

**PORT OF SAN FRANCISCO
NORTHEAST WATERFRONT ADVISORY GROUP**

FINAL Minutes – July 8, 2015 Meeting

NEWAG Members in Attendance:

Alec Bash
Leah Baumbach
Arthur Chang
Jane Connors
Jon Golinger
Michael Gougherty
Stephanie Greenburg
Bob Harrer
Bob Iwerson
Bruno Kanter
Cathy Merrill
Stewart Morton
Carol Parlette

Audience in Attendance:

Kanishka Burns, Board of Supervisors,
District 3
Julie Christensen, Board of Supervisors,
District 3
Anne Cook
Tom Gilligan, Local resident
Bill Hannan, Golden Gateway Tenants
Association
Stan Hayes, THD
Faith Kirkpatrick, MOHCD
Geri Koeppel, Hoodline.com
Diane Kretschmer, 101 Lombard
Peter Kretschmer, 101 Lombard
June A. Osterberg, BCNA THD
Lee Radner, FOGG
Jay Wallace, T2K
Teresa Yanga, MOHCD

NEWAG Members Not in Attendance:

Michael Franklin
Wai Ching Kwan
Flicka McGurrin
Marina Secchitano

Port Staff in Attendance:

Jay Edwards
Kim Ngoc Le
Diane Oshima
Byron Rhett
Ricky Tijani
Denise Turner

1. Call to Order, Roll Call

Alec Bash assumed the chair role with Jane Connors as co-chair. Alec thanked Cathy Merrill for serving in her role as chair for 8 years. Diane Oshima presented Cathy with a small gift on behalf of the Port for her service. [The room applauded].

2. Approval of Draft Minutes

Bob Harrer moved to approve the March 4th minutes. Carol Parlette moved to approve the May 6th minutes.

3. Waterfront Plan Working Group – Select NEWAG Liaison

Each community advisory group will be selecting a liaison to represent their respective CAGs on the Waterfront Plan Working Group. The Waterfront Plan Working Group will advise the Port on the update to the Waterfront Land Use Plan.

The liaison position will require time and dedication over the next year or two or however long the process may take.

Alec Bash opened it up for discussion to see who might be interested in being a liaison representing NEWAG and who might have questions and comments. He noted that like everything else on this committee group, consensus decision-making would be expected.

Bob H: To help get some perspective, it might be worth it to take a few minutes to describe what would be involved with being a liaison representative. Is it just to attend meetings, how much communication will there be between the NEWAG and the Waterfront Plan Working Group, etc.?

Alec: Let's have the Port staff answer that. But truly it's to keep us informed of what the Working Group is doing and keeping them informed of what NEWAG is doing.

Port: We have a robust public participation process that we're anticipating for the Waterfront Plan. One of the things we're trying to do is to invite not only the people who know the waterfront best but also newcomers citywide and in the region. The meetings for the Waterfront Plan Working Group would provide a public forum to be able to discuss all of the policies and/or land use issues that we've flagged in the framework of the update of the Plan.

They would be meeting at least monthly or maybe even twice a month depending on what the needs are. All the meetings would be noticed and open to the public. The intent is to run the working group meetings similarly to how the NEWAG runs their meetings, where the audience can participate in an exchange of information and not be subject to public comment time limits. But because we have a wealth of knowledge on our existing advisory membership, we wanted to make sure that there is a constant feedback loop between what you all take up as your business within the Northeast and Ferry Building waterfront and some of the related issues that will be talked about in the Waterfront Plan Working Group meetings. The liaison is intended to be able to carry back information to the Working Group and vice versa.

We have another layer of public participation in addition to the Waterfront Working Group, which are the Waterfront Plan Advisory Teams. It is also offered to citizens to participate but in a more time-limited way where we would focus them on specific topical areas. For example, if you have interest or technical knowledge on issues such as public finance, there is a financing team, or resiliency, seismic risk and sea level rise, there will be a technical advisory team focused on resiliency issues. When these specific topics come up at the Working Group meeting discussions, the intent is that those respective Advisory Teams will then be brought into the discussions as well. So the multiple layers of participation are to accommodate the different levels of information and knowledge. It's for people who may not have knowledge about the Waterfront Plan but care about the San Francisco waterfront and who may have technical knowledge around specific issues.

