including some of the delightful features apparent in many European waterfront cities.
- F. We support the plan's recommendation to eliminate billboards from the area.

MORE ON NORTHERN WATERFRONT

Under the chairmanship of Robert Katz, your Northern Waterfront Committee has developed an excellent set of detailed recommendations, which have now been submitted to City Planning Director, Allan Jacobs, as the official T.H.D. position. This report has been well received by all who have read it. A limited number of copies will be available at our April 22nd general meeting

The T.H.D. are now working with about 15 other neighborhood and civic groups to develop a joint statement for release to the media outlining our rising concern that powerful groups are bringing pressure on the Mayor and the Port Authority to sacrifice the entire waterfront development to commercial development .


We intend to delineate at least two and possibly three areas that could be set aside as open space.

Ideas and strong support are needed from our membership

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Bulletin

TAX BREAK FORMS

Forms have been sent out by the Assessor's office for home owners to fill out in order to receive the tax benefits voted under Proposition 1-A on last year's ballot.

One form is an application for a tax rebate of \$70.00 on your 1969-1970 real estate tax, the other form is an application for a \$750.00 assessment exemption. You should have received both of these forms in the mail.

Only home owners, and occupants of their own unit in a two unit dwelling, or in a condominium, are eligible for these tax exemptions.

The rebates are not automatic, but must be applied for. If you did not receive these forms, communicate with the Tax Assessor's office.

If the City's tax rate is set at \$11.00, your \$750.00 assessment reduction would save you \$82.50.

FORMS MUST BE IN ASSESSOR'S OFFICE BY APRIL 15

PRESIDENT CAUTHEN SAYS.....

While it would take several pages to adequately describe all the activities of our Telegraph Hill Dwellers in the past twelve months, I wish to thank those many, many members who have made such generous contributions of time and talent (often without being in the limelight) to the successes we have had.

Keep up the good work! The heat is still on!

Curt Baldwin, our able Treasurer, has 2,000 Telegraph Hill Dwellers envelopes. If you need some, and are authorized to use them, call Curt at 781-8534.

He also has Telegraph Hill Dwellers decals for your windshield. These very attractive decals have the T.H.D.'s Coit Tower insignia on them. They sell for \$1.00 each and proceeds from their sale will go to the T.H.D.'s general fund.

THANKS TO SEAN MOONEY

On Sunday afternoon, February 9th, Sean Mooney honored the Telegraph Hill Dwellers with an Open House at his Irish Pub, 1525 Grant Avenue. Food and drinks were on the house, and I'm sure a finer spread has never been provided this side of Ireland. Mooney's hospitality was enjoyed by about 200 Hill Dwellers.

Mooney's Irish Pub serves dinners every night except Monday and Tuesday and serves such Irish dishes as Irish Country Soup, Center Cut Ham Steak cooked in Guinness, Corned Beef and Cabbage, Irish Stew and a delectable dessert that Mooney guarantees has been a favorite in Ireland for 100 years.

Credit also goes to Pat Delaney and her assistants for their assistance in organizing the affair.

DINE IN IRELAND TONIGHT

AUTHENTIC IRISH DISHES \$ 3.95

MOONEY'S IRISH PUB

1525 GRANT AVENUE

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FREE DELIVERY
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