



## Rededication of Renovated Boat Launch Ramp Set for October 14

Rededication of the recently renovated Port of Redwood City Boat Launch Ramp Facility brought a flood of memories to Bob Hoffman, who calls the port's amenities among the best in Northern California. Hoffman is a longtime local boating enthusiast.

The Port on Oct. 14 will conduct a rededication ceremony to mark the \$1,080,000 million improvements, funded through a grant by the California Department of Boating and Waterways.

The grant was used for these purposes:

- removal of the existing launch ramp and construction of a new 2-lane V-Groove concrete launch ramp;
- installation of a handicap access boarding float (dock) along the south side of the ramp;
- slope protection around the ramp;
- storm drainage, pay station, and information kiosk; construction of a new turnaround and ready-lane;
- addition of lighting, signage, walkways, and curbs; and ,
- renovation of the existing 2-unit restroom.

"The ramp rehabilitation and new dock gives the Port a first class facility that is much used by the public," said Hoffman, who was instrumental in the ramp's first life more than 25 years ago. "Also the rehabilitation of the Marina dock and the dock by the fishing pier makes the small boat facilities at the Port of Redwood City the finest they have ever been."

Furthermore, Hoffman adds, "Redwood City's 17 miles of protected waterways offers some of the best recreational boating in the Bay Area and our shore side facilities are now very supportive of the public use."

### **The Port's boat launch ramp is the only facility of its kind in the South Bay.**

Hoffman recalls that in the early 1980s, when Portside was being planned first as a shopping village before its final approval as an office complex, that the Port's boat launch ramp was located next to the existing fishing pier, just east of the now Seaport Conference Center.

There was talk of eliminating the boat launch ramp altogether, Hoffman recalls, but area boaters, led by him, worked with the Port, private developers and state agencies to secure the current-day location. Hoffman at the time was a director of the Recreational Boaters of California and worked closely with the Department of Boating and Waterways, which funds ramps for boaters using gasoline road tax monies.

The result was an agreement with the developers of Seaport Centre, an office R&D complex next to the Port's marina. The Port traded them sewer capacity that it owned for a 3-acre parcel in Seaport Center on Chesapeake Drive, which is the current site of the boat launch ramp, boat trailer parking lot, and dry boat storage facility. Cal Boating provided an \$800,000 grant for the initial construction of the new boat launch ramp, which resulted in the relocation of the launch ramp to a better, more protected location about 25 years ago.

"Since Alviso and Palo Alto had silted up and were unusable, Cal Boating was very supportive of a launch ramp in Redwood City for access to South Bay fishermen and boaters," Hoffman says.

The Port has upgraded the facilities since then, including a second lane ramp dock – but the newest improvements make the facility a crown jewel in Northern California, according to Hoffman.



## Port, City Working to Address Concerns Raised by Plans for Former Salt Harvesting Lands

The Port of Redwood City and City of Redwood City are working to address the concerns raised by the proposal presented by DMB Redwood City Saltworks, L.L.C. to utilize 1,433 acres of former salt harvesting land adjacent to the Port along Seaport Boulevard.

The preliminary plan calls for up to 12,000 homes, 1 million square feet of office space, 20 playing fields, 200-acre park, and restoration of 436 acres to wetlands on the site used for generations by Leslie and Cargill for salt harvesting.

The City Council has initiated a process for evaluation of a potential General Plan amendment. This allows the City to proceed with hiring consultants, preparing detailed analyses, commissioning technical studies, and developing a thorough community involvement and public environmental review process (the City will recoup all expenses from the developer for these and other resources needed to evaluate the proposal).

From its preliminary review of the proposal, City staff has expressed initial concerns regarding key challenges including water supply, transportation, and climate change, and would like to know more about each of these areas and how they will be addressed. Through the initiation of the General Plan amendment process, the City will now be able to proceed with fully analyzing the proposed project so that the community, the Planning Commission, Port Commission, and the City Council have a thorough understanding of its scope and impacts, and how these and other challenges will be addressed.

In a letter to the would-be developers, Port staff noted that the Pacific Merchant Shipping Association (PMSA) contends that the project as proposed threatens the long-term viability of the Port and industrial users.