Jon: When do you expect to select everybody else? July 17th is the application deadline, but when is your decision deadline?

Port: We're aiming for August, but it is based upon how many submittals we receive. We're approaching 80 applicants now and as the deadline approaches there seems to be a spiraling up of interest and people throwing their hat in. So our staffing capability to make a decision also depends on the pool of applicants.

Jon: You need 23 seats?

Port: I don't have the exact number, but it's more than 23 if you count the advisory teams, too. Many people have indicated interest in both the advisory team and the working group. We have not started going through the sorting process.

Jon: I'm open to serving. I applied and I know some of us here did. A hundred percent of the people in this room as far as I'm concerned should apply through that process, I think. I feel that who you selected and what the balance is, of neighborhood, environmental, business, and planning experts will inform who on this group I would feel strongly. Anyone of us is competent, but for example, I expressed this to the port commission earlier in the process that I'm concerned that the neighborhood, environmental and art community will be under-represented and the more sympathetic to development side will be over-represented. I hope that's not true, but if it appears to be true, I would advocate for a new arrangement. For example, Jane represents the business interest in the neighborhood and has a connection physically in NEWAG, but might not be an aggressive advocate for neighborhood issues. So my proposal is that unless it's urgent, that we put off selecting a liaison today until August.

Port: It's perfectly possible to defer your decision about the liaison. It's also possible to change your liaison later if there's a need. Realistically I anticipate that staff will take all of August to go through the applications. We're tentatively scheduled to report to the port commission on a roster at the first commission meeting in September. We anticipate the kick-off of the planning process to be in late September.

Jon: Would it be appropriate to ask who else on the committee has applied?

Stewart: I have.

Jane: I have.

Stephanie: I was going to, but not yet.

Port: And just because you're a NEWAG member doesn't preclude you from applying as an individual on the working group.

Leah: Would it be possible to have alternates?

Port: Yes, it's possible. However logistically there are a lot of people in this process so there's a management issue. But on the other hand, if there's a functional alternate relationship where people take responsibility for sharing information and bringing it back, we're open to that, but we would not offer that as our first choice.

Alec: In other words, there will really need to be a hand-in-glove working relationship between the alternate and the primary person so that they're both deeply informed and can deeply inform us.

Alec: As Jon pointed out, it would be good to know who has applied and who would be interested in representing NEWAG. Also, in some ways, I think that ideal for a NEWAG liaison is someone who is not trying to promote a particular point of view but is looking to present whatever we have agreed on consensus here to the working group.

Jon: I know the people who served in the '90s on the Waterfront Plan and have talked to them a little bit. It's a balance. You're there not representing your personal interests. Any of us who serve would do that and try to represent what's best for the waterfront as a whole and certainly stick up for the Northeast waterfront. What that means depends on the issue. But because there are so few people and there will be a lot of competing interests, I think that it's important to be there with purpose, too. Correct me if I am wrong, but if you, or me or anyone who represents NEWAG in a way that we don't like we could pull that person off and find a replacement.

Alec: I would be interested to know who would be interested in being a NEWAG liaison. If only one person is interested then we wouldn't have to put off the decision. So who would be interested in serving as a liaison?

Alec: So Jane, Jon and Stewart.

Stephanie: I'm considering.

Stewart: Is the working group going to be basically for the interest of the port or to the waterfront in general?

Port: As staff, we're taking whatever we get from the collection of people on the committee and the public interaction with them. It's not just the working group; it's also about the public engagement in the working group meetings. That's something important to think about, because you might come in with a particular point of view and the debate in the working group meetings could come out to something very different based on the exchanges within the working group and the public. Our objective is to hear whatever that is as accurately as we can and then to put that information together as we advance. Also, proposed changes or amendments reported out to the commission will be public meetings. So if we're wrong, we will get corrected. So I don't feel that it's an "us-them" thing.

