

MEMORANDUM

October 8, 2015

TO: MEMBERS, PORT COMMISSION
Hon. Leslie Katz, President
Hon. Willie Adams, Vice President
Hon. Kimberly Brandon
Hon. Doreen Woo Ho

FROM: Monique Moyer
Executive Director

SUBJECT: Request approval i) of the Crane Cove Park project; ii) to include \$8,695,000 in the fourth sale of 2008 Clean and Safe Neighborhood Parks General Obligation Bonds for the Crane Cove Park project; and iii) of adoption of California Environmental Quality Act Findings and a Mitigation Monitoring and Reporting Program in connection with the construction of Crane Cove Park project (located within the Pier 70 area and portions of Sea Wall Lot 345, east of Illinois Street between 19th and Mariposa Streets) (This action constitutes the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code)

DIRECTOR'S RECOMMEDATION: Approve Attached Resolution

EXECUTIVE SUMMARY

Port staff is seeking authorization from the Port Commission to approve the Crane Cove Park Project (Project) and issue bonds through the City's Office of Public Finance, pursuant to voter authorization of the 2008 General Obligation Clean and Safe Parks (CSP) Bonds. This will be the Port's fourth and final sale of the Series 2008 CSP Bonds and net proceeds from the sale will be allocated towards construction of Crane Cove Park. Crane Cove Park is to be located within the Pier 70 area and is one of the signature new parks within the Port's portion of the Blue Greenway.

Strategic Plan Objective: The Project is consistent with the Port's strategic plan objective identifying and prioritizing the Pier 70 and Blue Greenway projects as vehicles to create vibrant new neighborhoods for residents, commercial and industrial/production

THIS PRINT COVERS CALENDAR ITEM NO. 10C

distribution and repair (PDR) businesses. The Blue Greenway project, which includes Crane Cove Park, incorporates major new parks and public access while maintaining the integrity of industrial maritime berthing and ship repair operations.

BACKGROUND

On February 5, 2008, San Francisco’s voters approved a \$185 million General Obligation bond measure entitled the 2008 Clean and Safe Neighborhood Parks General Obligation Bond (“2008 GO Bond”) of which \$33.5 million is allocated to the Port for waterfront parks. The Bond Ordinance (No. 237-07), passed on October 24, 2007 which placed the 2008 GO Bonds on the ballot, requires that the Port Commission approve each project prior to expenditure of bond funds.

The purpose of this item is to request Port Commission approval to apply the remaining funds from the 2008 GO Bond measure to the Project (*see Exhibits 1 - 5, Crane Cove Park Schematic Plan and Perspective Views*) and for the Port Commission to approve the Project. If approved, this would be the fourth and final sale of Series 2008 bonds, which the City expects to take place in November of 2015 (*for more details see Exhibit 6 Bond Accountability Report, 4th Sale, September 2015*).

The 2008 GO Bond project allocations were initially planned as follows:

Pier 43 ½ Promenade	\$ 7,655,330
Brannan Street Wharf	2,941,050
Blue-Greenway Projects	22,114,772
o Bayfront Park	
o Tulare Park	
o Crane Cove Park	
o Bayview Gateway	
o Warm Water Cove	
o Heron’s Head Park	
o Blue-Greenway Design Guidelines	
o Blue Greenway Signage an Site Furnishings	
CEQA Review and Permitting	444,040
 Total Project Allocations:	 33,155,192
Bond Issuance Costs	<u>344,808</u>
 <i>Total Allocation to Waterfront Parks Projects</i>	 <i>\$33,500,000</i>

Through the Blue Greenway community planning process and the development of the Blue Greenway Planning and Design Guidelines, specific funding amounts were appropriated for each of the Blue Greenway projects. The Tulare Park and Warm Water Cove projects were deprioritized because of cost, the need for coordination with sister city agencies on underground utilities and a determination that the investment is too early based upon surrounding land use conditions.

On July 8, 2008, the Port Commission approved the Port's projects for inclusion in the City and County of San Francisco's first issuance of the 2008 GO Bonds, which took place in August 2008. The Port received in the first issuance \$3.64 million. Those bond proceeds funded all required environmental review for each Port project and certain pre-construction costs, with the exception of the Brannan Street Wharf project.

On December 8, 2009, the Port Commission authorized the issuance of the second sale of 2008 GO Bonds¹. The Port received \$10.62 million for the Pier 43 Bay Trail Link, Blue Greenway and the Bayfront Park shoreline projects. The bond sale occurred in March of 2010. This bond sale funded the majority of the construction of both Pier 43½ and Bayfront Park edge, as well as complete purchase and installation of all signage and wayfinding for the Blue-Greenway, completing the Blue-Greenway Design Standards project.

On January 20, 2012, the Port Commission authorized the issuance of the third sale of 2008 GO Bonds². The Port received \$10.39 million for the Brannan Street Wharf and Blue Greenway projects. The bond sale occurred in March of 2012. This bond sale primarily funded the construction of the Brannan Street Wharf, Heron's Head Park, and the Bayview Gateway, with additional funding allocated towards the design of Crane Cove Park and the Blue Greenway Public Art.

Bond Sale	Date	Amount
1	August, 2008	\$ 3.64 million
2	March, 2010	\$10.62 million
3	March, 2012	\$10.39 million
4	November, 2015 ³	\$ 8.69 million
Total		\$33.34 million

To date, the Port has spent or encumbered 95% of the \$24.66 million in bond proceeds from the first, second, and third sales.

Crane Cove Park Construction for the Fourth Bond Sale

Port staff proposes that the bond proceeds be used for the construction of Crane Cove Park in the amount shown below:

Crane Cave Park	\$8,499,467
Bond Issuance Costs	178,534
CSA Audit Fee	<u>16,999</u>
<i>Total Fourth Sale</i>	<i>\$8,695,000</i>

¹ See Port Commission Staff report at: <http://www.sfport.com/ftp/uploadedfiles/meetings/supporting/Item%20B%20AGO%20Bond%20Report.pdf>

² See Port Commission Staff report: <http://www.sfport.com/modules/showdocument.aspx?documentid=3233>

³ Sale anticipated for November 2015

The table below shows the total project budgets, and contributions from the four issuances of 2008 General Obligation Clean and Safe Parks Bonds, including the upcoming 4th and final sale.

**2008 Clean and Safe Neighborhood Park G.O. Bond
Waterfront Parks Program Revenue and Bond Sale Summary**

Project Name	Current Budget (All Sources)	2008 Clean and Safe Parks Bond				Bond Issue Total
		1 st Sale	2 nd Sale	3 rd Sale	4 th Sale	
Pier 43 Bay Trail Link	10,169,038	1,293,946	6,333,584	27,800	-	7,655,330
Brannan Street Wharf Park	25,004,079	-	-	2,941,050	-	2,941,050
Blue Greenway Design Standards	325,472	325,472	-	-	-	325,472
Blue Greenway Signage and Site Furnishings	998,912	275,195	-	723,717	-	998,912
Blue Greenway Improvements						
Bayfront Park	2,330,367	426,043	1,904,324	-	-	2,330,367
Tulare Park	199,853	-	65,016	134,837	-	199,853
Crane Cove Park	31,259,058	155,389	1,269,013	608,779	8,499,467	10,532,648
Bayview Gateway	4,792,520	174,353	869,375	3,648,792	-	4,692,520
Heron's Head Park	2,397,861	550,000	-	1,801,000	-	2,351,000
Blue Greenway Public Art	684,000	-	175,000	509,000	-	684,000
CEQA Review and Permitting	444,040	444,040	-	-	-	444,040
Bond Issuance Costs*	344,808	32,509	50,579	66,187	195,533	344,808
WATERFRONT PARKS PROGRAM TOTAL	78,950,008	3,676,947	10,666,891	10,461,162	8,695,000	33,500,000

*Includes \$16,999 for the City Services Auditor (CSA) Audit fee

CRANE COVE PARK PROJECT PLAN AND DESIGN

The Crane Cove Park project (the Project) has undergone thorough review by the Port Commission, the public and was approved by the City's Waterfront Design Advisory Committee and the San Francisco Bay Conservation and Development Commission (BCDC) Design Review Board in July 2014.

