

CITY & COUNTY OF SAN FRANCISCO PORT COMMISSION

MINUTES OF THE MEETING FEBRUARY 14, 2017

1. CALL TO ORDER / ROLL CALL

Port Commission President Willie Adams called the meeting to order at 2:02 p.m. The following Commissioners were present: Willie Adams, Kimberly Brandon, Eleni Kounalakis and Doreen Woo Ho. Commissioner Leslie Katz arrived at 2:37 p.m.

2. APPROVAL OF MINUTES – January 10, 2017

ACTION: Commissioner Brandon moved approval; Commissioner Kounalakis seconded the motion. All of the Commissioners were in favor. The minutes of the January 10, 2017 meeting were adopted.

3. PUBLIC COMMENT ON EXECUTIVE SESSION

4. EXECUTIVE SESSION

A. Vote on whether to hold closed session.

ACTION: Commissioner Brandon moved approval; Commissioner Kounalakis seconded the motion. All of the Commissioners were in favor.

At 2:03 p.m., the Commission withdrew to executive session to discuss the following:

- (1) Discussion and vote in open session whether to meet in closed session regarding the following matter pursuant to California Government Code §54957(b) and San Francisco Administrative Code §67.10(d) (Discussion and possible action).

PUBLIC EMPLOYEE APPOINTMENT/HIRING

Title/Description of position to be filled: Port Chief Financial Officer

- (2) CONFERENCE WITH LEGAL COUNSEL AND REAL PROPERTY NEGOTIATOR – This is specifically authorized under California Government Code Section 54956.8. *This session is closed to any non-City/Port representative: (Discussion Items)

- a. Property: AB 4110, lot 1; AB 4052; 4111, lots 3 and 4; also known as the Pier 70 Waterfront Site, a 28 acre site generally bounded by

Illinois Street to the west, 20th Street to the north, the Bay to the east and private property to the south (AB 4175), located near the intersection of 22nd Street and Illinois. Also including a City option to purchase privately-owned property comprised of AB 4110, lot 8A and AB 4120, lot 2, an approximately 3 acre parcel bounded by Illinois Street to the west, 22nd Street to the south, and Port property to the north (AB 4110, lot 1) and east (AB 4052).

Person Negotiating: Port: Byron Rhett, Deputy Director, Planning and Development

*Negotiating Parties: Forest City Development CA: Kevin Ratner

- b. Property: AB 8719, Lot 002, also known as Seawall Lot 337, AB 9900, Lot 62, also known as China Basin Park, and AB 9900, Lot 048 and AB 9900, Lot 048H, also known as Pier 48 (all bounded generally by China Basin, the San Francisco Bay, Mission Rock Street, and Third Street)

Person Negotiating: Port: Byron Rhett, Deputy Director, Planning & Development

*Negotiating Parties: SWL 337 Associates, LLC: Jack Bair

5. RECONVENE IN OPEN SESSION

At 3:21 p.m., the Port Commission withdrew from closed session and reconvened in open session.

ACTION: Commissioner Brandon moved approval to adjourn closed session and reconvene in open session; Commissioner Kounalakis seconded the motion. All of the Commissioners were in favor.

ACTION: Commissioner Brandon moved approval to not disclose any information discussed in closed session; Commissioner Katz seconded the motion. All of the Commissioners were in favor.

6. PLEDGE OF ALLEGIANCE

7. ANNOUNCEMENTS – The Port Commission Secretary announced the following:

- A. Please be advised that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing of or use of a cell phone, pager, or other similar sound-producing electronic device.
- B. Please be advised that a member of the public has up to three minutes to make pertinent public comments on each agenda item unless the Port Commission adopts a shorter period on any item.

8. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA

9. EXECUTIVE

A. Executive Director's Report

- PIER 39 Celebrates 39 Years

Executive Director Elaine Forbes - The Port would like to congratulate Pier 39 on its 39th birthday. It was in October of 1978 that Pier 39 opened on schedule to fanfare in San Francisco. At its opening, Pier 39 had 50 stores, 23 restaurants, a diving pool and street performers. Today it is a two level open air festival marketplace which hosts 60 plus specialty retail shops, 20 attractions, 14 restaurants including the Hard Rock Cafe and Bubba Gump Shrimp Co. Pier 39 offers breathtaking views of the Bay, Alcatraz, Golden Gate, the Bay Bridge and the 300 berth marina and live, daily entertainment. One in three visitors to San Francisco goes to Pier 39.

Today we have Kathy Paver here. She is the Senior Vice President of Marketing for Pier 39 and she's come here to talk to us about the year-long celebration that Pier 39 is kicking off. As Senior Vice President, she is responsible for the continued development and implementation of PIER 39's overall efforts to be a wonderful tourist destination to promote special events and community relations. We are very grateful for the work Pier 39 has done to enrich and enliven our waterfront. It's just a true anchor to bring people back again and again to this place and we're very proud of the effort.

Kathy Paver - Thank you for allowing me the opportunity to tell you about PIER 39's birthday celebration. In the late 1970s, savvy San Francisco businessman and developer Warren Simmons dream of building an urban park along the city's underdeveloped waterfront.

On October 4, 1978, Simmons dream became a reality when he transformed this dilapidated cargo pier into PIER 39, an eclectic collection of specialty shops, restaurants and attractions. The first public/private partnership project built along the Embarcadero since World War II, PIER 39 paved the way for future developments on and alongside the Bay.

In the beginning the property was embroiled in controversy and various legal battles. After opening to the public, it was evident that tenant sales were much lower than anticipated. Due to these issues, and only three years after opening to the public, PIER 39 was sold to Moor + South whose forte was to take undervalued and underperforming retail properties and bring them to their full potential. Moor + South's management team has worked diligently since 1981 to evolve PIER 39, its tenant mix and the guest experience into what it is today, San Francisco's most visited attraction.

October 2017 marks PIER 39's 39th anniversary on the San Francisco waterfront. PIER 39 is turning 39 and what better way to celebrate than with a one-of-a-kind celebration for the record books. It started in mid-January and every Friday for 39 weeks, guests are invited to the Pier to celebrate our amazing views, our fresh seafood, unique local shopping and of course, the sea lions.

Each week, PIER 39 will offer something different, from discounts and giveaways to fun special events like movie nights, a 1970s roller disco party, beer and wine pours and a lot more. The celebration culminates with a press conference on October 4th which is PIER 39's actual 39th birthday and it will be followed by our official birthday bash on Saturday October 14th which will feature live music and fireworks over the San Francisco Bay. Other than the wine and beer pours, all events are free and open to the public.

PIER 39's 39th birthday marks several years of extraordinary success. In 2016, PIER 39 posted the highest annual sales in the company's history for its sixth consecutive year. Additionally, PIER 39 now welcomes over 11 million guests annually. According to San Francisco Travel Association's most recent visitor profile studies, in 2010 and 2014, 43.7% of all visitors to San Francisco visit PIER 39. We actually surpass the Golden Gate Bridge by a couple tenths of a percentage point, but we'll take it. We are proud of the Pier's tremendous success over the past 39 years and on behalf of PIER 39, we'd like to formally thank the Port Commission, the Port of San Francisco and its staff for all the support we've received over the years.

We are certainly grateful to our tenants and our employees who create wonderful guest experiences each and every day, and lastly we thank all of our local domestic and international visitors who frequented the Pier. The 39 weeks of celebration are just our way of saying, "Thank you," to all these important constituencies.

I'll share the schedule of events but if you're curious, just visit our Web site and go to the event section and you'll see 39 wonderful events all lined up for you. We hope you'll join us in celebrating our namesake birthday.

Commissioner Adams - Before you leave, I have a plaque here for you on behalf of the Port of San Francisco and it says, "Congratulations and Happy Anniversary PIER 39 on 39 years of amazing views, fresh seafood, unique local shopping and of course, sea lions." I just want to thank you so much and for all your hard work and this is such an honor that you shared it here with us.

Commissioner Katz - As a child growing up in the Bay Area, I was thrilled when PIER 39 opened up and thank you for everything that it brings to Bay Area residents and visitors alike. It's a wonderful spot and we're thrilled to have PIER 39 as a tenant.

Commissioner Brandon - I agree and I look forward to attending some of these events and thank you for the little treats.

Commissioner Woo Ho - I didn't grow up in the Bay Area. My first experience with the waterfront was taking my children to PIER 39. It has a special meaning in terms of history of my first experience on what the whole waterfront is about. It's amazing that 39 years has passed already.

It was very novel and we've seen other projects across the country that have modeled themselves after Pier 39 so it was a real pioneer. I was at Citibank at the time. If you go back, Citibank actually had its name on the theatre at Pier 39 for a period of time so that's a long time ago, but congratulations.

Elaine Forbes - Thank you so much for the partnership and the vibrancy that you've brought to this waterfront. It's very remarkable. Thank you and congratulations on your birthday.