Cathy: Stewart, were you on the former Waterfront Plan working group?

Stewart: No, but I've been on the advisory group from the beginning.

Jon: Jane Morrison is someone who you might want to talk to. She said that it was a great process, but of course that was after it was over.

Alec: Let's defer this item and come back to it later. I understand Supervisor Christensen is here for an item on the Seawall Lot 322-1 on the Neighborhood Design Charette.

[Return to discussions after agenda item #5]

Jon: When's the next NEWAG meeting going to be?

Port: It's typically the first Wednesday of every other month. So the next one would be in September.

Jon: What I heard you saying before is that it's going to take most of August to decide on the Waterfront Plan Working Group.

Port: We're not anticipating getting the Working Group started until late September. We're contemplating at this point to do some kind of boat or land tours just to get people familiarized with the waterfront. So there could be time if you want to put off until September to decide on the NEWAG liaison.

Alec: When would you be having orientations for people?

Port: We're contemplating touring. The orientation sessions, which are the first meetings themselves, would not start until October.

Stewart: Labor Day is the 7th.

Port: We don't know if we'll have gotten the working group roster all together by the next NEWAG meeting on September 2. We're slated to go to the commission on September 8 to show them the roster. So if you're waiting to see the roster before picking the NEWAG liaison, then perhaps you may want to push the meeting to later in September.

Alec: I'll be gone the month of September, however Jane - How wonderful to have a co-chair!

Jane: I'll be gone after September 11.

Jon: The port commission meeting is September 8, so maybe we can meet the day after that, which is Wednesday, September 9.

Jane: I could be here for the 9th.

Michael: I like the idea of seeing the roster before we select our representative as long as that works in the process.

Stephanie: I think that's a good idea.

Bob H: But it may impact some people here who may have more interest in the working group and perhaps less – or more – interest in being a liaison.

Alec: Or they wouldn't have to be because they'd still be involved.

Cathy: I think one of the things that would be extremely helpful is somebody who has a history, either someone who has been on the NEWAG for a long time or has attended the meetings for a long time. Reflecting back on the early days of pier 27, or some of the decisions that the community has evolved and gotten to know. Even though there are new sentiments now, I think the history that's created is still relevant.

Alec: Sound wisdom from our past chair.

Stewart: Since I applied to be a liaison candidate, does that preclude us from being selected to be on the working group? You won't take anybody from NEWAG because one of us might be the liaison?

Port: No, it's more of the opposite. You could have NEWAG members on the working group general body and a separate designated NEWAG liaison. There could be one person who brings forth multiple perspectives and that's okay.

Alec: Sounds like we have consensus to wait until the next NEWAG meeting, which will be September 9.

Jane: You'll have an idea of the working group roster by the 9th?

Port: I think we should go ahead and plan on that. If we want to kick-off the working group with a tour in late September then ideally we should be in front of the commission by the 8th.

4. Pier 29 Bulkhead Leasing Opportunity Update

Byron Rhett, Deputy Director, Planning and Development

Port staff have previously presented on ideas for tenancing the Pier 29 buildings. There was a fire in 2012 and repair was done in time for the 2013 America's Cup. The bulkhead building had a temporary, pop-up restaurant and is now vacant. With the completion of America's Cup and the Pier 27 cruise terminal and public plaza, the port is now ready to re-tenant Pier 29, with a focus on the bulkhead building.