The Port letter states, in part: "As the preliminary proposal stands, the Port staff has expressed concerns including the lack of land designated for Port expansion or industrial buffer. In fact, a considerable portion of the housing and office space development proposed by DMB is located within 300 feet from Port operations, without an adequate buffer. This proximity is inappropriate for compatibility with the Port and industrial uses.

"Residential uses without proper buffers from industrial uses would have a serious negative impact on the Port and its ability to continue to provide marine cargo transportation, construction materials handling, and recycling."

Meanwhile, the City is considering a three-pronged approach to studying the project, Senior Planner Blake Lyon said.

The first step would be hiring a lead environmental consultant by early 2010, who would in turn hire sub-consultants to study issues such as traffic, air quality and flood control. A second consultant would be responsible for general oversight and management of the review process, including helping the city with questions related to land use and urban design. A third component would be hiring other consultants with specific technical expertise that city staff lacks. Lyon said that could include an expert on groundwater, since DMB has proposed using groundwater for some of the project's potable water needs.

***The City and Port will continue to make details about the application process, required studies, and schedule for the review process available at [www.redwoodcity.org/saltworks](http://www.redwoodcity.org/saltworks)***



## Update on Wood Waste Recycling

Operators of a new wood waste recycling facility on three acres of the Port-owned former Texaco petroleum terminal site on Seaport Boulevard recently gave Port Commissioners and City Council members a tour, showing how 90 to 95 percent of the waste that is brought in is separated, processed and recycled.

Ferma Corporation/SRDC Recycling will operate the temporary facility while planning and environmental studies are conducted for a possible long-term operation and expansion of the nearby nine-acre former liquid bulk terminal property. The wood waste recycling operation brings in wastes that are debris from building demolition and “green wood” from landscaping and tree removal. The waste wood is sorted and put through a shredder or chipper, stockpiled, and loaded onto trucks destined to a cogeneration electricity plant in Sacramento Valley.

Ferma has installed 10-foot high corrugated metal fencing on a portion of the property that is nearest offices, and fabric wind screen on the Seaport Boulevard side of the property, as well as temporary lights. The recycler last year demolished the former Texaco office/warehouse building that was built in the late 1960s and once housed the Port’s administration office. The building had been closed for a number of years.

The equipment is portable and operates on diesel. Water sprays are used to minimize dust from the equipment and stockpiles.



## Commission Approves Lease with Firm Developing Technology for Geothermal Energy

The Port Commission has approved a three-year lease agreement with Potter Drilling, a Redwood City company that is developing innovative drilling technology that can be used to produce clean, renewable geothermal energy.

Potter is leasing a 22,500 square-foot facility constructed in 1982 and used by the United States Geological Survey for marine geological research for 25 years before it vacated.

The technology being developed by Potter Drilling is part of Engineered Geothermal Systems (EGS) which is different than naturally occurring hydrothermal systems used today to generate geothermal power. EGS are man made and may be utilized anywhere by deep drilling to hot, dry, rock. Cost effective drilling technology is being developed by Potter Drilling which injects fluids to drill through and remove hard rock without contact (hydrothermal spallation).

### **There will be no drilling conducted at the Port.**

Potter Drilling was founded in 2004 by father-and-son team Bob and Jared Potter to develop and commercialize innovative drilling technology. Bob Potter, co-creator of Potter Drilling’s technology, was one of the inventors of the Hot Dry Rock (or EGS) concept while working at the Los Alamos National Laboratory in the 1970s.

Potter Drilling’s mission is to commercialize drilling technology that will lower the cost of developing Engineered Geothermal Systems (EGS). EGS has enormous potential to provide renewable baseload energy that is clean, secure, and universally available. Google.org is one of the major investors funding Potter Drilling’s research.

***Geothermal power — harnessing the earth’s heat to produce electricity — produces essentially no greenhouse gas emissions and, unlike solar and wind power, is available 24 hours a day.***

## Commission Honors Guy Smith

One of Guy Smith's accomplishments during his nearly 21 years on the Redwood City Port Commission was his leadership in the acquisition of a **locomotive switch engine (pictured to the right)**, thus enhancing the intermodal transportation capabilities at the Port and thereby improving service to its customers.