- 2016 Port Employees of the Year

Elaine Forbes - On Tuesday, January 25, 2017, we celebrated our third annual Breakfast of Champions event. This event is designed to celebrate all of our employees and to give special recognition to those who made extraordinary contributions in 2016. This is an employee democratic process where all employees can nominate. They can nominate peers, subordinates, colleagues. There is a committee that reviews the nominations and makes a selection.

There were two Team Awards given this year. The first is the Team Innovation Award and that went to the Crane Shop - Gene Sheets, Neal Hillyard and Luis Vallejos. This team built and programmed computer sensor units used to monitor the performance of sewer pumps remotely.

They built a prototype and are now producing units for all sewer pumps at the Port. They built the units for half the price that we could've gotten out there in the private sector. They wrote the computer code to run the system and user interfaces. Their design will provide better maintenance services and save the Port time and money on emergency repairs and damage and as you know, the quality of our Bay water is of significant importance and this team really provided some innovation this last year for us that will benefit our Bay.

The second team award is to the Homeless Response Team - Tom Carter, Brad Benson, Daley Dunham and Ken Tashian. This team worked with many City departments on an interdepartmental response to the encampment solutions at Warm Water Cove Park in July of 2016 and Islais Creek in September of 2016. They also earned neighborhood support for the establishment of the proposed Central Waterfront Navigation Center on a vacated portion of 25th Street. There was a lot of hard work and innovation that they deployed to come to a good result for us on a difficult issue.

We also gave out awards to our divisions. The first is Phil Williamson. He has served as an outstanding Project Manager for many years and really needed acknowledgement for his work on the Orton Project at Pier 70 this last year.

The next is to Kally Ip in the Finance and Administration Division. She's been called to wear many hats and has done so well this last year. She contributes significantly to the preparation of our financial statement, but now she is also serving as the Port's representative to the Financial Systems project which is the City's change from Famous to PeopleSoft Financial. She is our change agent. She is responsible for inspiring our team to make a very big change in the computer system we're using.

The next person is Raman Singh in our Engineering Division. He was extremely helpful last year in collaborating with Port staff, PG&E and the SFPUC and other agencies. He has been the point person for solving disputes and he provides cost effective solutions for Engineering. One perfect example is that at our shipyard, we've been trying to cause the removal of hazardous PCB transformers. The initial evidence was \$10 million. With his great work, the alternative solution has dropped to \$3 million.

Next employee is Renee Martin in the Executive Division. She has had a banner year coordinating public events and notable projects. She's caused more than 200 news articles, most of them good, about the Port and our tenants and she's coordinated the kickoff reception of the Waterfront Land Use Working Group, Chairs the Port's Marketing Committee, develops sponsorship for our pylon program and launched @SFPort which is a great quarterly digital interactive newsletter which is growing in readership and this is just a slice of her very notable accomplishments.

The next employee is Joe Monroe in our Maritime Division. Joe became our Harbormaster in April 2015. He was selected by the Port. He has seamlessly managed the South Beach Harbor transfer from the Redevelopment Agency. He is an amazing leader in our organization and he's helped transfer administrative maintenance responsibilities and he works to provide for a world-class harbor.

Demetri Amaro from our Real Estate Division is an excellent employee. His work is above par. He helps out and volunteers in numerous ways. He improved the reporting of the Port's monthly revenue, reconciliation and park management. He helps to ensure the efficiency of workflows and routinely goes the extra mile, stepping up every year to work on Fleet Week and serving as the virtual DOC.

Finally we have David Rauenbuehler of our Maintenance Division. He works across all divisions to bring creative solutions to Maintenance and Engineering projects. His expansive institutional knowledge serves the Port greatly. He has

improved our plumbing substantially and his interest goes far above and beyond. He is the person behind many of our shots on our calendar. He's quite a prolific photographer of the Port.

Some of the awardees are here. Can we give them a round of applause?

- Debris in the Bay

Elaine Forbes - I want to report something that's not on our agenda and that is there is quite a bit of debris in the Bay right now. We worked with the Coast Guard and with our environmental agencies and have concluded that this debris is due to the recent storm and it's nothing to be concerned about. Many will see quite a bit of debris in the Bay.

- Adjourn meeting in memory of Mrs. Kounalakis and Mr. Irizarry

Finally staff ask that we adjourn the meeting today in the memory of Vaso Kounalakis and Abe Irizarry from Delancey Street.

B. Port Commissioners' Report:

Commissioner Brandon - I had the opportunity to attend Abe Irizarry's Memorial Service and it was a great tribute to the life that he led and so many people that he touched at Delancey Street. There were people there from the 1970s who were Delancey Street residents up until today and to see the amount of love and support that he had. His family was there and they did a lovely tribute to him. Mimi did a great job. I'm happy we are adjourning the meeting in the memory of him and Commissioner Kounalakis' mother-in-law.

Commissioner Woo Ho - I didn't have anything particular to report but I wanted to comment on the Executive Director's Port Employees of the Year. I know that everybody at the Port works on a mission basis. It's not like in the private sector where you can expect a lot of monetary awards. You obviously all work from the heart and soul for what you believe and the mission of this Port.

It's wonderful to see that some of you who do go above and beyond, and I just wanted to add my personal congratulations and say that what I call is the psyche reward that you do get since you don't always necessarily get more than just the base salaries that you do get at the Port. I wanted to particularly to comment on that because it's amazing what we do here at the Port, all of the employees, not just those that are being recognized today. But those in particular today that have done something very distinctive this past year, it deserves a real shout out from the Commission to thank you for what you do. I wanted to mention that on behalf of myself.

Commissioner Katz - I also want to just congratulate our Employees of the Year. I know many of you have heard me say, "I think the employees of the Port are amongst the best in the city." I finally stopped saying it because I didn't want

others to catch on to how great everyone here is. But truly, congratulations. We all know how hard all of our employees work and we're thrilled to be able to recognize those of you who have just done such stellar work on behalf of the Port and behalf of the City and residents of San Francisco. Congratulations and thank you.

I want to extend my condolences to Ambassador Kounalakis on the loss of his mother-in-law and to Marcos on the loss of his mother. They're just really a warm, loving family and it's so hard to hear of your loss. She sounded like an amazing, amazing woman.

I wasn't able to attend Abe Irizarry's Memorial Service but have known him for many years and truly a loss to so many. He's changed so many lives, not just in San Francisco but across the country and has been such an example on what it means to turn your life around and make something of yourself and he lived that every day and made sure that he brought others along with him. Again, my condolences to the Delancey Street family.

Commissioner Kounalakis - I'd like to also extend my congratulations to the awardees here at the Port and just say that as the newest member of this Commission, it impresses me every time I'm here how well-run and well-organized and efficient and productive the team at the Port Commission is. That clearly comes with a lot of pride in the work that all of you do for your job and for your city. I want to thank you for everything you do and all you contribute.

I am so taken aback and humbled that you would propose to close the session today in honor of Abe of course and also of my mother-in-law. Vaso Kounalakis was a refugee. She came to the United States as a refugee from the island of Crete after the second World War. If she hadn't come to San Francisco, I certainly wouldn't have met and married her son and I wouldn't be living in San Francisco and I wouldn't be on the Commission.

She was a lion and just an incredibly loving and wonderful person and she loved San Francisco so much but she wouldn't have been here without the open-hearted kindness and policies of the United States government to let her come to the United States. Thank you.

Commissioner Brandon - I would like to thank Director Forbes for carrying on the Breakfast of Champions. I think it's a great concept recognizing our staff and all that they do. Thank all of you for all of your hard work.

Commissioner Adams - To our staff, this is special gratitude to you. Thank you very much. A lot of times you come to work day in and day out, people may never say, "Thank you." We're all public servants, the highest calling. So many times, we get to do something but a lot of times it has nothing to do with us. That means we're a real public servant when we get to do something for other people other

than ourselves. The men and women at the Port get to do that every day. I want to say personally, "Thank you so much."

When I moved to San Francisco in 2003, Abe Irizarry was one of the first guys I met going into Delancey Street. When you first walk in there, there's a table and it's Jimmy Herman's table. Back in the day, Jimmy Herman was not only the president of the International Longshoreman Warehouseman's Union but also, he was the President of the Commission. Jimmy, along with Mimi, the Burton Brothers, Nancy Pelosi, Commissioner Brown, it goes all the way back. They started Delancey Street.

Abe was one of those guys that graduated through the program. A lot of people may know the story. It was up in Pacific Heights. The residents of Pacific Heights didn't want Delancey Street in that neighborhood because they were convicts, men and women getting out of jail. But those public servants in our city felt like everybody deserves a second chance.

At that time, Jimmy was the President of the Commission. Leroy King was the Head of Redevelopment and they got this area over there at Delancey Street. I think close to 20 or 30,000 young men and women have graduated. Once again, doing something that doesn't even belong to you and having the courage to do that because it was the right thing. At this time, we will have a moment of silence for Abe Irizarry and Vaso Kounalakis.