The project will be constructed in two or more phases with an initial phase budget of \$31,475,904 as described in more detail below. The Port anticipates putting the project out for the first bid packages for construction in early 2016, and having final awards bid in August of 2016 (see *Delivery* section below for more discussion).

The Project is a long-standing project of the Port, and was first identified as a project in the Port's Waterfront Land Use Plan adopted in 1997. The project was further articulated in the Port's Pier 70 Preferred Master Plan endorsed by the Port Commission in 2010, the City's Eastern Neighborhoods, Central Waterfront Plan approved by the Planning Commission in 2008 and the Blue Greenway Planning and Design Guidelines.

The Port Commission has received periodic updates as to the status of the Crane Cove Park Project including at the September 14, 2014 Port Commission meeting.⁴

⁴ (see Port Commission Staff Report:
<http://www.sfport.com/modules/showdocument.aspx?documentid=8678>)

The park program includes adaptive reuse of the ship building slipway and cranes as a plaza and park entry, construction of a sandy shoreline for human powered boats, a human powered boating aquatic center, a large multi-purpose lawn, children’s play areas, park pavilion, native planting areas and an extension of 19th Street to serve as a park entrance and access for the ship repair yard and future connection of the Blue Greenway to the eastern shoreline of Pier 70 (see Exhibits 1-5 Schematic Design and Perspective Views). Phase I will deliver approximately five acres of an eventual 10 acre park. Once completed the park will serve a variety of users including boaters, children, families, bicyclists, historians, light recreation and could host a variety of special events.

The design of the project takes into consideration future Sea Level Rise (SLR). The current design elevations of the Crane Cove Park project responds to projected SLR calculations based upon 16” rise by 2055 and 55” by 2100 with an expected project design of 50 years thus accommodating sea level rise to a minimum of 2065 (+28”). The project design anticipates that beginning in 2065 some park access restrictions, and significant maintenance, will be required during and after extreme storm events during high tides. To some extent, improvements at Crane Cove Park will also help in protecting other City assets including Illinois Street and properties to the west.

The initial phase of the project is to construct the western portions of the site, including the adaptive reuse of slipway #4 (See Exhibit 7, Proposed Phasing Plan).

PROJECT FUNDING, DELIVERY AND SCHEDULE

Funding

The Crane Cove Park Project will be delivered in multiple phases with the first phase of funding coming from the following sources:

• 2008 G.O. Parks Bond	\$10,532,648 ⁵
• 2012 G.O. Parks Bond	\$14,300,000
• Transbay Cable Community Benefits Funds	\$ 4,353,139
• Pier 70 Sediment Cap	\$ 300,000
• MTC Priority Conservation Area Grant	\$ 1,000,000
• Pier 70 Federal Economic Developmental Administration Funds	\$ 535,663
• 2008 Parks Bond Interest	<u>\$ 454,454</u>
Total	\$31,475,904

The total Crane Cove Park project is currently estimated at \$61 million in 2015 dollars. Port staff will continue to pursue various funding options to complete future phases of Crane Cove Park, including use of Tax Increment Financing through the creation of an Infrastructure Financing District within Pier 70, future G.O. Bonds and potentially grants or philanthropic resources.

Delivery

The Project is complex due to scope and site conditions, which include the rehabilitation of the historic resources, the geotechnical constraints of being on bay fill, site and sediment contamination which requires remediation and shoreline improvements. Due

⁵ \$1,837,648 sold at the 3rd Bond sale remaining; \$8,695,000 to be sold in 4th (this) sale

to this complexity, the Port is considering multiple delivery options, including through the use of: 1) Construction Management - General Contractor (CMGC) delivery mechanism similar to how the Port delivered the Pier 27 James R. Herman Cruise Terminal and Cruise Terminal Plaza; 2) multiple design/bid/build construction contract packages; and 3) utilizing standard city practice of a single design/bid/build construction contract.

The CMGC method improves the ability to design and deliver a project within the established budget and schedule by engaging a contractor during the design process that can assist in constructability and cost estimating, thereby reducing design and bidding risk. Using a traditional approach, multiple bid packages can accelerate the overall schedule by allowing work to begin on grading and ground improvement while design of topside improvements is being finalized. Additionally, this method allows work to begin on certain areas of the park that do not require United States Army Corps of Engineer Permits (USACOE) that could potentially cause schedule delays. Bidding some work early would be particularly beneficial on portions of the site that need to be surcharged to address and reduce future site settlement due to geotechnical conditions. The standard single bid process results in the latest project delivery date.

Schedule

The project schedule is dependent upon the project delivery method chosen as described above and the securing of necessary permits as described further below. The Port anticipates putting the first bid packages out in early 2016 with completion by late 2017. The 2008 GO Bond proceeds will be directed to this early work.

PERMITS AND APPROVALS

The Crane Cove Park project requires three regulatory permits: a Major Permit from BCDC anticipated to be issued in February 2016; a 401 Water Quality Certificate from the California Bay Area Regional Water Quality Control Board (RWQCB) which is expected by September 2016; and an Individual Project Permit from the USACOE, which is expected by November 2016. All three permits are required for in-water work; in addition the BCDC permit is required for improvements within 100' of the shoreline as measured from Mean High Water. Portions of the project fall outside of these permit jurisdictions, which would allow some work to occur prior to issuance of these permits.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

California Environmental Quality Act Guidelines Section 15183 provides an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an environmental impact report (EIR) was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the proposed project or its site. Section 15183 specifies that examination of such a project's environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR; or d) are previously identified in the

EIR, but which are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

The proposed Project is within the Eastern Neighborhoods Community Plan Area, for which the San Francisco Planning Commission certified the *Eastern Neighborhoods Rezoning and Area Plans Final EIR* (EN FEIR) (Planning Department Case No.2004.0160E and State Clearinghouse No.2005032048). Thus, the Planning Department reviewed the proposed Project to determine if a community plan exemption under CEQA Guidelines Section 15183 would be appropriate and determined that the EN FEIR incorporated and adequately addressed all potential impacts of the proposed Project. The Planning Department determined that the proposed Project would not have any additional or significant adverse effects that were not examined in the EN FEIR, nor has any new or additional information come to light that will alter the conclusions of the EN FEIR. Thus, the proposed Project will not have any new effects on the environment that were not previously identified, nor will any environmental impacts be substantially greater than described in the EN FEIR. No mitigation measures previously found infeasible have been determined to be feasible, nor have any new mitigation measures or alternatives been identified but rejected by the Port. Therefore the Project is exempt from further environmental review under CEQA.

Thus, the San Francisco Planning Department prepared a Community Plan Exemption (CPE) for the proposed Project, which was approved on October 5, 2015. A copy of the approved CPE is on file with the Port Commission Secretary and is also available online through the Planning Department's web page. All applicable mitigation measures from the EN FEIR have been incorporated into the proposed Project or will be required as conditions of approval through the Port Commission's adoption of the Mitigation Monitoring and Reporting Program (MMRP) attached herein Exhibit 8.

The CPE identifies certain mitigation measures identified in the EN FEIR to avoid potential significant negative effects. The Port will be responsible for implementing and in certain instances monitoring the measures which are fully described in the MMRP attached as Exhibit 8 to this Memorandum.

The Community Plan Exemption was issued for all phases of the project and included Mitigation and Improvement Measures (*see Exhibit 8, MMRP*). This CPE concludes the environmental review of the project consistent with CEQA and allows the Port Commission to take action on the Project.

If the Port Commission approves the proposed Project through the attached Resolution based on the CPE, its action constitutes the "Approval Action" (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13). As such, the CPE prepared in support of this Approval Action will be subject to

appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action.⁵

ACTION REQUESTED

Port staff request that the Port Commission approve the attached resolution approving the Project for inclusion in and authorizing the fourth and final sale of the 2008 General Obligation Clean and Safe Parks Bonds and the allocation of proceeds towards construction of Crane Cove Park.