The bulkhead building consists of about 20,000 square feet. The idea of a pop-restaurant was an exciting activation of that space and the port would like to build on that. The port would like to issue a request for proposals for tenants interested in the space. The port is not necessarily focused on restaurants, but to build on the work that has already been done in the area between the Ferry Building and Fisherman's Wharf. The objective is to find new uses that bring in new people to the area. The Exploratorium is a good example. The idea is not to compete with already existing uses but be additive. Ideas for the bulkhead could include arts and crafts, dry goods, innovators, open studios and galleries, public markets related to retail, exhibition and cultural exhibit space, or live demonstrations, displays and studios. This pier is an important part of the historic district and the port wants to bring people in to enjoy the historic resources as well as the activities that would be in the building. Another part of the uses may be to provide support services to the cruise terminal and cruise users. Staff will make a presentation at the port commission next week.

Carol: If you're only doing an RFP for this first section, does that preclude some sort of theme for the whole area that we thought the port was leaning towards.

Port: It's a good point as to whether or not if it does that. There are two major challenges to the rest of the shed. One is that we'd like the discussion to be part of a larger process in the Waterfront Land Use Plan and as part of a larger conversation with the working group. We're also just looking at re-tenancing on a much shorter lease, less than five to ten years. Ultimately the bulkhead doesn't have to dictate what will happen with the rest of the shed. The major development process can be a lengthy one. It can take many years to go through the planning process, environmental review once there's agreement about what's to be done, the selection of developer(s), development partners and the business cycles. So the main reason we're taking this approach is that it's already been a year since the building was occupied. We'd hate for this to sit vacant for several years while we try to land on a consensus about how to approach the larger development.

Bob H: Just to follow-up on that question, this pier in particular has a unique opportunity where the bulkhead isn't the only access to the building. With the

whole east side facing the terminal, this building has that unique opportunity of connectivity with the large outdoor space.

Port: We wanted to take advantage of that. It also reminded me that with the substructure, the bulkhead building is pile-structured and is in good condition. But there are some real challenges with the substructure when you get into the shed. Along with needed repairs, there is a need to do full seismic strengthening which is going to cost tens of millions of dollars. So we can start to tenant the bulkhead building, but we need to do work on the rest of the shed and we'll have to find financing for that.

Stewart: We still have pier 29 ½ and 31 nearby. Are you precluding those for some of the off-loaded space?

Port: No, but we are starting to do some repair work on 29 ½ and 31. We are in conversation with National Park Service about leasing a portion of 31 for Alcatraz Landing. We're looking at 31, 31 ½ and 33 as possibly being entirely part of the NPS complex.

Bruno: What's your schedule for when you want to issue the RFP? Secondly, sometime back there was discussion about putting together a small group of citizen's advisory group to provide input on various questions related to this project and I wonder what happened to that group?

Port: Along with the RFP, the citizens group never came together. It's a good point as to how we are going to outreach to the community to get input on the RFP and the selection process. We don't customarily go through the same process for a small or short-term lease as we do for a major development. The advisory group was brought up because the port was looking at a major development project for pier 29.

Jon: What I remember from Johnathan's presentation on the project was that it had a lot of concern from audiences. Some of the ideas were retail showrooms for Google or Tesla, tech companies, and it seemed to me a very commercially-oriented proposal. So does that mean the creative arts, gallery, cultural and potentially cruise terminal-oriented are what you're thinking or are you still opening that up to whoever comes along?

Port: No, we do want to narrow it. Those uses were more focused on the uses in the shed as I remember it.

Jon: The showroom, or what was shown in the image, was all about the bulkhead.

Port: Now, we're no longer talking about those uses for the bulkhead.

Jon: This site is so prominent by the cruise terminal and tens of thousands of people walk by it. To those of us who work and live in the area, it's got history. So I think that some kind of ongoing community input would be helpful rather than let something go forward that might raise some concerns.

Port: We can circle back to this group to the question of how we can engage the community.

Jon: And what's the schedule on the RFP?

Port: We're trying to get direction from the commission next week. We're still understaffed, but we're thinking in the fall, October or so, we'd be able to go back to

the commission for some specific directions on an RFP and the process leading up to that.

Bob H: I agree with Jon about the public input and I appreciate your mentioning that you'd go back. Thank you.