Commissioner Adams - May they rest in peace.

10. CONSENT

- A. Request authorization to advertise Contract 2783 Pier 31 Utility & Restroom Project. (Resolution No. 17-06)

ACTION: Commissioner Brandon moved approval; Commissioner Kounalakis seconded the motion. All of the Commissioners were in favor. Resolution No. 17-06 was adopted.

11. REAL ESTATE

- A. Informational presentation by bay.org on the Operations and Public Programs at the EcoCenter at Heron's Head Park.

Elliott Riley - I'm a Senior Property Manager assigned to the southern waterfront of the Port of San Francisco. In February 2014, the Commission requested a report back on the Port's lease of the EcoCenter to bay.org and its partners, the A. Philip Randolph Institute and the City College of San Francisco.

The EcoCenter at Heron's Head Park is a community-oriented facility with a unique back story. The Port has managed Heron's Head Park and offered

outdoor environmental education and public participation programs since the park opened in 1999. In 2005, the Port leased a small portion of Heron's Head Park to a non-profit, Literacy for Environmental Justice, commonly known as LEJ, for the purpose of building an Environmental Education Center. LEJ subsequently constructed the EcoCenter at Heron's Head Park and opened it in 2010.

LEJ owned and operated the EcoCenter until 2014 when it turned ownership of the building over to the Port. Currently the Port owns and maintains the building and Port tenant bay.org, a multi-faceted environmentally-based entity, provides free public educational programs focused on serving the local community. I will provide update on bay.org's activities at the EcoCenter over the past three years.

Representatives of both the A. Philip Randolph Institute and the community-based EcoCenter Advisory Committee are in the audience. I'm pleased to introduce bay.org's new President and CEO George Jacob who took the helm at bay.org last month replacing former CEO John Frawley.

George was originally from Canada and was educated in Toronto. Later went to Yale School of Management and the Smithsonian. George has a distinguished record of leading nature and science-based museums throughout the world. He is also a Canadian Commonwealth Fellow and serves on the Board of Directors for a number of educational organizations. Obviously, we're delighted to welcome George to the Port of San Francisco.

I'd like to invite Carrie Chen, bay.org's Director of Education and Conservation, to present a summary of their operations at the EcoCenter at Heron's Head Park.

Carrie Chen - Thank you so much for inviting me here today to share with you some of the wonderful successes and stories that we've been experiencing at the EcoCenter over the past three years. I would like to take a moment to publicly thank the many Port of San Francisco staff that have supported the EcoCenter since day one: Carol Bach, Tom Carter, Monico Corral, Oscar Wallace, Patricia Marquez-Ramirez, Mike Hastings, D.J. Siegman, Dave Rauenbuehler and Tai Trang. Without them we could not be where we are today.

I also want to take a moment to thank and identify Susie Wasserstrom, EcoCenter Manager. She has been leading the EcoCenter staff and programs since January of 2015. She's truly been instrumental in the success of the EcoCenter, especially in the development of the many key partnerships and relationships that we've had.

First and foremost, I want to talk about the partnerships that we have at the EcoCenter, because without them, none of what we've been able to accomplish

would've come to fruition. As you probably remember, we had a couple of partners that were identified in our lease, those of the A. Philip Randolph Institute of San Francisco and City College of San Francisco. Additionally, we have been very fortunate to develop a strong partnership with the San Francisco Recreation and Parks Department since signing the lease.

Each partner organization supports the EcoCenter staff and programs in many diverse ways. From the A. Philip Randolph Institute, we work regularly with Executive Director Jacqueline Flin and Program Manager Kurt Grimes on their participation and leadership in our EcoCenter Advisory Committee, connecting EcoCenter staff with the Bayview Hunters Point community by providing opportunities to work side by side with community leaders and providing key job skill training for our EcoCenter interns.

From the City College of San Francisco, we've been working with the staff of Peggy Lopipero-Langmo, Joe Cannon and Anastasia Fiandaca. They also participate in our EcoCenter Advisory Committee. They assist us with our ongoing internship programs. They connect us with new professors and City College students within the City College system.

Thank you to our Rec and Park staff partners, two of them are here in the audience today, Commissioner Kiefer and Brenda Cartagena. There are many staff within the Park and Rec team and their many interns that work with us. They also participate in our EcoCenter Advisory Committee and we collaborate with them in many ongoing public programs and youth programs including monthly volunteer workdays, annual Coastal Cleanup Day events, coordination with their youth stewardship program and the monthly Healthy Parks, Healthy People Trail Walk in Heron's Head Park.

With all of these partners, we provide these organizations the opportunity to use the EcoCenter as a meeting space and we provide our free education programs to any of the students and youth that these organizations serve.

One deliverable that you'll probably remember that we included in our proposal was to develop an EcoCenter Advisory Committee to ensure that we had a strong connection and communication with the community that the EcoCenter serves. I am happy to share that this initiative was launched and has grown strong over the past three years.

The EcoCenter Advisory Committee is comprised of approximately 10 members and its co-chaired by myself and Jacqueline Flin from the A. Philip Randolph Institute. The current representatives are shown through the logos on this slide. The Group provides guidance to bay.org staff to enhance the EcoCenter's programs and community engagement efforts.

Annually, I always try and take a moment to touch base with the committee members through a satisfaction surveys to find out how they're feeling about

their membership in the committee and how we can provide opportunities to improve. In the most recent survey that I conducted in December 2016, 100% of the respondents from the Committee agreed or strongly agreed that the organization that they represent is satisfied with their participation in the EAC and 100% of respondents agreed that the goal for EcoCenter Advisory Committee members to assist with community outreach has been successful.

Additionally in bay.org's original proposal to the Port, a community representative was to be engaged from the community to join the organization's Board of Directors. I am happy to share that we have also been successful in this effort, and Angelique Tompkins who is here in the audience with us, was appointed to the organization's Board of Directors as a Bayview Hunters Point resident and community representative in the fall of 2014.

Miss Tompkins has been tireless advocate for the EcoCenter, a wonderful liaison between bay.org's Board of Directors and the EcoCenter Advisory Committee and a great connector with EcoCenter staff and the community. I especially want to note her role in planning and executing the largest EcoCenter event to date, BaySplash. In October 2015, this event brought more than 30 community organizations to the EcoCenter to host science, environment and health activities for over 300 attendees. Thank you so much Angelique.

When I think back over the past three years, our focus on being open to the public consistently comes to mind as one of the most important successes. Upon execution of the lease, the bay.org team has ensured that the building was open to public Wednesday through Saturday, 9:30-3:30.

Guests can walk in at any time to explore the building and receive an impromptu tour from a naturalist about the various green building systems. By having consistent opening hours, the community has come to know the EcoCenter and since March 2015, over 18,000 guests have visited the EcoCenter.

To provide additional hands-on experiences, starting in Spring 2014, we began offering free themed Science Saturday programs. We promote these programs to the community through calendar listings on the EcoCenter, Port and partner organization Web sites, distribution of fliers at the EcoCenter and in the community by EcoCenter Advisory Committee members. The flier distribution by EAC members has been instrumental in getting the word out. It's another great way that these committee members help support the EcoCenter in its programs.

As you can see from this graph, a total of 2,723 visitors have participated in Science Saturday programs over the past three years and our numbers grow significantly each year.

These are a few pictures that are examples of various Science Saturday events that have happened over the past three years. We try and create a diverse type of visitor engagement through these different events. We've held everything

from a Heron's Head Park BioBlitz, Species Identification Party, a program about the birds of Heron's Head Park, Divers, Dabblers and Waders, the Hidden World of Plankton, the Bayview Hunters Point Environmental Justice Mapping Project honoring the women who protect their community and Getting Down and Dirty with our Native Plant Garden, a monthly collaborative event with Recreation and Parks.

Many of our most successful programs are due to partnerships. This allows the EcoCenter to plan a collaborative event, and to also cross promote. Examples of organizations we've partnered with for successful Science Saturday events include Be Magic, City of Dreams, San Francisco Rec and Park, the California Academy of Sciences, the Blue Greenway Project, the Department of Public Works, the Bay Area Science Festival and Tribe City Fest.

Providing volunteer opportunities is also a key part of our Science Saturday programs. It is a wonderful way that our organization and the community come together to give back to the health of this very unique park. Monthly, in partnership with the Recreation and Parks Greenagers program, we coordinate a native plant restoration volunteer work day.

We began this partnership in late 2014, and since then we've engaged over 500 volunteers in removing non-native plants and planting and watering native plants in the park. Additionally, we began to offer quarterly shoreline cleanup workdays that happen around MLK Day of Service, Earth Day, World Oceans Day in June and Coastal Cleanup Day. Over the past four years through those shoreline cleanup events, we've engaged almost 400 volunteers and collected 1,882 pounds of trash from Heron's Head Park.