Prepared by: James Hurley, Feasibility Analyst, Planning & Development
David Beaupre, Waterfront Planner, Planning & Development

For: Elaine Forbes, Deputy Director, Finance and Administration
Byron Rhett, Deputy Director, Planning and Development

Exhibits:

- 1 – 5. Crane Cove Park Schematic Plan and Perspective Views
6. Bond Accountability Report, 4th Sale, September 2015
7. Crane Cove Park Phasing
8. Crane Cove Park CPE MMRP

⁵ For information on filing an appeal under Chapter 31, see the Port Commission agenda under NOTICES and contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184

**PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO**

RESOLUTION NO. 15-38

- WHEREAS, On February 5, 2008 San Francisco’s voters approved a \$185 million Clean and Safe Neighborhood Parks General Obligation bond measure (the “2008 GO Bonds”); and
- WHEREAS, the Crane Cove Park project (Project) (located within the Pier 70 area and portions of Sea Wall Lot 345, east of Illinois Street between 19th and Mariposa Streets) is consistent with the Port’s strategic plan objective to prioritize the Pier 70 and Blue Greenway projects; and
- WHEREAS, the 2008 GO Bonds include \$33.5 million for waterfront park projects on Port property; and
- WHEREAS, the 2008 Parks Bond Ordinance (No. 237-07) which placed the question on the February 5, 2008 ballot requires Port Commission review and approval of projects prior to the expenditure of bond funds; and
- WHEREAS, the fourth and final 2008 GO Bond issuance will include \$8,695,000 for Crane Cove Park inclusive of issuance and City Services Auditor (CSA) audit costs; and
- WHEREAS, the Project is a long standing project of the Port and was first identified as a project in the Port’s Waterfront Land Use Plan adopted in 1997; and
- WHEREAS, the Project has undergone thorough review by the Port Commission, the public and was approved by the City’s Waterfront Design Advisory Committee and the San Francisco Bay Conservation and Development Commission Design Review Board in July 2014; and
- WHEREAS the Project was further articulated in the Port’s Pier 70 Preferred Master Plan endorsed by the Port Commission in 2010 and the Blue Greenway Planning and Design Guidelines; and
- WHEREAS the Project includes adaptive reuse of the ship building slipway and cranes as a plaza and park entry, construction of a sandy shoreline for human powered boats, a human powered boating aquatic center, a large multi-purpose lawn, children’s play areas, park pavilion, native planting areas and an extension of 19th Street to serve as a park entrance and access for the ship repair yard; and
- WHEREAS, The Project is within the Eastern Neighborhoods Community Plan Area, for which the San Francisco Planning Commission certified the

Eastern Neighborhoods Rezoning and Area Plans Final EIR (EN FEIR)
(Planning Department Case No. 2004.0160E); and

WHEREAS, The Planning Department reviewed the Project and determined that a community plan exemption under CEQA Guidelines Section 15183 would be appropriate because the Project is within the scope of the EN FEIR and would not have any additional or significant adverse effects that were not examined in the EN FEIR, no new or additional information came to light that will alter the conclusions of the EN FEIR and the proposed Project will not have any new effects on the environment that were not previously identified in the EN FEIR, the environmental impacts will not be substantially greater than described in the EN FEIR and no mitigation measures previously found infeasible have been determined to be feasible, and no new mitigation measures or alternatives been identified but rejected by the Port; and

WHEREAS, The San Francisco Planning Department prepared a Community Plan Exemption (2015-001314ENV) for the proposed Project, which was approved on October 5, 2015, and which this Port Commission has reviewed; and

WHEREAS, A copy of the Community Plan Exemption is on file with the Port Commission Secretary and is also available online at the SF Planning department; and

WHEREAS, All applicable mitigation measures from the EN FEIR have been incorporated into the proposed Project or will be required as conditions of approval through the adoption of the attached Mitigation Monitoring and Reporting Program (MMRP); and

WHEREAS, The proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31; now, therefore be it

RESOLVED, That the Port Commission adopts and incorporates by reference as though fully set forth herein the MMRP, attached as Exhibit 8 to the Memorandum for Agenda Item 10D for the Port Commission meeting on October 13, 2015; and be it further

RESOLVED, that the Port Commission hereby approves the Crane Cove Park project and the allocation to the project of \$8,695,000 of proceeds from the fourth and final sale of the 2008 GO Bonds.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of October 13, 2015.

Secretary



Exhibit 1

Crane Cove Park schematic design

www.sfport.com/cranecovepark



northern shoreline



view location key

Exhibit 2

Perspective View
view along shoreline walk looking south

northern shoreline



view location key

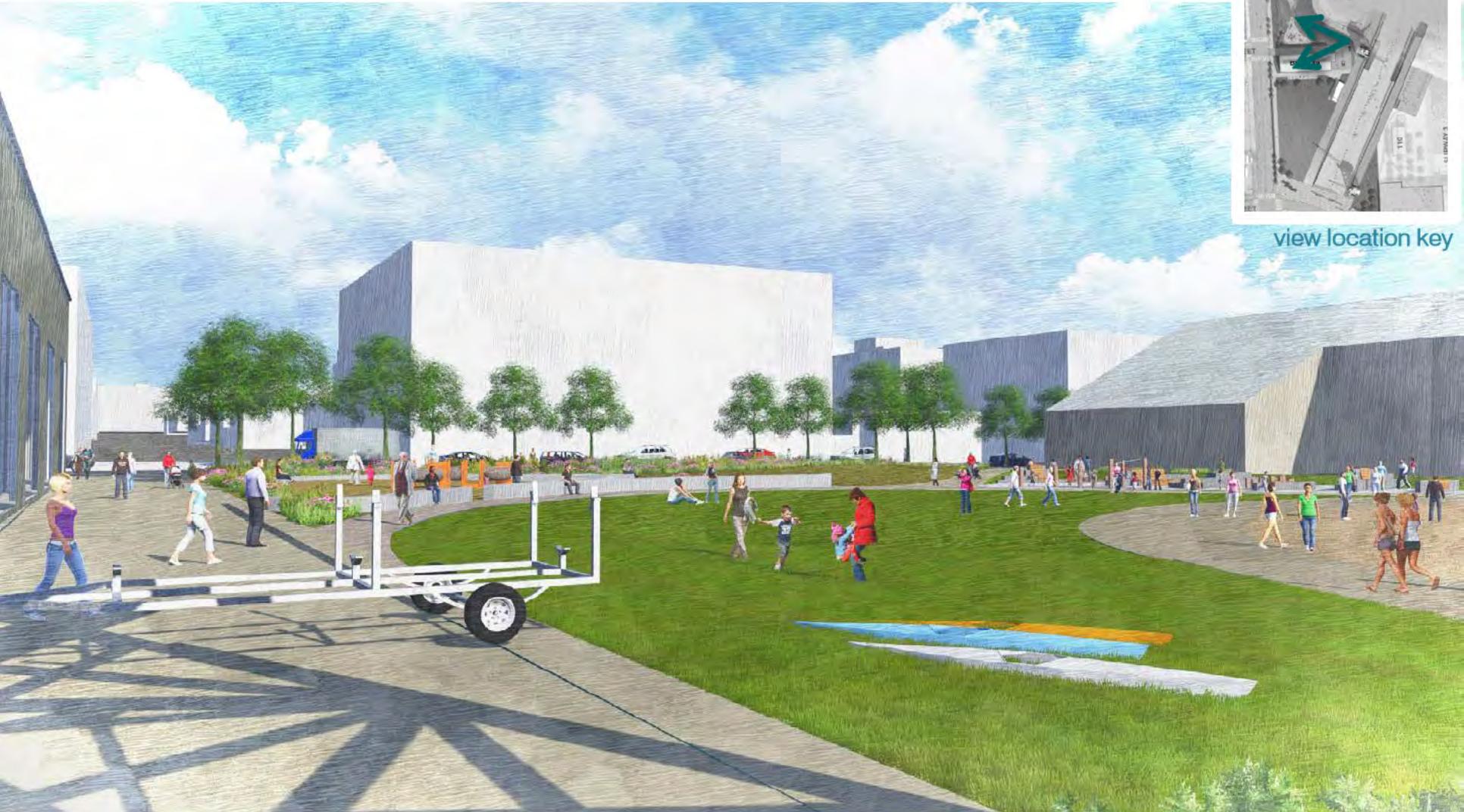


Exhibit 3

Perspective View
view looking west from drop-off (north of building 49)

crane plaza slipway steps



view location key

Exhibit 4

Elevated Perspective View Looking west to Crane Plaza

keel park (slipway 4)



Exhibit 5

Aerial Perspective View
Looking west to Slipway 4 & Northern Shoreline

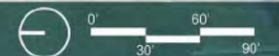
Key

-  Phase 1
-  Phase 1 Alternate Bid items
-  Later Phase(s)



Exhibit 7 Proposed Phasing Plan

Crane Cove Park schematic design





To: Angela Calvillo, Clerk of the Board of Supervisors
Ben Rosenfield, City Controller
José Cisneros, City Treasurer
Nadia Sesay, Director of the Controller's Office of Public Finance
Harvey Rose, Budget Analyst

From: Monique Moyer, Port of San Francisco Executive Director

Date: September 22, 2015

In accordance with Administrative Code 2.70, attached please find a copy of the 2008 San Francisco Clean and Safe Neighborhood Parks Bond Accountability Report. With the issuance of the Report, the Port of San Francisco would like authorization to precede with the sale of \$8,695,000 in General Obligation Bonds. This will be the 4th and final 2008 bond sale and will fund the construction of Phase 1 of the Crane Cove Park in the amount of \$8,499,467. The 4th bond sale will also fund \$169,839 for bond issuance expenses and \$8,695 for payment into the Citizens' General Obligation Bond Oversight Committee Audit Fund.