Diane Kretschmer: I live at 101 Lombard, which is basically right across the street from pier 29. I too would hope that you would look for input from local residents about what needs to be done with the bulkhead building.

Port: We hear you and we will be putting together an approach to that. This is a retenanting opportunity and we focus this through the real estate group. We will circle back about an approach to participation in the NEWAG and direct participation from the neighbors.

Jon: On the map for public access for this area, on the edge of the bulkhead between the bulkhead and the rest of the building, there's a line that says "Bayside History Walk Corridor." Is that public access thoroughfare that needs to be open?

Port: Yes, it's a future public access. It may not be exactly where it's shown there because we're talking about 20,000 square feet of use. That may be a 20,000 square feet of footprint in which case the public access can be in the back or they could potentially put mezzanine space in there. If they did, the footspace would shrink accordingly. So if you have 5,000 square feet of mezzanine then you'd have 15,000 square feet of footprint. So it's not 20,000 square feet plus anything you can cram into the space above. It's a total of 20,000 square feet and it has to do with occupancy requirements. Ultimately there will be cut-through and initially it would be entering from the ground transportation area and then they'd be out through the building. Our commitment is that it would be an interim and then ultimately, as the building is built out, it would be permanent and connect you from the north to the south.

Jon: Is that similar to the Exploratorium where there is a center area for the history exhibition?

Port: Yes, it will be similar. In other words, it's a group of buildings with a history walk.

Stan Hayes: I want to add my support to the idea of public input. It's important for us to go yet another step to ensure that we have all the opportunities for public input and the mechanism in place for it. Also, I know that the draft for the RFP is not finished, but one of the important pieces of an RFP is the guidance – the vision – that is the invited uses, some of which you've talked about tonight. As you get to a more finished RFP, I hope that you'd be willing to share it prior to the time that the RFP goes out just so we can have an idea as to what the specific items you're providing.

Port: Yes, we have begun to lay out the RFP in more detail than what I've just explained here. The staff report for the port commission presentation next week will have more detail, including a lay out of the vision. I would encourage you to go to the port website on Friday to get access to that report and of course to

come to the commission meeting on Tuesday and reinforce some of these ideas during public comments.

Lee Radnor: I know you're issuing the RFP for the bulkhead building now, with the remainder of the building perhaps in the future, so you're not thinking of the area as a whole, but as someone mentioned earlier, I think that it would be very important to have a kind of master plan in mind to have a general idea of where you want this to go and as you develop the RFP for the bulkhead building that it fits with the pieces of the puzzle.

Arthur: Can you tell me how the department is being informed as to what would be the uses? Is the department informed based on anything that's rational or based on studies?

Port: We would look at advanced studies and similar projects in other similar locations. Then we would have a dialogue with you all and the community about what might make sense. The Mayor's office is well aware that we're undertaking the update to the Waterfront Land Use Plan. We're going to try to do a rational study. The recreational uses are a challenge in pier 29. If you remember most of them were going to be in pier 27. That is now demolished and replaced with the cruise terminal because it has clear span. But there are other kinds of recreational uses that may make sense for this space. We're going to study all of that as part of this process.

Alec: If I could add to that, in 2001 when the event that Arthur is referring to took place, the NEWAG ended up writing a letter to the port commission expressing their concern over what had transpired. So if something like that should happen again, there would be opportunities for the NEWAG to speak out. But I think that things have changed in the city since those days. I know that the port staff wants to proceed with a very open process and I've been encouraged by the presentation Byron made. This could be a very important project because it could be the front door of the whole cruise terminal area. Byron, what you've been saying about trying to attract public uses there make me think of things like San Francisco-made or the Museum of Modern Art. I think that this could be a very creative process in pulling people together for ideas about what would be good public-oriented uses and activities. So thank you for shedding light on this project.