There are two additional ways that we offer the public to connect with the EcoCenter. We provide free or low use of the building to community groups as a meeting space. We also offer free adult and college group tours.

Many groups have taken us up on this offer of using the EcoCenter as a meeting space such as the YMCA's Hunter View Community Health and Wellness Center, the Port's South Waterfront Advisory Committee, India Basin Neighborhood Association, Literacy for Environmental Justice, the Community Use Center, San Francisco Department of Public Health and the Rec and Park's Greenagers Program.

Since we began our lease, over 1,800 participants have used this building as a meeting space. As I mentioned, adult and college groups can also reserve a free guided tour and over 1,100 adults and college students have learned about the EcoCenter through a guided tour since our time there.

When we began our work there, a key need that we heard consistently about the EcoCenter is to provide programs that engage Youth and Workforce Development activities. Therefore, over the past three years, we have continued

and grown the internship programs that had already been developed by the City College of San Francisco. These internship programs are also wonderful connection to our partners at APRI and City College who help make these internships a success.

Internships are anywhere from 10 to 14 weeks long and involve the students in learning about the key systems at the EcoCenter such as our wastewater treatment system, putting that knowledge into action by learning to interpret the building for the guests, and then culminating in a capstone project.

Our summer interns are paid through a wonderful grant that we've received over the past three summers from the San Francisco Public Utilities Commission and our school year interns receive college credit through City College of San Francisco. Over three years, the EcoCenter staff have graduated 20 City College sustainability 91 interns, and 21 paid summer interns.

Finally, thanks to a generous grant from the S.D. Bechtel Jr. Foundation in 2015, the EcoCenter staff developed 10 new environmental education programs which were launched in winter of 2016. We've also dedicated a tremendous amount of staff time and resources to connecting with the local community teachers and youth serving groups. Over the past three years, these programs have served 2,865 students, youth, teachers and chaperones. The number of participants served grow significantly each year.

These environmental education programs are provided completely free of charge to any K-12 school or youth group year round. They are aligned to the Next Generation Science Standards and they touch on topics such as Climate Change, Biodiversity and Wetland Ecology. These programs also offer another connection with our Recreation and Parks partners via their Youth Stewardship Program (YSP).

YSP provides education restoration activities for San Francisco schools in Heron's Head Park which complement the EcoCenter's programs. Over the past three years, more than 900 youth and chaperones have participated in both an EcoCenter program and a YSP program on a day-long field trip to Heron's Head Park.

We have gotten connected to many schools and youth groups in the community through these programs including Washington Carver Elementary, Drew Elementary, Burton High School, MLK Middle School, KIPP Bayview, Urban Ed Academy, Commissioner Mays Boys & Girls Club, Joseph Lee Recreation Center and the Bayview YMCA.

With all of our accomplishments over the past three years, the staff and organization are committed to continue to grow our programs and continue to grow our connection to the community. A few initiatives that we're currently working on include expanding our internship and K-12 programs through recent

grant awards, recruiting two new EcoCenter Advisory Committee members and improving our outreach to Bayview Hunters Point K-12 schools and community groups including coordination with sister agencies such as DPW and Rec and Park.

Thank you for inviting me here today to share with you about the many successes that we've had at the EcoCenter over the past three years. If there's anything per our lease agreement that you'd like additional information on or provide feedback on, I welcome your questions and comments.

Commissioner Kounalakis - I went by a few months ago, and we talked to a woman who was there, but it isn't open to the public on a daily basis. Is that right?

Carrie Chen - That is correct. Per the language in our lease, our commitment was to keep the hours of operation that, until we had sufficient funding to completely underwrite and grow the hours of operation, so currently the hours of operation are Wednesday, Thursday, Friday and Saturday from 9:30 a.m. to 3:30 p.m.

Commissioner Brandon - Thank you so much for such a wonderful presentation. I'm so happy about the success of this effort and I am so happy that bay.org took our advice to collaborate with APRI and City College and have now added Park and Rec. I think that's absolutely wonderful. It's amazing the programs that you're doing, the volunteer opportunities, Science Saturday. You guys have just done an outstanding job with Heron's Head Park more than I could have ever expected.

I'm so grateful that you also took my recommendation to add Angelique to the Board because she is just such a great conduit to San Francisco in general. I personally would love to hear more about BaySplash. Because to bring 30 organizations and over 3,000 people out in one day, I would like to know how she did that.

Carrie Chen - We're planning the next one in October 2017.

Commissioner Brandon - Angelique can you tell us a little bit about it?

Angelique Tompkins - Literally it was a great adventure for us to be able to have the capacity and the innovation to think what the community would need from us. The charter and the charge given by the Port to ensure that we engage the community, the idea of creating a STEM showcase and expanding it with the Arts, looking at the visceral response that the community has with the Arts included. We came together and I have to immensely talk about the appreciation I have for all of the EcoCenter team and the community as well.

We had an, "Aha!" moment where we thought we were going to really need to bring organizations to the table that were outside of the Bayview, and actually those 30 organizations represent Bayview organizations that were doing exceptional work in the STEM arena. We brought in different partners that enhanced it. Imprint City with their Executive Director Tyra Fennell doing the outreach and a mural competition with which we had the basis of the discussion of environmental justice and the importance of keeping that dialogue alive in the community.

There's certainly many more details that we could share with you. We're looking forward to the event in October in growing it and expanding it into other dialog and community issues that are present, and making it again a great celebration for the Bayview.

Commissioner Brandon - Thank you, and I know that the Port was a supporter of BaySplash and I hope that we will continue to be, maybe in a bigger way, since this is one of our tenants doing an absolutely wonderful job for the public.

Commissioner Katz - I concur with Commissioner Brandon's comments. It's exciting to see all that's been done - a thrilling example of organizations working together and thank you for that. As we suspected when we were urging that in the early days that everyone will be stronger by working together and it's really shown. This is really a model of the kind of partnership that works in the city now. I want to thank all of you because I know it took a lot of work to get to this point but we're so excited to see these tremendous results. Thank you all very much, I look forward to hearing more reports and seeing if we can get 4,000 out in October.

Commissioner Woo Ho - I remember this item when it came in front of the Commission and that Commission meeting actually had lots of public comment, a lot of different voices. Today there's no public comment. As Commissioner Brandon said, we did give our counsel to say, "Let's work together. I think you all had a common goal."

It's pretty clear that three years later, that common goal and vision of how, what we could do with the EcoCenter has brought everybody together and with the addition of Rec and Park, and it's a wonderful example and a shining success. I think you have exceeded our expectation in terms of the partnership, in terms of the programs that you provided.

In this day and time where our sensibilities about what's happening in the environment continue to be elevated more and more and it's so wonderful to see all the children and others that have the opportunity to be exposed. That is really amazing. It's spectacular to see this after three years and that everybody is in unison which is not easy. I'm glad to see that this has worked and we are very pleased.

As my fellow Commissioners, we want to make sure that we're always engaged with the community in the projects that we can. Some of our projects don't lend that by nature, but this is one that really did and it's so great to see that we actually can see the progress that is, and so we didn't just talk about it but you actually ended up walking the talk and showing us results and those results are so fantastic. Thank you so much.

Commissioner Brandon - Can I just ask about the funding and what it will take for you to be able to open more days?

Carrie Chen - We have an Annual Operating Budget for the EcoCenter and we are consistently fundraising to support that. One of the ideas when we first came forth was that as part of the larger organization and through some of the general revenue generating efforts at Aquarium of the Bay which is part of the organization, that would support all of the financial needs of the EcoCenter so that we could have consistency when there are ups and downs in our fundraising efforts.

To date, we have been very successful in getting some key grants. We just received word that we're getting two grants coming down the road to support our K-12 and our internship programs. We have not gotten to the point of having 100% of our operating costs underwritten and so until we get to that, I very much want to expand hours because there's very much a need for that. But we need to fulfill the general operating costs and then go from there.

Commissioner Woo Ho - How many other organizations exist like this in the Bay Area, as an off-the-grid nature center?

Carrie Chen - Carol Bach and Port staff did a tremendous amount of research when the RFP process was coming forth. I think it is truly the only off the grid nature center of its kind, definitely in the Bay Area.

Commissioner Woo Ho - I appreciate that you're really involved with the immediate neighborhood of Bayview Hunters Point which is terrific, but it seems like somehow we have to make this much more of a Bay Area resource and so that hopefully it would then help you increase your funding network too. If it's so unique in the sense that you're not competing with somebody in Marin or somebody in the East Bay. Perhaps the Port can help figure out where else it can work. I'd ask Renee or others to think about it. Because it seems like it's not just for the neighborhood. Let's keep expanding.

Commissioner Adams - I'm going to have Carol come up here because it's been forgotten about. This is Carol Bach's project. Carol you need to come up to the mike. You always come in and stay behind.