Should you have any questions, please contact Elaine Forbes, Port of San Francisco's Deputy Director of Finance and Administration at (415) 274-0445.

cc: Citizens General Obligation Bond Oversight Committee

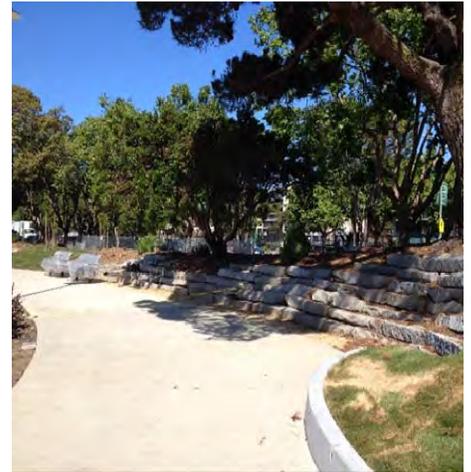
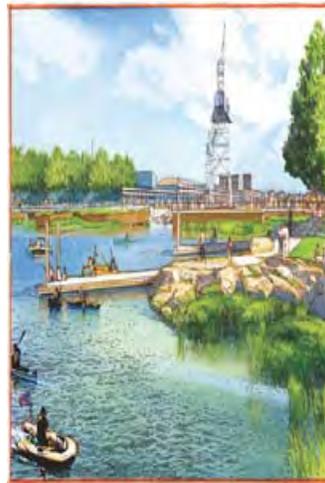
2008 Clean & Safe Neighborhood Parks Bond



BOND ACCOUNTABILITY REPORT

4th Bond Sale

September 2015



Part 43/Framework Perspective View - Facing East from Mason Part of San Francisco



2008 Clean & Safe Neighborhood Parks Bond

Bond Accountability Report

September 2015

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- Project Descriptions: Waterfront Park Projects

1.0 Executive Summary

4th Bond Sale Plan

The Port of San Francisco requests the City to sell \$8,695,000 in 2008 Clean and Safe Neighborhood Park Bonds for Crane Cove, a blue-Greenway Waterfront park. For a detailed description of the Crane Cove park project, refer to Section 3.0 4th Bond Sale Project Details. An estimated breakdown of the proposed sale is as follows.

Waterfront Parks

Crane Cove Park	\$8,499,467
<i>Waterfront Parks Projects Total</i>	<i>\$8,499,467</i>

Miscellaneous Sale Costs

CGOBOC Audit Fund	\$8,695
Bond Issuance Costs	\$169,839
Controller's Audit Services	\$16,999

Total 4th Bond Sale Amount	\$8,695,000
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2008 Clean and Safe Neighborhood Parks

Program Background - Recreation and Parks

Bond Program Summary

- In February of 2008 the citizens of San Francisco passed Proposition A, a \$185.0 million General Obligation Bond, known as the 2008 Clean and Safe Neighborhood Parks Bond.
 - The \$185 million in bond funding is divided into two allocations based on the jurisdiction of the parks and facilities scheduled to receive funding, with \$151.3 million committed to the Recreation and Parks Department and \$33.5 million dedicated to the Port of San Francisco. In addition, \$185,000 (1%) is set aside in a Citizens' General Obligation Bond Oversight Committee Audit fund
 - The objectives of this bond program are as follows: 1) Fix and improve park restrooms citywide; 2) Eliminate serious earthquake safety risks in neighborhood and waterfront park facilities; 3) Develop new waterfront parks; 4) Renovate parks and playgrounds in poor physical condition; 5) Replace dilapidated playfields; 6) Repair nature trail systems in the city's parks; and 7) Attract matching community and philanthropic support.
- The Recreation and Parks Department's 2008 Clean and Safe Neighborhood Parks Bond Program is divided into six sub-programs. The bulk of funding (80%) is dedicated to funding Major Capital Renovations at 12 Neighborhood Parks. The remaining funds (20%) are divided between five City-Wide programs.
 - Major capital renovation of Neighborhood Parks. The bond program allocates the majority of its funds to capital improvements at Neighborhood Parks across the city. These parks were selected based on the extent to which they are unsafe in an earthquake, in poor physical condition, as well as their ability to provide basic, recreational uses to many San Franciscans.
 - Restroom Repair and Replacement Program. Many of the city's park restrooms are in a state of severe dilapidation; some bathrooms require replacement, others require repairs, and some parks need restrooms. The \$11.4 million will fund a restroom replacement, repair, and installation program. Sites will be chosen in coordination with the community, through an open process guided by the Recreation and Parks Department Commission
 - Park Playfield Repairs and Reconstruction. The City's playfields have been "loved to death"- overused due to a citywide shortage of soccer, baseball and multi-use fields. With the growing demand of field athletics, it is difficult to meet demand while keeping the fields at an acceptable condition. Over the past five years, a successful public/private partnership between the Recreation and Parks Department and the City Fields Foundation has resulted in the renovation of playfields at 6 park facilities with a current philanthropic contribution of over \$14 M. Each field has become some of the most requested play fields by park users. These renovated fields are improved by the installation of synthetic turf and night lighting which increased play time by more than 31,000 hours, while reducing maintenance needs and water demand. This \$8.5 million will continue that partnership.
 - Park Forestry Needs. Over 100,000 trees populate the city's parks and open spaces. These funds will provide for an assessment of the health and condition of

1.0 Executive Summary

this urban forest, as well as provide resources to enact the recommendations of the assessment and plant new trees.

- Park Trail Reconstruction. The 2004 Recreation Assessment identified walking and biking trails as the #1 most needed recreational amenity; residents also cited hiking and visiting nature as the two activities in which they would like to participate in more often. The Park Trail Reconstruction program will restore trails and make capital improvements that allow residents to enjoy and experience nature in the parks.
- Community Opportunity Grants. The Community Opportunity Grants Program is a capital grant program that allows residents, neighborhood groups and park advocates to initiate repairs and community-nominated capital projects with other private gifts and grants.

Program Background - Waterfront Parks

- The Port of San Francisco's Waterfront Parks program includes community planning efforts for the Blue Greenway and constituent parks, as well as new open space projects in the northern central waterfronts. The program will add or improve seven open spaces and total \$33.5 million.

Program Budgets and Funding

The initial budgets for capital projects to be funded by the 2008 Clean and Safe Neighborhood Parks bond is shown below. The current budgets for these projects are provided in Section 2 of this report.