5. Project Updates and Announcements

- **Seawall Lot 322-1 Neighborhood Design Charette: July 21, 2015**

Supervisor Julie Christensen and Teresa Yanga of the Mayor's Office on Housing and Community Development

Supervisor Christensen provided an update on the SWL 322-1 development project. (It is now also referred to as 88 Broadway because the supervisor jokingly commented that SWL 322-1 sounds like a science fiction film). The plan is to develop a Mayor's Office-supervised affordable housing project on the site.

The community had expressed a desire for expanded types of housing for not only lower-income affordable but also middle-income and senior housing. There was concern about the height and mass of the property and how it would fit in from Telegraph Hill, from the Golden Gateway and from the waterfront in general. There was also concern about the project's integration into the neighborhood, such as the vitality of the retail space and how it could contribute to rather than detract from the activity on Broadway.

As a step to addressing these concerns, there will be a pre-RFP charrette. Mark Cavagnero, who is an as-needed architect for the city and whose office is right nearby, and his team have been studying the proposed program and the parameters of the site and adjacent buildings. They have studied what height and massing is likely to evolve; what are the choices and trade-offs between more housing and a site that's more integrated with the neighborhood, as well as how to more engage and activate the ground floor.

The supervisor reported that the mayor has committed to expanding the types of housing on the site. Her office is now looking at the addition of senior affordable units on the site. There is also the possibility of middle-income affordable housing if the housing bond measure passes in November. The supervisor encouraged everyone to attend the neighborhood design charrette to be held on July 21 at the Port of San Francisco. There will also be a pre-community meeting review prior to the design charrette to gather input and NEWAG members are invited to join.

Arthur: Is Mark pro-bono?

Supervisor Christensen: No, Mark has an as-needed contract with the city and just our fortune, Mark's office is near the site. He's really familiar with it and he did some preliminary work on Teatro's Zinzanni.

Arthur: So is he going to do the project?

Supervisor Christensen: No, the RFP will go out. The work that Mark is doing is meant to inform the RFP so that the architects that are hired will have something to go on. It's a way of visualizing what we would like to see. We all talk about what we want, but what we need are diagrams, pictures, things like that. So Mark is providing that visual information that will inform the RFP.

MOHCD: We brought flyers for the workshop. It's going to be Tuesday, July 21 from 6 to 8 pm in this room. There will be a preview with the architects and presentation boards out in the lobby starting at 5:30 pm.

Bob H: Just to verify, the agenda on the 21st says that it's going to be on massing and ground-floor design issues.

MOHCD: Correct, we're focusing on the design. We'll leave the flyers here. We ask that people RSVP to Faith Kirkpatrick by next Friday so that we know how many people are attending to craft the workshop.

- **Pier 27 Public Access Requirements**

Diane Oshima, Assistant Director, Waterfront Planning

<http://www.sfport.com/index.aspx?page=2624>

Jon Golinger had requested that this item be added. Jon was asked to start off the discussion about the pier 27 public access.

Jon: As everyone knows, all the public access areas were required by the BCDC mitigation for development of the cruise terminal building. The first mitigation was the 2 acre green space public park, which is great. Right next to it is B (on the map), the pier side, which is open most of the time, but not all of the time and allows nice views of the water. Down at the very end is the D space, which is the end of pier 29, was opened a month or two ago and has benches and trash cans.

Basically everything that is labeled A, B, C, or D is a hundred percent public access. It's supposed to be open sometime or all the time, excepting the middle of the night. The concern that I had was the rather mish-mash of what's actually been open. There's not much value in public space if it's locked. It's important for everyone here to be informed and hopefully to go down there more, because that's one thing that will help, and it already has.

The D area at the end of pier 29 is supposed to always open during the day. The B area (Pier 27 provisioning area) is newly-opened. There's a big heavy gate there with an intimidating sign that says "Homeland Security, do not enter," but when the gate's open and no one to tell you that you can't, people can and should enter. There was limited access there before because of the construction. The B on the southern end should also be open every day except when the cruise ship is in berth and the day before and after. In my experience there usually is a security guard there, either working for Metro which is the private company that runs the terminal or in one case it was the security guard for one of the private event contractors. A couple weeks ago one of the guards didn't know that my friend and I were allowed to be back there and I informed him. I encourage everyone to use that space.