Carol Bach - Thank you that's very kind but it's really not just me. It really is a team effort and our Real Estate Division has embraced this project and taken over the operation of the building. Our Maintenance Department has done

amazing work over the past three years to bring the building up to code in some of its operations and that has not been easy for them. Thank you but it takes a whole Port to run the EcoCenter.

Commissioner Adams - I want to personally thank you for all the time and work. I want to thank you for your presentation and we'll look forward to you coming back next year or whenever as you continue with your success

B. Update on the EV ARC™ (Electric Vehicle) Charging Station.

Rich Berman with Port Real Estate and the Environmental Team - Last March you authorized the Port to accept this donation of the Electric Vehicle Autonomous Rechargeable Renewable Charger (EV ARC). It is a stand-alone, solar-powered, electric vehicle charger. You may remember that it was part of a citywide effort with the support of several organizations.

Envisions is the manufacturer of the unit. There were several neighborhood and non-profits involved. They were trying to promote the idea of electrical vehicles throughout the city and this idea of an off the grid EV charger was quite eye-catching. The Port hosted this at three locations and we were the recipients of one of the three units at the end of the trial period. You asked us to come back and give you a little update on the performance of that.

The charger has been located at Seawall Lot 330 near Bryant and the Embarcadero since the donation. This is very consistent with the Port and the City's Climate Strategies and it's off the grid. It's zero emissions entirely, and it's free to use for anyone parking at Sewall Lot 330.

One of the benefits of this unit is that it has control technology that collects data on its usage including how much energy it collects from the sun and how many charges occur, what kind of power it delivers over time. This is a quick little summary of the use of the unit since April through December. We had 741 discrete charges, about almost three a day. We had up to 11 cars charging per day and we generated enough energy to travel over 4,000 miles.

In the phrases of one of our Electrical Engineers, "This is an operation close to its practical capacity." I tried to delve into more of the actual technical aspects and every time we got into it, our Electrical Engineer said, "It's really complicated. You have to talk about changing DC energy through inverters to AC." I thought that was over my head and probably not what we needed to get into but it is operating at close to practical capacity.

It's really been a success. It was a success until just after Christmas when somebody plugged it in and as it happens with gas stations, they drove away without unplugging it and that's just part of having a public asset. We've ordered the replacement cord. It's less than \$300. We have a spectacular team of electricians on Port Maintenance and we have the support as well of the

engineer from Envision, the manufacturer, and they're helping us with the repair which should be complete in just a couple of weeks. We'll have it back running for public use. The idea in part was to help promote electrical vehicles and as part of that, I just pulled out some data, the thrust of this graph is simply to show that the green line which represents the electric vehicles, and the red line which represents the most gas inefficient heavy cars, shows you the price of what it takes to drive 100 miles. It ranges from under \$5 for an electric vehicle to over \$20 for a gas guzzling truck or SUV. It's cost effective to run an electric vehicle.

The next step is probably the most interesting one. It was fortuitous that just in the last couple of months, the City Administrator's Office started a working group to promote electrical vehicles throughout the City fleets and the Port is participating in that. They're taking a very methodical approach to looking at what it would take to upgrade the infrastructure, what types of electric vehicles the City fleets would be able to utilize.

It's a perfect fit for the Port running the short distances that we do. Typically our cars and trucks don't run more than 3,000 miles a year and we would not run into range limits at all. It's something we're going to learn more about as we work with the technical resources of this working group and hopefully expand the on-grid charging capacity and then expand the actual fleet of electric vehicles with the Port.

Commissioner Woo Ho - That was a great report to hear the success that we're seeing. I just wanted to know practically speaking, when you have 11 cars a day doing it, how long are they docking before their charge is full? How long does it take them to charge up?

Rich Berman - I don't have data on whether they actually got charged, whether they charged their individual cars fully. What the remote data shows is how long they were there. So it might be an hour, it might be two hours.

Commissioner Woo Ho - Because this is a regular parking lot, when you say, "practical capacity," is it because people are not going to come back in 15, 20 minutes. They're going to leave their car for a period of time. Is there a limit on how long they can leave the car there? I'm trying to understand how the capacity works, not just from the electrical, technical end but from a user's standpoint, what works and what you can expect.

Let's say there was more capacity but nobody's going to come back that quickly to move their car or if we put limits on how long they can. I'm trying to understand how this works because it sounds like the City wants to add more to the electrical fleet. If we're going to add more, how is this going to expand?

Rich Berman - So the Working Group is to expand the municipal fleet, not necessarily the charging capacity for the public. For the public charging at Seawall Lot 330, the rules are typically two hour charge and then you free it up. I

don't think the demand has created such competition where one person was waiting to charge. I haven't heard anything from the parking operator about that.

Commissioner Woo Ho - Right now that charge is free, is that correct?

Rich Berman - It is free. You pay for the parking but you do not pay for the charge.

Commissioner Woo Ho - Is there any thought at this point that even the operator of the lot would like to see more of this in place?

Rich Berman - I have not heard that from the operator.

Commissioner Woo Ho - Is that something that we're going to look into? It seems like all the business case is pretty compelling that it's a pretty good thing to do. We're moving in that direction so I'm wondering what the next step would be from a business proposition standpoint.

Rich Berman - I don't think the next business step would be to purchase more of these EV ARC units. \$47,500 was the estimated value of the unit. We received it as a donation. I don't know that it's cost effective to install these on Port property but what is probably more likely is that we would install chargers that are attached to the grid. The cost of that will vary depending on the location and I'm sure the Electrical Engineers could tell us more about that.

What we expect to learn with this Working Group to try to expand the fleet is what some of those costs would be and then we would have a better understanding of the business case for expanding the charging capability at the public parking lots.

Commissioner Woo Ho - That sounds like a good direction. I understand what the municipal fleet is trying to do, but it seems like we would want to do things in parallel or simultaneously understand what we could be doing here because it's very exciting to see the results.

Rich Berman - It is and we'll learn some good engineering lessons that will inform the issue for the public lots.

Commissioner Katz - It's a great presentation and exciting to see that it's had positive feedback. Do the parking attendants enforce the two hour limit? Or how is that overseen?

Rich Berman - It's part of the charge when we initially set up the rules with them prior to the donation. It was there as a trial and the rules were essentially two hours. I don't think it was originally enforced because I don't think there were complaints that people were abusing it.

Commissioner Katz - Because you hear stories of people fighting over parking spaces at some of the other centers.

Rich Berman - Thankfully we haven't heard that here.

Commissioner Katz - Have we done an analysis or comparing where there is a fee, I'm assuming because we use charging in different senses here. So is there a fee for a charge elsewhere? Is there a scenario where we could see that occurring on some of our facilities if we would install additional EV ARC? I know this one is a pilot and it was a donation but if we were to look into purchasing these units, would they or could they pay for themselves if we were to charge a nominal fee for the charge?

Rich Berman - The word I got from our Electrical Engineer who did some very impressive quick math said, "No, it would not be cost effective to purchase these for that purpose." The better bet would be to develop the grid and install the chargers that way.

Commissioner Katz - That was my last question was comparing these units that are solar powered essentially versus with good connectivity. Do we get more kilowatt hours out of the ones connected to the grid? What is the comparison between the solar powered units versus the traditional grid connected?

Rich Berman - I think they're more reliable.

Raman Singh, Port Electrical Engineer - You have a limited capacity on those solar power units in the sense that you can only produce whatever energy you get from the solar panel so there's limited energy. As a result you can only put that much energy into the car. Whereas the grid, it's whatever. You have much greater capacity. You can get more power out of the grid and charge up the cars faster. If you put a big solar panel up for each parking, then you get more power but they can only produce very limited power.

For most of these, you can only charge I'm guessing around 20% of full, 20-40% of one car's charge per day if you even leave it up for the whole day. It depends on what the day, whether it's a sunny day, whether it's cloudy and whether there's shadow from other buildings or not. It depends on a lot of factors.

Commissioner Katz - Got it. So there's no battery storage capability or anything along those lines?

Raman Singh - There is but you still have limited capacity with the size of the ray you have on top of the solar.

Commissioner Katz - Got it. Are these capable of doing a fast charge?

Raman Singh - I'm not sure. It depends on the voltage out on these systems. I'm not sure exactly what the output voltage is. For a fast charge you need 480 volt system. I doubt they would have a 480 transformer since the input is just a solar panel. I doubt they would put a transformer that would step up the voltage to fast charging. You would need a lot of power for that.

Commissioner Brandon - Thank you so much for a wonderful presentation. I'm happy that we were part of the pilot and it was so successful and I also look forward to the working group's recommendation for expansion

Commissioner Kounalakis - This is the first issue that I've participated in approving that's come back with results. My recollection is that the company that donated them to us for this purpose was also looking for a project where they could test them so that there was a two-way street that we were willing to try new technology and try something new. It didn't cost us anything. It helped them as they're trying to focus their engineering on their product to figure out, "How are they going to make this work?"