- Budgets

Recreation and Parks Department:

Major Capital Program	
Chinese Recreation Center	14.2
Mission Playground	7.5
Palega Recreation Center	21.2
Cayuga Playground	7.3
McCoppin Square	5.3
Sunset Playground	13.7
Fulton Playground	4.2
Mission Dolores Park	13.2
Cabrillo Playground	4.5

Recreation and Parks Department (cont.):

Glen Canyon Park	5.8
Lafayette Park	10.2
Raymond Kimbell Playground	3.3
NP Contingency Funds	4.7

Major NP Projects Program	\$115.1M
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Citywide Programs	
Restroom Repair Program	11.4
Park Playfields Program	8.5
Park Forestry Program	4.0
Park Trail Program	5.0
Community Opportunity Fund	5.0

Other Citywide Programs	\$33.9M
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Bond Issuance Costs	\$2.3
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RPD Bond Program Total	\$151.3M
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Port of San Francisco:

Major Capital Program	
Pier 43 Bay Trail Link	7.7
Brannan Street Wharf	2.9
Blue-Greenway Improvement	21.9
Blue-Greenway DS Standard	.3
CEQA Review & Permitting	.4
WP Bond Issuance Cost	.3

Major WP Projects Program	\$33.5M
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CGOBOC Audit Costs	.2
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TOTAL Bond Program	\$185.0M
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- Funding

Based on the adopted project budgets and schedules, a plan was developed to break funding into four sales as detailed below:

- Sale 1 was completed in August 2008 to fund planning and design for the first 7 of 12 Major Capital projects (Phase I) ¹, Citywide Programs, development of design standards for Waterfront Parks and the construction for some Waterfront Parks.
- Sale 2 was completed in early April 2010 to fund: (i) Citywide Programs; (ii) the construction of the Recreation and Parks Department's Phase I projects; (iii) construction of Waterfront Parks; (iv) planning and design of the remaining

1.0 Executive Summary

five Major Capital projects of the Recreation and Parks Department's (Phase II Programs); (v) and planning, design and construction of Waterfront Parks.

- o Sale 3 completed in February 2012 funded the detailed design and construction of Waterfront Parks, and all remaining Recreation and Parks Department parks projects.
- o Sale 4 will fund construction of the Crane Cove Waterfront Park.

The sale forecast developed for the projects managed by the Recreation and Parks Department and the Port of San Francisco is as follows:

Bond	Date	SFRPD	SF Port	Other
1 st Sale	8/2008	\$38,457,502	\$3,644,438	\$418,060
2 nd Sale	3/2010	\$49,415,317	\$10,616,312	\$398,371
3 rd Sale	2/ 2012	\$62,299,884	\$10,394,975	\$660,141
4 th Sale	TBD	\$0	\$8,499,467	\$195,533
TOTAL		\$150,172,703	\$33,155,192	\$1,672,105
BOND ISSUE TOTAL				\$185,000,000

Accountability Measures

The 2008 Clean and Safe Neighborhood Parks Bond includes specific project names in its governing ordinance and a comprehensive set of public oversight and accountability measures that apply to each of the funding areas covered by the bond. Oversight measures include:

- Regular public reporting of bond expenditures through a dedicated bond website updated monthly. Website is accessible for public viewing at parkbonds.sfgov.org/2008.
- Annual review before the Park, Recreation and Open Space Advisory Committee (PROSAC), Recreation and Park and Port Commissions, Capital Planning Committee (CPC), and Board of Supervisors as part of the 10-year capital plan and annual capital budget processes. The Recreation and Park Commission will hold at least one meeting per year to solely discuss and review implementation of the general obligation bond. In addition, an item will be scheduled to review implementation of the bond once a month at regularly scheduled Commission meetings.

- The Citizens' General Obligation Bond Oversight Committee (CGOBOC) reviews, audits, and reports on the expenditure of bond proceeds in accordance with the will of the voters. CGOBOC will submit audits and reports to PROSAC, Recreation and Park and Port Commissions, Board of Supervisors and the Mayor's Office.
- 60 days prior to the issuance of any portion of the bond authority, the requesting department must submit a bond accountability report to the Clerk of the Board, the Controller, the Treasurer, the Director of Public Finance, and the Budget Analyst describing the current status and description of each proposed project and whether it conforms to the expressed will of the voters, unless waived by legislation. This report before you is intended to satisfy the reporting requirement of this provision.

Program Management Activities

Recreation and Park Department

Rec and Park has completed design and funded through construction and closeout the majority of the work in the 2008 bond projects. This program received its 3rd and Final Bond issuance in 2012, and has minimal funding available, all of which has been appropriated to the projects and programs.

Port of San Francisco

The Port has instituted a standing monthly, inter-Divisional meeting on all bond projects in order to more closely track progress and offer assistance among parties when needed. The final project for the 2008 Bond is Crane Cove Park, part of *Blue-Greenway improvements*, which also includes funding from the 2012 bond. This project is expected to be out to bid in February 2016.

Program Schedule

- RPD is completing its Neighborhood Park projects. Kimbell Playground was opened to the public in June 2015, as well as the Northern portion of Mission Dolores Park now open. Currently only the Southern portion of Mission Dolores still in construction (through the end of 2015). Work is completing in the Citywide Programs: the last of the restroom projects are either finishing design (Alamo Square) or are in construction (Dupont Courts), the Community Opportunity Funds from 2008

1.0 Executive Summary

are fully allocated and in planning/design and construction, and the last of the Playfields sites, at Beach Chalet, is set to reopen in Fall 2015. Trails and Forestry are continuing to fund sites and site needs throughout the system. The 2008 funds are almost fully expended, but have a continuing funding stream from the 2012 Bond to ensure that current and future parks can have their specific trail and tree needs met.

Port of San Francisco

The last remaining project for the 2008 Bond is Crane Cove Park, the project is anticipated to go out to bid in the February of 2016 and construction completed in Nov of 2017. The 4th and final bond sale will support construction of Crane Cove Park.

Environmental Review

Environmental clearance consistent with the California Environmental Quality Act (CEQA) has been received for all program projects with the exception of the Port's Crane Cove Park project. The environmental review for this project is currently in process and is estimated to be completed October 5, 2015.

2.0 Bond Budget and Schedule

2008 Clean and Safe Neighborhood Park G.O. Bond Waterfront Parks Program Revenue and Bond Sale Summary

	Budget ¹		2008 Clean and Safe Parks Bond				Bond Issue
	ProForma ²	Current	1 st Sale	2 nd Sale	3 rd Sale	4 th Sale	Total
Waterfront Parks Program							
Pier 43 Bay Trail Link	7,842,800	10,169,038	1,293,946	6,333,584	27,800	-	7,655,330
Brannan Street Wharf Park	25,544,030	25,004,079	-	-	2,941,050	-	2,941,050
Blue Greenway Design Standards	980,350	325,472	325,472	-	-	-	325,472
Blue Greenway Signage and Site Furnishings		998,912	275,195	-	723,717	-	998,912
Blue Greenway Improvements	21,077,525						
Bayfront Park ³		2,330,367	426,043	1,904,324		-	2,330,367
Tulare Park ³		199,853	-	65,016	134,837	-	199,853
Crane Cove Park ³		31,259,058	155,389	1,269,013	608,779	8,499,467	10,532,648
Bayview Gateway ³		4,792,520	174,353	869,375	3,648,792	-	4,692,520
Heron's Head Park ³		2,397,861	550,000	-	1,801,000	-	2,351,000
Blue Greenway Public Art ³		684,000	-	175,000	509,000	-	684,000
CEQA Review and Permitting		444,040	444,040	-	-	-	444,040
WP Bond Issuance Costs ⁴	658,275	344,808	32,509	50,579	66,187	195,533	344,808
WATERFRONT PARKS PROGRAM TOTAL	56,102,980	78,950,008	3,676,947	10,666,891	10,461,162	8,695,000	33,500,000

¹ The project budgets include funding from all sources.

² ProForma budget refers to the basic baseline budgets prepared for funding purposes and presented in the Proposition A, 2008 Clean and Safe Neighborhood Park Bond Report.

³ Represents parks that are Port components of the Blue Greenway. Public art will be installed both within the parks and along the Blue Greenway linking streets. The total investment in the Port's portion of the Blue Greenway, including hardscape improvements, signage and site furnishings, public art, and planning and design totals \$42,988,043.

⁴ Per the 2008 Bond Report, each program is to be assessed a pro-rated share of bond issuance costs. The original estimate of those costs for the Waterfront Parks Program was \$658,275. The current estimate of \$344,808 reflects cost savings achieved in the first three issues, and estimated issuance cost for the upcoming fourth bond sale.