The last piece is the C. This area is on the far side of the cruise terminal. Most of us have never walked that because there's still some sensitive equipment there that I think the port is building a little fence around. You're supposed to be able to ultimately walk around the terminal. I was told that once that fence is done in August, that too will be open every day except for when the ships are in or the day before and after.

Port: If I could add a few things, because what Jon has found is that there have been glitches with the availability to the public on some of these public access areas. There's a lot of moving parts to the pier 27 facility.

The A area along the Embarcadero, the park and the beltline plaza is open year-round for public access. The rest of it is either towards the tip in that D area. We close that at night because it is remote and for personal safety reasons for activities that we don't allow to take place at night. The B and C areas are shared between the cruise ship operational requirements and when they can be public access. So it is confusing to know when they are closed for cruise or maritime security requirements and when the public can access them.

To improve the situation, there's going to be a way-finding signage system that is yet to be installed on piers 27 and 29 that will include a calendar of the cruise call dates. So the day before and after these cruise calls, the apron, and the B and C area will be closed and not open to public access.

Stewart: Pier 35 used to have that.

Port: Pier 35 was not open to public access so they could do whatever they wanted.

Stewart: In the '50s, '60s and '70s, when the ships used to come.

Port: Yes. The other thing that we're trying to manage is the basic communications between people, whether they're the terminal operator, the security guards, the ILWU and the port staff and its security guards. It's taken some time to get everybody on the same path, so we have had some violations of inconsistencies of the various public access areas not being open when they were supposed to. I think we're finally starting to get a handle on this. We apologize for any of you who were out there but weren't able to access the public areas. We're working through our whole operations plan for the entire facility. Peter Dailey, the Director of Maritime, has been directly involved and Denise Turner, who's sitting back there, manages all the cruise operations, have been working around the clock to try and get it right.

Bob H: Will there be a map like this with the signage you're talking about?

Port: Yes. Staff is discussing taking this map (available on the Pier 27 cruise terminal website) or something similar to it and blowing it up on some post along with the cruise calendar. We're trying to find a permanent location where it would best be placed.

Jon: One or two times when I was out there, I had this map with me and was showing the security guards when and where things are open to the public. So just having this map out there is helpful. No one is trying to limit what should be open but it's just that people and the public aren't aware of it. I love every part of our waterfront, but the end of pier 27 (in area B on the map) is the best view of San Francisco you can get in the city.

Alec: You can actually see the end of every pier out there because it extends beyond all the other piers. I have been out there these past few days and it's nice to see it open. Sometimes it takes public vigilance to ensure the dynamics.

Arthur: It strikes me that it's a great asset there. Other cities where they have this promote it. But to see that you have a guard and all he ever does is to patrol the place and make sure that nobody can get access there.

Jon: It would be helpful if someone would make an announcement about public access at the free symphony concert.

Port: I don't know if there's going to be an announcement but we can have these maps available at the event.

Arthur: That would be great, otherwise it would be a disincentive to use it by the people who have to spend time and money to patrol it.

Port: Having security eyes and ears out there at the tip is not a bad idea.

Arthur: It's not a bad idea. You have to tell them that it exists.

Port: There's been a lot of work done, with Jon's help, to try and get people to understand.

Alec: We ran into a very friendly security guard out there who was pleased that there is somebody to talk to him.

Jon: Maybe we can do a social event that includes that area out there. Not a party, but something like a waterfront walk or meet-up, or any organizations that have ideas to get people out there.

Arthur: What do you call that?

Port: "The Tip"

Jon: "Pier 27, 29 public access." "The end of pier 27?"

Arthur: Why not have a neighborhood support group that promotes that, like a "Friends of..." "Friends of the end of pier 27" (*laughs*)

Jon: I made copies of that map if anyone wants one.