Everybody can agree that if you can have a mobile unit to charge electric cars that's off the grid and that's using renewable power as opposed to fossil fuels coming into the grid to charge your electric car, that is a really great thing. My threshold for success is that they're learning something and we're learning something and it sounds like that's the case.

Have any of them run out of power before the end of the day when there were still people who wanted to use them?

Rich Berman - Not that I've heard. I did review the minutes from our meeting in March and a similar question was, "Would there be power in the morning after use all night?" And there were several cases where people pulled up at 7:00 AM and started charging.

From what Raman said, you probably could exhaust the supply but it depends how heavy the demand is. You can still use it in the day and find that it has a charge that's available in the morning.

Commissioner Woo Ho - As a quick follow-up, for instance, with all the storms recently and obviously we haven't had much sun. How does it deal with the stormy, rainy weather? It seems that the solar unit wouldn't be doing very well.

Rich Berman - It actually does pull down more power than you might expect. I wasn't able to analyze that in terms of the load because someone pulled the cord out and it hasn't been actually in use during the storm period here. But you can track the amount of energy that the array pulls down and it's definitely pulling down a good amount of energy.

Commissioner Kounalakis - I'm interested in some more of these details. At some point, I'd like to hear about how much power they had, whether or not it

runs out, whether or not there were repair issues. Clearly if it breaks and it takes a month to fix, that would be an issue for us, and an issue for them. My sense is that it will continue to be used and we'll have more information over time.

Rich Berman - It will. The damage that it incurred was a real learning lesson. I used to work a lot with underground storage tanks and there were regulations around people who drive away with the fuel dispenser in their tank. Gas spills all over and there are things they learn to do to prevent that and this is the same lesson for us that maybe we'll have an extra cable on hand and some of the learning curve will have been put behind us.

Commissioner Adams - Great job, Rich. Like Commissioner Brandon and the rest of the Commissioners, I am happy about us being in the pilot program and this is really progressive thinking and really looking into the future. Thank you to you and your team.

12. PLANNING & DEVELOPMENT

- A. Request approval of the Concept Design for Mission Bay Bayfront Park (P22) located east of Terry François Boulevard bounded by South Street on the north and 16th Street on the south. (Resolution No. 17-07)

David Beaupre with Planning and Development - I'm joined today by Mark Slutzkin from the Office of Community Investment and Infrastructure, Luke Stewart from Mission Bay Development Group and Michael Kapitulnik from Surface Design all working with us on the Concept Design for Bayfront Park within Mission Bay.

We're requesting approval of the concept design for Bayfront Park P22 within Mission Bay which is required as part of the Owner Participation Agreement and Interagency Cooperation Agreement under the Mission Bay South Redevelopment Area Plan which the Port is a party to.

Bayfront Park P22 fits within the context of the larger Mission Bay Project which is a 300-acre mixed use redevelopment area. Mission Bayfront Park P22 is a part of a 40-acre park system within Mission Bay. It's generally bounded by South Street on the north and the Pier 52 Public Boat Launch parking lot and 16th Street on the south, also bounded by Agua Vista Park to the south just north of the Mission Rock Restaurant.

The park boundary is approximately seven acres. Today it's crossed with portions of Terry Francois Boulevard. As a part of the park project, Terry Francois Boulevard loses the S-turn that exists today and straightens out and creates this seven acre area connecting Parcel P21, the Boat Launch Parking Lot with Agua Vista Park to the south.

The photographs on the bottom illustrate the existing conditions today, utilizing the 2008 Clean and Safe Parks General Obligation Bonds. The Port repaired the shoreline portions of the park. We repaired about 1,300 linear feet of the shoreline using the 2008 Parks Bonds.

As we began to develop the Concept Design for the park, the jumping off point for us was the BCDC permit that authorized the construction of the park as a part of the larger Mission Bay project. That BCDC permit required there to be a large multi-purpose lawn, a Bay trail along the shoreline, a plaza at 16th Street and gives the opportunity for the Port to construct a restaurant of up to 7,500 square feet of restaurant space plus an additional 8,500 square feet of outdoor dining area.

We then took that concept and said, "How can we take what we've learned since 2000 when that permit was issued, and apply it to some of the new site context that exists today including the development of the new Golden State Warriors Arena directly across the street, a future Mission Bay Ferry Landing at the terminus of 16th Street, understanding the scale of the arena and the land uses around it and getting input from the community on a design that works in the conditions that exist today?"

There are essentially five subareas to the park. In the red and pink areas, we have a multi-purpose lawn with a promenade. In the yellow area is the 16th Street Plaza. On the teal area to the north is the restaurant area. Along the shoreline we have the Shoreline Bay Trail and Blue Greenway paths along with some lookouts and then along Terry Francois Boulevard, we have a widened promenade to accept and understand that there will be significant crowds during events at the arena.

This illustration shows the annotated version of what I just talked about and just running through the concept at a very high level. Again, we have the waterfront path where the vista points are that run along the shoreline. It's a 16 foot wide, multi-use path and off of it are little gathering areas that get you down and closer to the water as well as an element called, "The Porch," that takes you off the Blue Greenway path, gives you a little bit of elevation so you can stop, pause and enjoy the views of the water.

The green is a blend of both flat, multi-purpose lawns that can be used for informal recreation or even more formalized ball play if there was a desire to play soccer or pickup football or elements like that. Between the multi-use green area and the Bay is a significant landform that brings some elevation to the site and allows a different perspective of views both out onto the Bay looking east and back onto the park and the city and the arena to the west.

Additionally, we have the 16th Street Plaza at the terminus of 16th Street where there's a program of picnic tables, barbecue areas, a shade structure that may be constructed out of former Bay Bridge steel and done as an art project with

plenty of room to accommodate queuing as needed for the future Mission Bay Ferry Landing.

The Promenade across Terry Francois Boulevard is a widened sidewalk acknowledging and recognizing that during arena events there might be extensive crowds coming out or going to the arena. That also illustrates a little bit of a bump out, a small plaza at South Street, knowing that that's a cross street that will accept people from the arena.

Lastly we have the restaurant opportunity site to the north where the design has been developed in a way that provides maximum flexibility. As we get further into the development of the restaurant idea, we have opportunities for different configurations, but it shows enough space for a restaurant as depicted in the BCDC permit and outdoor dining. You also get an east-west connection from South Street to the Bay Trail along the shoreline through that plaza area.

Here are some details of the various elements of the park. You can see dashed in those grey lines is this landform structure which is bringing people up to the promontory. It's about a 12 foot elevation grade from along the Bay Trail up to the top of that where there would be a pathway to the top. Also, terraces that lead up to the top. The Bay Front Green where that would be generally a very flat lawn area. The South Street Plaza and some of the vista points along the water's edge. Some of the imagery on the right is the type of experience that we're hoping for.

To the South, you can see the 16th Street Plaza. A little bit of a landform and grassy area that orientates to both the pavilion and the plaza but also as a part of the lawn area, the expanded Bay Front Promenade and the vista point at the terminus of 15th Street giving views out to the ship repair operations.

One of the things that we heard from the BCDC Design Review Board and staff was that they wanted to make certain that views of the Bay were maintained from both 16th and South Streets. This shows how those landforms frame the views and that it's relatively flat at that corridor through the plaza.

Here is what those terraces look like and the berm looks like as you're walking along the shoreline. Note that on the bottom right hand of the screen, it's the view that you're looking at, the view key. Here's an image that shows what the Bay Bridge Pavilion might look like. Again, accessible and viewable from both the plaza and the multi-purpose green. A view from just north of the Pavilion looking back. You can see the views towards the drydock operations to the south.

Sea Level Rise. The Port repaired and constructed the shoreline along the entire length of this park. We had the foresight then, understanding that Sea Level Rise was going to be occurring. We designed that to elevations to recognizing 2100 Sea Level Rise projections which at this point in time, plus 100 year storm

is about 72 inches. The park is protected to 2100 based on those estimates. The shoreline path is free of that area, so we think that we've designed the park and the amenities to protect against Sea Level Rise.

Lastly, to develop these concepts, we've spent the last 18 months working very closely with the community including the Port's Central Waterfront Advisory Group, the Mission Bay Citizen's Advisory Committee. We've reached out to individual boating groups have gone to the BCDC Design Review Board to make sure that the plans meet the intent of the original permit and have gotten approval from them and acceptance of the design from the Mission Bay Citizen's Advisory Committee as well.

If the Port Commission approves this, their next steps would be to go to the Office of Community Investment and Infrastructure and seek their approval in March then begin construction documents that will take around 11 months, put it out to bid in the Spring of 2018 with the park opening in November of 2019.

The last next step will be for the Port, as we develop a strategy on how to bring in a partner for the restaurant opportunity is come back to the Commission with the information on how we're going to pursue that partnership and move that project forward.