2.0 Bond Budget and Schedule

2008 Clean & Safe Neighborhood Park G.O. Bond												
Program Budget Reports - Expenditures as of 6-30-2015												
Project	Phase	Category	FAMIS									
			Baseline Budget		Budget		Reserve	Expended		Encumbered		Balance
			All Sources	2008 CSP Bond	All Sources	2008 CSP Bond	2008 CSP Bond	All Sources	2008 CSP Bond	All Sources	2008 CSP Bond	2008 CSP Bond
Pier 43 Bay Trail Link		Soft Costs	2,200,000	1,217,000								
		Construction Costs	7,969,037	6,438,330								
		Project Contingency	-	-								
		SUBTOTAL	10,169,037	7,655,330	10,645,962	8,132,254	-	10,169,037	7,655,330	-	-	476,924
Brannan Street Wharf Park		Soft Costs	3,299,268									
		Construction Costs	22,548,404	2,941,050								
		Project Contingency	-	-								
		SUBTOTAL	25,847,672	2,941,050	25,847,672	2,941,050		24,998,344	2,941,050	14,022	-	-
Blue Greenway Planning & Design Guidelines		Soft Costs	325,472	325,472	-	-	-	-	-	-	-	
		Construction Costs	-	-	-	-	-	-	-	-	-	
		Project Contingency	-	-	-	-	-	-	-	-	-	
		SUBTOTAL	325,472	325,472	325,472	325,472	-	325,472	325,472	-	-	-
Bayfront Park		Soft Costs	443,150	443,150	-	-	-	-	-	-	-	
		Construction Costs	1,887,217	1,887,217	-	-	-	-	-	-	-	
		Project Contingency	-	-	-	-	-	-	-	-	-	
		SUBTOTAL	2,330,367	2,330,367	2,330,367	2,330,367	-	2,330,367	2,330,367	-	-	-
Heron's Head Park		Soft Costs	151,000	151,000	-	-	-	-	-	-	-	
		Construction Costs	2,246,861	2,200,000	-	-	-	-	-	-	-	
		Project Contingency	-	-	-	-	-	-	-	-	-	
		SUBTOTAL	2,397,861	2,351,000	2,397,861	2,351,000	-	2,397,861	2,351,000	-	-	-
Tulare Park		Soft Costs	263,885	263,885	-	-	-	-	-	-	-	
		Construction Costs	-	-	-	-	-	-	-	-	-	
		Project Contingency	-	-	-	-	-	-	-	-	-	
		SUBTOTAL	263,885	263,885	263,855	263,855	-	199,853	199,853	-	-	64,002
Blue-Greenway Public Art		Soft Costs	100,000	100,000	-	-	-	-	-	-	-	
		Construction Costs	584,000	584,000	-	-	-	-	-	-	-	
		Project Contingency	-	-	-	-	-	-	-	-	-	
		SUBTOTAL	684,000	684,000	684,000	684,000	-	76,815	76,815	94,185	94,185	513,000
Crane Cove Park		Soft Costs	4,600,000	2,033,181	-	-	-	-	-	-	-	
		Construction Costs	26,659,058	8,270,975	-	-	-	-	-	-	-	
		Project Contingency	-	-	-	-	-	-	-	-	-	
		SUBTOTAL	31,259,058	10,304,156	2,913,250	1,813,250	-	1,272,903	1,253,139	1,465,149	560,111	-
Blue-Greenway Signage & Site Furnishings		Soft Costs	175,000	175,000	-	-	-	-	-	-	-	
		Construction Costs	823,911	823,911	-	-	-	-	-	-	-	
		Project Contingency	-	-	-	-	-	-	-	-	-	
		SUBTOTAL	998,911	998,911	998,911	998,911	-	875,304	875,304	48,680	48,680	74,927
Bayview Gateway		Soft Costs	500,000	500,000	-	-	-	-	-	-	-	
		Construction Costs	4,292,250	4,292,250	-	-	-	-	-	-	-	
		Project Contingency	-	-	-	-	-	-	-	-	-	
		SUBTOTAL	4,792,250	4,792,250	4,692,520	4,692,520	-	3,684,909	3,684,909	819,780	819,780	187,831
CEQA Review & Permitting		Soft Costs	577,500	577,500	-	-	-	-	-	-	-	
		Construction Costs	-	-	-	-	-	-	-	-	-	
		Project Contingency	-	-	-	-	-	-	-	-	-	
		SUBTOTAL	577,500	577,500	577,500	577,500	-	444,040	444,040	-	-	133,460
WATERFRONT PARKS		Soft Costs	12,635,275	5,786,188								
		Construction Costs	67,010,738	27,437,733								
		Project Contingency	-	-								
		SUBTOTAL	79,646,013	33,223,921	51,677,370	25,110,179	-	46,774,905	22,137,279	2,441,816	1,522,756	1,450,144

3.0 4th Bond Sale Project Details

Crane Cove Park

Crane Cove Park is a new, approximately 9 acre Blue Greenway waterfront park located in the Central Waterfront generally between 19th and Mariposa Streets east of Illinois Street. Initial park concepts include shoreline cleanup and stabilization, restoration of historic cranes, historic interpretation, bay access, and a facility for human powered boats. The total cost for the entire project is expected to be \$50 - \$60 million dollars, which is greater than the current available funding. As a result, the project will be phased as funding is secured. Available funding for the 1st phase of the project totals \$31.5 million, including (a) \$10.5 million in funding from the 2008 Clean and Safe Neighborhood Park G.O. Bonds, (b) \$14.3 million from 2012 Clean and Safe Neighborhood Parks G.O. Bonds, and (c) \$6.7 million from the Port and other sources.

This Blue Greenway Project benefits from significant planning conducted through the development of the Port's Pier 70 Preferred Master Plan and the Blue Greenway Planning and Design Guidelines community planning process.

The Park Master Plan and Schematic Design were approved by the City's Waterfront Design Advisory Committee and SF Bay Conservation and Development Commission Design Review Board in July 2014. Construction on the park is anticipated to begin in February of 2016 with completion slated for November of 2017.

The Port has created a web site to allow the public to review work products and track the project status at www.sfport.com/cranecovepark.

Current Budget

<u>Project Phase</u>	<u>1st Bond Sale</u>	<u>2nd Bond Sale</u>	<u>3rd Bond Sale</u>	<u>4th Bond Sale</u>	<u>Other Proj. Funding</u>
Planning and Design	\$0	\$1,263,250	\$550,000	\$0	\$2,186,750
Construction	\$0	\$0	\$0	\$8,499,467	\$18,376,437
Project Management	\$155,389	\$5,763	\$58,779	\$0	\$380,069
PROJECT BUDGET	\$155,389	\$1,269,013	\$608,779	\$8,499,467	\$20,943,256

Funding Plan

Port of San Francisco Capital Funds –	
Transbay Cable Funding	\$4,353,139
Other Capital Funds	\$300,000
2008 Clean & Safe NP Park Bond	\$10,532,648
2012 Clean & Safe NP Park Bond	\$14,300,000
Metropolitan Transportation Commission – Coastal Conservancy	
Commission Grant	\$1,000,000
Pier 70 Economic Development Agency Funds	\$535,663
Other Funding 2008 G.O. Park Bond interest income	\$454,454
<i>Total Project Funding</i>	<i>\$31,475,904</i>

Sale Schedule

1 st Bond Sale	\$155,389
2 nd Bond Sale*	\$1,269,013
3 rd Bond Sale*	\$608,779
4 th Bond Sale	\$8,499,467
	<u>Start</u> <u>Finish</u>
Planning	Sep-2011 Mar-2014
Design & Bid/Award	Mar-2014 Jan-2016
Construction	Jan-2016 Nov-2017

Project Descriptions: Major Waterfront Park Projects

Pier 43 Bay Trail Link

Project Location: Powell to Taylor Streets

Located along the Bay north of the Pier 43 Arch, the site previously consisted of condemned piers and partially closed sidewalk due to a failing seawall. The project created a new waterfront open space destination featuring a public promenade along the water's edge. The project removed 70,000 SF of pier, replaced 520 linear feet of seawall, constructed 20,600 SF of pile supported concrete wharf, and reconstructed sidewalks, curbs and gutters.

During the entitlement process, scope was added to the project for additional wharf area (requested by the Bay Conservation and Development Commission, or BCDC), for ADA improvements near Pier 45, and for security lighting. The additional scope caused a delay of 1 month and increased the estimated cost by \$2 M. To fund the additional scope, Port used capital funds and grants from the Association of Bay Area Governments (ABAG) and the Federal Department of Homeland Security (DHS).

This Project is complete and was opened to the public in November of 2012.