- **San Francisco Symphony Special Event at Pier 27 – July 12, 2015 at noon**
Alec Bash announced that the free symphony concert will be held on Sunday and that Sunday Streets in the Tenderloin concurrently happens on that day.

- ***Nuestros Silencios* public art installation at Harry Bridges Plaza, July 15 – October 15, 2015**

The Mexican Consulate has worked with the Arts Commission and the Port to have a public art installation at the north end of Harry Bridges Plaza. *Nuestros Silencios*, or *Our Silences* is a theme on free speech. The art installation was presented at the last port commission on June 23rd.

Stewart: By the way, what happened to *Yin and Yang*?

Port: That's a good question. My guess is that *Yin and Yang* went in for some maintenance work.

Geri Koeppel: I wrote an article about this a year ago. It did go in for maintenance, but it's been over a year and I was actually going to follow-up on that. So thanks for reminding me.

Port: Well, we'll read Geri's next article.

Alec: It's nice to see Harry Bridges Plaza activated with something other than skateboards. Along that same line, the memorial for the Abraham Lincoln Brigade based on the Embarcadero side is something that people don't notice as much but it really dresses up the Vaillancourt Fountain area. It's a memorial to some very brave people fighting in the Civil War.

6. New Business/Public Comment

Michael asked Jane Connors to relate news about the Ferry Building.

Jane: The Ferry Building just finished a one-year project of adding new restroom stalls. We added five new women's restroom stalls and two men's stalls. It's in the same location and same square footage, but we were able to switch things around to add the stalls. We finished last Wednesday and actually had a ribbon cutting with toilet paper.

Alec: At one point there was a proposal for parking in the Ferry plaza area. Whatever happened to that?

Jane: That is off the table. BCDC did not want parking. We're putting 50 chairs and round tables out there every day. After 10 am we reduce our parking spaces to nine that are located way back on the plaza. There are a number of agreements that allow parking in the back for service delivery related to Golden Gate Ferry and Ferry building service maintenance. It was a three-year process of convincing BCDC that there are all these obligations to these various stakeholders and we were able to key out a very minimal parking footprint between 10 am and 10 pm. We're encouraging our tenants to do the bulk of their service vehicle and delivery before 10 am. There's no storage in the Ferry building so the tenants are bringing in fresh products especially for the weekends. The tables are definitely being used. We have lots of ideas to bring some other stuff out there.

Stewart: What about the northwestern arcade?

Jane: We're adding five new shops there. They're going to be ready in September. We have a long list of local businesses that want to be inside the building.

Carol: You were talking at one point about activating that space at night with some kind of Jazz session.

Jane: Yes, that was when 8 Washington was still a strong possibility and we were proposing that during the time of that construction to use that back plaza for parking means. In exchange for that interim parking, we would activate it with things like a night market. But the number one or two comment was that there's not enough places to sit, so the tables and chairs out there helps.

Stewart: Has anything been done to the far eastern end?

Jane: BART begins their construction bid in August for some repairs, and that is a two-year project.

Stephanie: I'm confused by who does the maintenance for the Harry Bridges Plaza.

Jane: I wish that we did because we hear the comments about the drummers and the encampments and such.

Port: The maintenance is shared between DPW and the port. With the *Nuestros Silencios* art installation, we manage it for allowing authorized use on there, but it is sort of a "no man's land." Because it's a large space and is not programmed for active uses, the reality is that the operational and maintenance requirements to take care of these public spaces is pretty demanding. So Harry Bridges is one of those places that probably doesn't get as much attention as other places do.

Jane: We are trying to start a business improvement district amongst the hotels and Ferry building, and One Market, and it has to do with some of the advocacy needed to help maintain some of those spaces, notably Harry Bridges and the areas between Harry Bridges up to Market Street. I probably spend a few hours dealing with the noise every Friday when the drummers show up.

Alec: I sense this could use your energy, Stephanie.

7. Adjourn

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