Corinne Woods - I Chair the Mission Bay Citizen's Advisory Committee and I'm a member of the Central Waterfront Advisory Group. We've been looking at this park for a long time and it's evolved. The biggest evolution was when we knew the Warriors Arena was coming and we realized that it was going to have to accommodate a lot of crowds that we hadn't really expected.

The Mission Bay CAC has signed off on it reluctantly because, as with every other group I'm involved with, the concern about Port waterfront parks is activation. Having a passive park which is required by the State because you can't have a local serving activity, makes it very difficult to activate these spaces. We also talked a lot about stewardship. This will be part of the Mission Bay Park system, managed by Mission Bay Parks. Maintenance funded by Mission Bay.

We also know that it's going to be probably very heavily used and we want to make sure that we think about stewardship and think about the long-term planning for activation and use. We wanted to move ahead. I think the construction schedule is a little optimistic. I think they want to have it done by the time the arena opens. But with our experience with Mission Bay Parks is we tend to have them completed, absolutely beautiful and fenced off for a long time before we get to open them. We're hoping that we can do a better job on this one.

Commissioner Brandon - David, thank you so much for a great presentation. Can you just remind me, what is there now?

David Beaupre - Part of what's there now is Terry Francois Boulevard, the S-turn goes through there and then the very old Terry Francois Boulevard is a temporary parking lot that we've striped and we have meters in. So mostly parking lot, a little bit of vacant, kind of raw land. As a part of the park, the 2008 shoreline project, we did put a temporary asphalt pathway and some benches out there. We get a fair number of people running and jogging and fishing along the shoreline there.

Commissioner Brandon - I think Corinne may have answered my question. I was wondering about the funding of this project.

David Beaupre - All being funded as a part of the Mission Bay Redevelopment Project. It's being funded by Mission Bay and it will be maintained and managed through OCII and the Mission Bay Project.

Commissioner Brandon - What is our responsibility other than approving these wonderful designs?

David Beaupre - At this point in time, that's the Port Commission's responsibility. Then we'll also be responsible for developing the restaurant.

Commissioner Brandon - So the restaurant will be the Port's?

David Beaupre - Yes.

Commissioner Brandon – Does developing it means we either have to find someone to build it or build it ourselves?

David Beaupre - That's correct.

Commissioner Brandon - Has any thought been given into that?

David Beaupre - We've begun to think about it. We've been thinking about it in the design of the park and what we need to do is develop a strategy. It's likely that we'll need to bring a partner in to help us build it and operate it. We've been thinking a little bit about what type of restaurant will be best there which we think is more family oriented and not high end and something that supports and is ancillary to the park. We need to develop a strategy on how we get to those thoughts to actually delivering it. We're hoping to be back to you in the next six months with that strategy.

Commissioner Kounalakis - It's beautiful. I'm wondering if you could elaborate a little bit more on what Corinne was saying about the State requirement that it be more passive than active?

David Beaupre - Because the park is State Lands, Public Trust land, both State Lands Commission and BCDC want our parks to be serving more than just the

local neighborhood and more than just the region. We don't want to serve the municipal needs that's why we don't see structured playing fields on Port parks.

Commissioner Kounalakis - My second question is with the restaurant and I'm sure you'll be giving us a lot more information but is the construction budget for it part of the project or is that going to have to come as part of our effort?

David Beaupre - That will be a part of our effort. The Mission Bay Redevelopment Project pays for the park. They will also, as a part of the construction of this park being stubbing utilities out to it, so it will help support the restaurant. But the actual construction of the restaurant is a Port opportunity.

Commissioner Kounalakis - The proceeds then will also come to the Port.

David Beaupre - That's correct.

Commissioner Katz – It looks beautiful and you know my feeling about it so thank you. I know you put a lot of time and energy into the design and I'm excited to see it come to fruition. One concern I have is given that the arena will be coming in and there will be a sudden flow of people out in large clusters, has some thought been given to protecting the landscaping? Or as crowds are moving, do we think that they'll avoid trampling things?

David Beaupre - Those types of details we've begun to think about on, "How do we address the detail of the edge between the promenade along Terry Francois Boulevard and the lawn area?" One of the benefits that we have as you may recall that as a part of the Blue Greenway planning, we've rethought how the bicycle lanes are designed on Terry Francois Boulevard.

On the east side of the street, there'll be a cycle track and there's parking. The parking and the cycle track will probably act as a barrier as well so there isn't just a flood of people across everywhere. If we focus and encourage pedestrians to use the crosswalks where they're at, they'll be crossing at 16th Street and South Street where there'll be signals and pedestrian signals as well and that's why there's that little bump out of a plaza at South Street. The large plaza at 16th Street. There are some design ideas for that edge along the sidewalk on Terry Francois Boulevard and the park that we'll explore as a part of the detailed design.

Commissioner Katz - We're contemplating a Ferry Landing there, and then again, people walking across from there, that's built into the design?

David Beaupre - Yes.

Commissioner Katz – This is very exciting. From a funding standpoint, there's no cost at this juncture to the Port, correct?

David Beaupre - Not at this juncture for the park.

Commissioner Woo Ho - It is a great design and it's very nice to see it. There's still a parking area, is that correct?

David Beaupre - Yes, the parking lot to the north serves the city's only public boat launch for trailered vehicles. That parking lot will stay there and is there to serve the public boat launch.

Commissioner Woo Ho - Okay, but then it's open to the public if people want to come to the park? Or do you have to be part of this boat launch in order to get into the parking?

David Beaupre - Its primary purpose is to serve the public boat launch and for trailered vehicles.

Commissioner Woo Ho - But you have to have a permit or something to get in.

David Beaupre - No, it's open to the public and we charge a fee. Originally it was striped as 30 spots for cars or trucks with trailers. We have not found the demand for those 30 spots. So we reserve 15 for boats with trailers and converted the other 15 to 30 parking spots. We continue to monitor that and as we need more for boaters, we will need to reduce the number of vehicles that park there.

Commissioner Woo Ho - Can you tell me where the ferry landing is relative to the park?

David Beaupre - The ferry landing will be located a little bit to the south of 16th Street, near the plaza.

Commissioner Woo Ho - I can understand that you will see people not just from the arena but from people coming to and from the ferry. With a parking lot over there, there are a lot of people who will say, "Hey, park over there and take the ferry." It's going to be interesting. I think there'll be some congestion over time. I imagine that's going to concern the neighborhood. What is this going to cost even though we don't have to worry about that?

David Beaupre - I believe the budget is roughly \$8-9 million.

Commissioner Woo Ho - Given the Ferry Landing, given the arena, given there is this parking lot, I guess we think all of these pieces have been thought through and they're going to fit nicely in the puzzle.

David Beaupre - We believe so, yes.

Commissioner Woo Ho – It remains to be seen.

Commissioner Adams - David, great presentation. We know nothing ever is perfect and I think we're paying \$35 million for the ferry then for the park. There's going to be a couple glitches along the way and it's still a work in progress from what you're saying because how many cars you're going to need compared to boating. I think it's a great concept and this restaurant, and I like it that it's going to be family style. It'll be more for people that they can bring their families as they're going to the games or getting off the ferry. I really like that.

ACTION: Commissioner Brandon moved approval; Commissioner Katz seconded the motion. All of the Commissioners were in favor. Resolution No. 17-07 was adopted.

13. MARITIME

- A. Request authorization to accept and expend \$1,371,250 from the Bay Area Air Quality Management District Goods Movement Emission Reduction Grant Program Locomotive Project and to appropriate \$515,562 in available Fund Balance as the Port's funding contribution for the procurement of a \$1,886,813 state-of-the-art low-emissions locomotive to replace a 60-year old Port ALCO locomotive, subject to Board of Supervisors' approval. (Resolution No. 17-08)

Brendan O'Meara, Maritime Division - I'm requesting your approval to accept and expend grant funding from the Bay Area Air Quality Management District to purchase a new, low-emission Tier 4 locomotive.

At our last Commission meeting, we were able to hear from staff as well as the public about the positive and successful partnership we have with our rail tenant, San Francisco Bay Railroad. With the Commission's approval, we're able to extend that partnership for an additional five years.

For their operations, SF Bay Rail leases two Port owned locomotives. These locomotives were built in 1944 and are currently the oldest locomotives still in industrial use in the state of California.

Commissioner Woo Ho - They should be put in a museum.

Brendan O'Meara - While our locomotives have been great assets for over 70 years and are a valued part of our Port history, it is time for one of them to be retired. These locomotives have a Tier 0 emissions rating meaning they have no emission reducing technology whatsoever. The current California requirement for industrial equipment of that size is a Tier 4 rating.

Understanding both the operational and environmental need for a new Tier 4 locomotive, the Port applied for and has been awarded a grant through the Bay Area Air Quality Management District to substantially pay for a new locomotive. The grant provides close to \$1.4 million towards that purchase. The Port, with the help and expertise of SF Bay Rail, vetted and identified a manufacturer that

meets both SF Bay Rail's operational needs and the Tier 4 emissions requirement.