Brannan Street Wharf

Project Location: Embarcadero and Brannan Street

Located along the Bay in the South Beach neighborhood, the project created a 57,000 SF public open space wharf along approximately 850 linear feet of waterfront which was previously inaccessible due to condemned wharf and pier structures. Features, as recommended by a citizen's advisory committee, include a raised lawn, public float, seating, and interpretive exhibits.

Preliminary engineering studies indicated the need for unexpected repairs and strengthening of a portion of the existing seawall; revealed deteriorated structure supporting a portion of The Embarcadero Promenade; uncovered ground instability within the new wharf area; and identified complexity in the removal of the existing Pier 36 caissons. Recognizing a funding shortfall, the Port was successful in obtaining \$4.7M of federal funds specifically for pier removal.

Brannan Street Wharf is complete and was opened to the public in July of 2013.



Blue Greenway Planning & Design Guidelines

The Blue-Greenway Design standards was developed through a community planning process and identifies Port open space projects along the southern waterfront, developed cost estimates for projects and identified project priorities. In addition, it established design guidelines for common elements for all Blue Greenway projects.



4.0 Appendix

Bayfront Park

Project Location: Mission Bay between 16th street and Mission Bay Commons South

This project along the Blue Greenway included the removal of deteriorated piers and wharves, and reconstruction of 1,200 linear feet of shoreline to allow Bayfront Park to be constructed to the Bay's edge. The shoreline project included the installation of a temporary 8' wide mixed use pathway to allow the public to access the shoreline while the Park was under construction. This project is complete and opened to the public in February of 2012.



Heron's Head Park

Project Location: Jennings Street and Cargo Way

This Blue Greenway project included an expansion of the existing Heron's Head Park by approximately an acre, by: a) converting a paved area into a meadow, and planter areas; b) organizing the service and parking areas; c) creating a dog run; d) installing picnic tables and seating areas, new lighting and bicycle amenities; e) adding park signage; f) including new sites for public art; g) creating a defined pedestrian circulation area; and h) adding a landscape based storm-water treatment system. The design is consistent with the sustainable natural theme of the existing park.

The original budget established was based upon a smaller park opportunity site, in preparing the design and working through the community review process the project site was enlarged. The GO Bond funding strategy for Blue Greenway Parks accommodated opportunity for projects to expand or consolidate through the planning process. This project was completed and opened to the public in September 2012.



Tulare Park – POSTPONED INDEFINITELY

Project Location: Islais Creek shoreline, north side between Illinois and Third Streets

Across Islais Creek from the future site of the Bayview Gateway, Tulare Park is an existing Blue Greenway Park that was originally constructed in the early 1970s and is in need of major improvements including upgrades required under the Americans with Disabilities Act (ADA). During final design of the Tulare Park improvements, it was determined that grading required to create the ADA accessible path would pose significant risk of damage to both the San Francisco Public Utilities Commission force main and the existing retaining wall running throughout the site. After studying alternatives, a pedestrian bridge was chosen as the most cost effective solution to create an accessible pathway.

This project was put out to bid and was not awarded because the bid exceeded the budget by over \$600,000. The Port is working with both DPW and the SFPUC on alternative design ideas that are more cost effective and accommodate the PUC sub-surface infrastructure and access requirements.

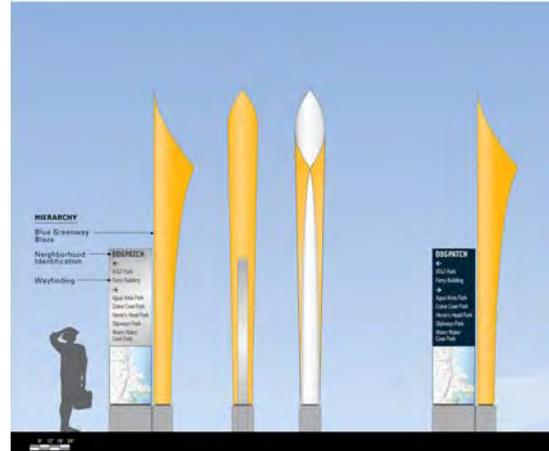
4.0 Appendix

Blue Greenway Public Art

Project Location: Blue Greenway Mission Creek and Heron's Park

Working with the SF Arts Commission, the Port identified the Bayview Gateway site as the appropriate site and location for the Port's Art Enrichment Project.

The SF Arts Commission released a call for artist to submit qualifications for the project in the fall of 2014 and received 3 proposals. However, all three proposals were subsequently rejected, so the selection process will be renewed in 2015. The current project schedule calls for the selection panel to make its recommendations in June 2015, with Arts Commission and Port Commission approval following in July 2015. Design, fabrication, and installation of the pieces is expected to take 18 months from the approvals, with completion now anticipated for the end of 2016.



Crane Cove Park

Project Location: Nineteenth and Illinois Street

Crane Cove Park is an approximately 9 acre Blue Greenway Waterfront Park located in the Central Waterfront generally between 19th and Mariposa Streets east of Illinois Street. The Park design and project includes shoreline cleanup and stabilization, restoration of historic resources, a new multi-purpose lawn, plazas, pathways, site furnishings and site interpretation, bay access and a human powered boating facility. The total construction cost for the entire project is expected to be \$45 million dollars. Current available funding is approximately \$31.3 million, of which \$10.3 million is from the 2008 Clean and Safe Neighborhood Park bonds. As a result, the Port will build Phase 1 with existing sources, and will construct Phase II when funding is secured.



Bayview Gateway

Project Location: Southern shoreline of Islais Creek between Third Street, Illinois Street and Cargo Way.

The Bayview Gateway Project will create a new one acre public open space along the southern bank of Islais Creek in San Francisco's southeast waterfront. The project site is bound by Islais Creek on the north, Cargo Way on the south, 3rd Street on the west, and Illinois Street on the east. This area was reclaimed from the Bay in the 1900s and served as a working waterfront with a timber wharf and shed. The shed was removed in the early 1980s leaving an asphalt covered lot. The project will demolish the existing timber wharf, rehabilitate the seawall, and transform the asphalt lot into a public park with walkways, plaza spaces and green spaces from which to enjoy the Bay. In addition, the project will serve as both a gateway to and an amenity for the Bayview neighborhood.



Construction estimates early in the design phase indicated the project would cost 13% more than the current budget. Value engineering measures were taken to simplify the design with some success. However, additional project scope was added for unanticipated right of way improvements including a new crosswalk at 3rd Street, modifications and repairs to the adjacent sidewalks, and more extensive roadway and traffic signal work at 3rd Street and Cargo Way. The project is currently under construction and should be completed by the end of July 2015.

4.0 Appendix

Blue Greenway Signage and Site Furnishings

Project Location: Blue Greenway Linking Streets between Mission Creek and Heron's Head Park

The Blue Greenway is the City's project to improve the City's southerly portion of the 500 mile, 9-county, region-wide Bay Trail. Uniquely, the trail does not follow one continuous waterfront path or have consistent water views to serve as a navigational tool for users; users have to consciously find transitions and make decisions in order to stay on the system. Additionally, because the Blue Greenway is in its early inception, it lacks recognition by the general public. In order to help build identity and allow users to find their way along the system, the Port, working with our stakeholders, has developed a signage and way-finding program to build identity and provide users orientation to find their way along the system. The program includes large customized signs (as conceptualized in the diagram) which include navigational information.



The contract to construct and install these custom signs went out to bid in late March 2013 and a contract was awarded with Port Commission approval. In addition to signage, furnishings such as benches and waste receptacles will be provided at the sign sites where practicable.

This Project went out to bid in late March 2013, the Port commission approved the award of the bid and the signage portion of the project was completed in 2014, and the remaining minor site improvements will be completed in September 2015.

Current Project Phase

The 2008 Clean and Safe Neighborhood Parks Bond Program includes the initiation, planning, design, bid & award, construction and close-out project phases. Thus far, 2008 Clean & Safe Neighborhood Park Bond funds have been expended on the phases indicated for each project below.