The total cost for the new locomotive is approximately \$1.9 million which after the grant funding would leave a balance in the Port's contribution to be \$515,000. The Port plans to recover its contribution through an updated locomotive lease with our rail operator.

Investing in a new green locomotive with over 70% of the cost being covered through grant funding is the logical next step in our partnership with SF Bay Rail. It will assist them in their continued good stewardship with the local community by having a much more efficient and environmentally sound operation. Please approve this request to accept and expend grant funding from the Bay Area Air Quality Management District to help our rail operation move into greener pastures.

Ellen Johnck, Co-chair of the Maritime Commerce Advisory Committee - I wanted to say as a follow-up from a very exciting time at the last Port Commission meeting where we enthusiastically endorsed the new lease and the investment that the railroad is making down there on the spot. This is very exciting. We encourage your support of and acceptance of the grant is the partnership not just with the railroad but with the Bay Area Quality Management District. In my prior work here in the Bay Area, on behalf of the Port, developing a clean air policy and we formed a great partnership with the Bay Area District at that time and securing a grant for the cold ironing down at the cruise terminal. This is yet another opportunity and the Bay Area District should be congratulated in its great wisdom in providing a grant for this wonderful new piece of equipment.

Jim Maloney - It's good to see you all. I'm formerly with the Port. I came here mainly to support Brendan. We worked together on putting together the staff report. This is a wonderful investment. It adds to the investment that the Port has made in the rail infrastructure in recent years, Quint Street Lead, the Railyard Expansion in partnership with San Francisco Bay Railroad. This will be a good investment to help the Port continue to operate the railyard well into the future.

Eric Smith with the San Francisco Bay Railroad - I really appreciate the opportunity to come and speak before you and I'm excited about this possibility. Back in 2007 when Mr. Gavrich approached me, I was vice chair of the City's Biodiesel Access Task Force and running all the City's Biodiesel groups. He wanted to do something about making these old 1944 locomotives run a bit smoother and cleaner and we became the first locomotive in the State of California to use biodiesel. CARB came down, helped us do it and that worked out pretty well. We were pretty happy about that. Now the rules have changed. Now we have to move to renewable diesel which is sort of distilled and made similarly to biodiesel but made from vegetable oil. That's something that we hope to do with the new locomotive if we're successful with this grant.

This has been a long time coming. The guys have been working to keep these things going for years. One goes down. The other one goes down. We have to make calls to the Sacramento Railroad Museum borrowing parts and pieces for a 1944 ALCO. It's been a challenge but you've got some great folks out at the railyard and it's a labor of love for a lot of them. Thanks to the Port staff and Jim and folks like Rich Berman and others that have really helped us keep things going out there.

This represents a great opportunity. It's like a longtime dream come true for the staff out at the railroad, for Mr. Gavrich and for me personally to see everything go from the 1944 to something like a 2017 locomotive. This would be great.

I'll close by saying this. The other day I was watching Turner Classic Television. They had a famous movie, "Birdman of Alcatraz." I've watched it a million times. Burt Lancaster walks in front of the Ferry Building and what pulls up right next to him but the old 25. I was thinking, "Oh my goodness." And that was filmed in 1963.

It was just running along the Ferry Building, heading out to Fort Mason and you could see Francisco's in the background. I thought, "Wow, that's a long time ago. That's a long time coming." But with this new Warriors project, the lease renewal, the track upgrades, this is very timely. There's a lot of big things happening on the peninsula with Caltrain, with UP, and we're excited about this possibility. Thank you for your support.

Commissioner Woo Ho - This is obviously a logical step after what we did at the last Commission meeting. I am very supportive of the fact that we need to retire the locomotives. I was joking saying that these two locomotives should go in a museum. It sounds like that's where we get our parts from so maybe they will be donated.

I understand there's only a certain amount of grants and there is a difference, that's where the Port is coming into play with the \$515,000 Port contribution. I did notice in the staff report that your current lease is only \$1 a year because they are obviously kind of dinosaurs. It does say that eventually you're going to come back to us with a lease. I just want to understand conceptually, and it hasn't been worked through yet, how we're going to recover and what would be, for instance, a reasonable timeframe? Given the economics and obviously the railroad has to work out too. We already know that 68 years is too long. What are some of the concepts of how long it would take us to lease out these locomotives for the Port to recover the \$515,000? What are some of the ideas that we are generating along that line before you come back with the specifics?

Brendan O'Meara - SF Bay Rail was involved with the entire grant application process and it was understood from the beginning that there would be an upgraded lease with an upgraded monthly payment. The market rate which we've discussed and we're still working out the details, but it's around \$3,000 a

month. With that figure it's about 15 years we would be paid back our \$515,000 if we're in that ballpark which through our discussions we're very much on the same page in that range.

Commissioner Woo Ho - It obviously has to be reasonable for both sides.

Commissioner Katz - That had been my question, shift from the \$1 payment to something that will reimburse half a million. Beyond that I'm very excited about getting the new locomotives and it reflects well on the Port too and our commitment to sustainability. Given what we've done with shore power this is a logical step as well to ensure that all our forms of transit use the cleanest, environmentally clean approach towards fuel.

Commissioner Kounalakis - I think it's great and it's a great opportunity to be able to upgrade without having to bear the full cost of it. My thought is about maintenance. Because I don't know how much they charge you from the Sacramento Railroad Museum for your maintenance, but I'm wondering whether or not the costs associated with maintaining this new train engine is going to be substantial.

Brendan O'Meara - No, the cost should be substantially less for maintenance due to the fact that it'll be a brand new locomotive. It'll be under warranty. Any substantial parts will be provided for the first few years by the manufacturer and there should be a large decrease in the amount of fuel used. It's at least 50% less, fuel efficient so there's thousands of dollars savings on the fuel side as well.

Eric Smith - Our staff at the railyard are super familiar with this particular locomotive as well as things from 1944 to the present. To the point of the dollar per year, we're grateful that the Port charged us only a dollar, but San Francisco Railroad paid for all the rebuilding, all the parts, the pieces, the man hours, and all that stuff. It adds up. I don't have the exact figure, but \$3,000 or whatever it is, that's above my pay grade, but it will be substantially more than the \$1.

Commissioner Brandon - Thank you so much for a great report. This is very exciting. The fact that we were able to get the grant and that we're able to purchase this new locomotive. It's absolutely wonderful. Regarding the funding, which I guess everybody had a question about, but in this, it says that lease payments, it will be, "Through monthly lease payments by the rail operator." In the report it says, "There will be monthly use payments." Are those two different things or the same?

Brendan O'Meara - No, it will be an updated lease. We have a lease agreement to use the locomotive. It's the same thing, the use and lease, it's a lease agreement. They're leasing the locomotive for use.

Commissioner Brandon - But their ground lease is separate from the use lease?

Brendan O'Meara - Yes, it's actually three separate leases. The last one was for the ICTF facility. Then there's a locomotive lease and a track lease. The locomotive lease and the track leases we will be coming to the Commission very soon to update that to the same amount of years as the ICTF facility which we did at the last Commission meeting.

Commissioner Adams – Brendan, I think this may be one of the first times you've presented.

Brendan O'Meara - First time.

Commissioner Adams - Great job. I'm on board with this and I'm looking forward to when the leases come back. It's clearly time we move into the future so I appreciate all the support. Jim, it's always good seeing you. Ellen, and everyone who came out, thank you very much.

ACTION: Commissioner Brandon moved approval; Commissioner Katz seconded the motion. All of the Commissioners were in favor. Resolution No. 17-08 was adopted.

14. NEW BUSINESS

Elaine Forbes - For New Business, I have recorded three items. To explore funding with the EcoCenter with the goal of being open more frequently and we'll report back on what we've learned likely next year in an annual report.

Also to report back on the City's Working Group recommendations to enhance electrical charging capabilities and for the Port to provide more detail regarding usage and limitations of the solar charging station. We'll do so when the working group has recommendations.

The final one is to calendar a strategy for the restaurant in Bayfront Park. Is there any other New Business?

Commissioner Adams - I want to thank SFGovTV. Thank you for covering us today. I want to thank my Commissioners when I got stumped on that word. I want to wish Happy Valentine's Day to all my Commissioners, Director and to the staff and everyone that came out today and a special congratulations to Commissioner Katz and Sarah. They got engaged today. Congratulations.

15. ADJOURNMENT – Adjourn the meeting in memory of Vasiliki "Vaso" Kounalakis, Commissioner Kounalakis' mother-in-law and Abe Irizarry, Soul of Delancey Street.

ACTION: Commissioner Brandon moved approval to adjourn the meeting in memory of Vaso Kounalakis and Abe Irizarry; Commissioner Katz seconded the motion. All of the Commissioners were in favor.

Port Commission President Willie Adams adjourned the meeting at 5:10 p.m.