Waterfront Parks	Initiation	Planning	Design	Bid & Award	Constr.	Close-Out
Pier 43 Bay Trail Link	•	•	•	•	•	•
Brannan Street Wharf/Park	•	•	•	•	•	•
Blue Greenway Planning & Design Guidelines	•	•	•	n/a	n/a	•
Bayfront Park	•	•	•	•	•	•
Heron's Head Park	•	•	•	•	•	•
Tulare Park	•	•	•			
Blue Greenway Public Art	•	•	•	•		
Crane Cove Park	•	•	•			
Bayview Gateway	•	•	•	•	•	
Blue Greenway Signage and Site Furnishings	•	•	•	•	•	

**MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures and Proposed Improvement Measures)**

	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
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MITIGATION MEASURES				
F. Noise				
<p><i>Project Mitigation Measure 3: Construction Noise (Mitigation Measure F-1 in the Eastern Neighborhoods PEIR)</i></p> <p>For subsequent development projects within proximity to noise-sensitive uses that would include pile-driving, individual project sponsors shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors would be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. Individual project sponsors shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.</p>	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>During construction</p>	<p>Each Project Sponsor to provide Planning Department with monthly reports during construction period.</p>	<p>Considered complete upon receipt of final monitoring report at completion of construction.</p>
<p><i>Project Mitigation Measure 4: Construction Noise (Mitigation Measure F-2 in the Eastern Neighborhoods PEIR)</i></p> <p>Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> • Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing 	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>During construction</p>	<p>Each Project Sponsor to provide Planning Department with monthly reports during construction period.</p>	<p>Considered complete upon receipt of final monitoring report at completion of construction.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures and Proposed Improvement Measures)**

	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>pose to archaeological resources and to their depositional context;</p> <ul style="list-style-type: none"> ▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; ▪ The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; ▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis <p>If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.</p>	<p>The archaeological consultant, Project Sponsor and project contractor.</p>	<p>Monitoring of soils disturbing activities.</p>	<p>Archaeological consultant to monitor soils disturbing activities specified in AMP and immediately notify the ERO of any encountered archaeological resource.</p>	<p>Considered complete upon completion of AMP.</p>
<p>If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <ul style="list-style-type: none"> A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. 	<p>ERO, archaeological consultant, and Project Sponsor.</p>	<p>Following discovery of significant archaeological resource that could be adversely affected by project.</p>	<p>Redesign of project to avoid adverse effect or undertaking of archaeological data recovery program.</p>	<p>Considered complete upon avoidance of adverse effect</p>

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<p>If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements</p> <ul style="list-style-type: none"> ▪ Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations. ▪ Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures. ▪ Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies. ▪ Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. ▪ Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. ▪ Final Report. Description of proposed report format and distribution of results. ▪ Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. 	<p>Archaeological consultant in consultation with ERO</p>	<p>After determination by ERO that an archaeological data recovery program is required</p>	<p>Archaeological consultant to prepare an ADRP in consultation with ERO</p>	<p>Considered complete upon approval of ADRP by ERO.</p>

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E. Transportation				
<p><i>Project Mitigation 2: Traffic Signal Installation (Mitigation Measure E-1 in the Eastern Neighborhoods PEIR)</i></p> <p>To mitigate the 2025 No Project traffic impacts, a To mitigate the significant cumulative traffic impact at the intersection of 20th and Illinois Streets, an upgraded traffic signal would need to be installed at this intersection. With this new signal, the average vehicle delay would decrease, and the intersection would operate at LOS F during the weekday PM peak hour and LOS D during the weekday MID peak hour. The LOS F condition is due to a number of proposed developments in the immediate vicinity of this intersection, most noticeably at Pier 70, that would contribute to growth in future traffic volumes and increased delays. Installation of a traffic signal at the intersection of 20th and Illinois Streets could be linked to these and other proposed development projects.</p> <p>The project sponsor shall pay their fair share contribution to mitigate the significant cumulative traffic impact at the intersection of 20th and Illinois Streets. The amount and schedule for payment of the proposed project's fair share contribution to the mitigation shall be determined by SFMTA.</p>	San Francisco Municipal Transportation Agency (SFMTA); project sponsor; Port of San Francisco.	To be determined by SFMTA.	SFMTA; Port of San Francisco.	Upon Signalization.
IMPROVEMENT MEASURES				
<p><i>Project Improvement Measure 1: Monitoring and Abatement of Queues</i></p> <p>It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.</p> <p>If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).</p> <p>Suggested abatement methods include but are not limited to the following:</p>	Project Sponsor; Owner or Operator of the parking facility	Ongoing during parking operations	Port of San Francisco	Ongoing during parking operations

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<p>redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.</p>				
<p><i>Project Improvement Measure 2: Installation of Traffic Calming Devices at Parking Lot Exiting Lane</i></p> <p>It shall be the responsibility of the owner/operator to install appropriate traffic calming devices (e.g., speed bump, rumble strips, “slow speed” signage, etc.) at the exiting travel lane along the garage driveway to reduce vehicle speeds of exiting vehicles traveling out of the parking lot and to further reduce and/or eliminate potential vehicle-pedestrian conflicts.</p>	Project sponsor; Owner or Operator of the parking facility	Design measures to be incorporated into project design; prior to issuance of a building permit.	Port of San Francisco: Planning Department; Department of Public Works (DPW); SFMTA	Considered complete upon installation and implementation of traffic calming features
<p><i>Project Improvement Measure 3: Convert On-Street Parking Spaces and Install Freight/Delivery Loading Zone along Illinois Street</i></p> <p>To reduce the potential for parking of freight/delivery vehicles within the travel lane adjacent to the curb lane on Illinois or 19th Street (in the event that the on-street parking spaces are occupied), the Project Sponsor shall seek approval from the SFMTA to convert two (2) regular, on-street parking spaces to yellow-striped loading parking spaces. The location of these two spaces shall be located along the east side of Illinois Street, adjacent to the project site.</p>	Project sponsor.	Loading zone to be incorporated into project design; prior to issuance of a building permit.	Port of San Francisco: Planning Department; Department of Public Works (DPW); SFMTA	Considered complete upon installation and implementation of loading zone

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<p><i>Project Improvement Measure 4: Coordination of Freight/Loading Activities for Park and Park Related Retail</i></p> <p>To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Illinois or 19th Street or during peak commute periods (between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m.), freight/loading activities shall be scheduled and coordinated through Port of San Francisco staff and shall be restricted to occur between the hours of 9:00 a.m. and 4:00 p.m., and no deliveries shall occur between 7:00 a.m. and 9:00 a.m. or between 4:00 p.m. and 6:00 p.m.</p> <p>The Project Sponsor shall enforce strict truck size regulations for use of the on-street loading spaces in the proposed freight/delivery loading area. Truck lengths exceeding 40 feet shall be prohibited from entering the loading zone and shall utilize other on-street parking spaces, if available. The Project Sponsor shall notify Port of San Francisco staff, and café tenants of imposed truck size limits in the proposed freight loading area.</p> <p>In the event freight/delivery vehicles exceed the 40-foot length and are in need to occupy the recommended the on-street loading space (see improvement measure above), appropriate traffic control measures shall be enforced to avoid and/or eliminate any conflicts with moving vehicles or other users along Illinois Street or sidewalk areas adjacent to the project site. Such measures shall include but not limited flaggers, cones, and signage to notify drivers and others of freight/delivery activities</p>	Project sponsor; building tenant(s)	Ongoing during building operations for oversized delivery vehicles or during higher volumes of pedestrian or bicycle activity in the project area.	Port of San Francisco.	Ongoing during building operations.
<p><i>Project Improvement Measure 5: Construction Truck Deliveries During Off-Peak Periods</i></p> <p>Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.</p> <p>As required, the Project Sponsor and construction contractor(s) shall meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption, and pedestrian circulation impacts during construction of the project. To minimize</p>	Project sponsor; Project contractor(s)	Prior to construction activity.	Port of San Francisco	Upon completion of project construction

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cumulative traffic impacts due to project construction, the Project Sponsor shall coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.				
<p><i>Project Improvement Measure 6: Construction Management Plan</i></p> <p>In addition to items required in the Construction Management Plan, the project sponsor shall include the following:</p> <ul style="list-style-type: none"> • Carpool and Transit Access for Construction Workers – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling and transit use to the project site by construction workers in the Construction Management Plan contracts. • Project Construction Updates – As an improvement measure to minimize construction impacts on nearby businesses, the project sponsor shall provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns. 	Project sponsor; Project contractor(s)	Prior to construction activity.	Port of San Francisco	Upon completion of project construction