The Port Commission recently authorized a plaque honoring Smith to be placed on the switch engine. Mr. Smith died July 5 after a long illness. He was 76. He stepped down from the Commission in October 2005, citing increasing challenges from Parkinson's disease.

In addition to 21 years on the Port Commission, Smith served six years on the Redwood City Planning Commission. He served as chairman of the Port Commission on six separate one-year terms and as chairman of the Planning Commission for one year.

Prior to moving to Redwood City, he served as mayor of Lynwood, Calif., where he was on the City Council for four years and on the Parks and Recreation Commission for six years.

Fellow long-time Port Commission colleague Jack Castle said, "Guy was instrumental in the growth and profitability of the port during his tenure. He was very involved in the growth of the Redwood Shores community. His terms on the Planning Commission were during the dynamic growth of the Shores."

During Smith's tenure on the Port Commission, the Port has grown by 228 percent with revenue increasing from \$1.6 million to \$5.3 million.

Smith and his wife, Donna, lived in Redwood Shores. They have two adult daughters, Tia and Michelle. He was retired from Pacific Bell.



## Port Updates the Progress for Ferry Service on Its Website

The latest in the Port and City of Redwood City's efforts to bring ferry service to the Port has been added to our website at [www.redwoodcityport.com](http://www.redwoodcityport.com)

The Port, partnered with the City of Redwood City and the Water Emergency Transportation Authority (WETA), are working together to establish passenger ferry service between Redwood City and San Francisco. Eventually, passenger ferry service could be extended to a location(s) in the East Bay.

The service is expected to engage the use of two, high speed, environmentally friendly, 149 passenger catamaran vessels. Initially, the vessels will offer passenger services during commute hours; however, schedules will be created to meet commuter demand requirements.

Originally operating as the Water Transportation Authority (WTA), WETA was born from California SB976 and assumed responsibility for the expansion/management of a San Francisco Bay Area ferry system. WETA is responsible to implement a plan "A Strategy to Improve Public Transit with an Environmentally Friendly Ferry System" in order to mitigate surface transportation congestion and provide a much needed, regional means to serve transportation needs in the event of a natural or manmade disaster.

## Movie Scene Filmed at Port

Hollywood came to the Port of Redwood City recently.

A scene for an upcoming movie starring Jesse Steccato, "Stitch in Time," was filmed at the former Kaiser cement silos. Segments were also filmed in July at Ralston Hall in Belmont.

According to reviewers, the movie profile is this: Family is business and business is money. Roy Stitch (actor Steccato) was the best collector his Uncle Norman (actor Richard Riehle) had ever seen, but when an unforgivable act is committed, Roy is pushed into the depths of depression, unable to perform on the job. Trapped in a world of brutality and deception, tormented by memories of the past, Roy must now choose between loyalty to his family or control of his own destiny.

## Garcia Named Chairman of Port Commission

Ralph Garcia, who in 2005 became the first new member of the five-member Redwood City Port Commission in 10 years, has been selected as Board Chairman for the next 12-months.

Since 2007, two others have been newly appointed to the Commission, and they too were selected as Commission officers. Dick Claire, a former mayor of Redwood City and retired community college professor who joined the Commission in 2007, was named vice chairman. Lorianna Kastrop, who joined in 2008, was named secretary. She is vice president/controller for the Kastrop Group Inc., an architectural firm, located in Redwood City.



*Ralph Garcia*



*Lorianna Kastrop*

Garcia succeeds Port Commission veteran Dick Dodge as Chairman.

Prior to joining the Port Commission, Garcia served 10 ½ years on the Planning Commission, including two years as its chairman.

He has owned Ralph's Vacuum and Sewing Center in Redwood City and San Carlos for more than 30 years. Garcia has lived in Redwood City since he was 12, attending local schools as well as Menlo-Atherton High. He and his wife, Teresa, have four adult children.

Away from his business, Garcia enjoys restoring cars and entering them into car shows. He has won first place in a national show for the restoration of a 1963 Falcon Sprint.



*Dick Claire*

## Port Reports Fiscal Year Cargo Movement

Reflecting the worldwide recession and accompanying drop in cargo movement, the Port recorded its lowest metric tonnage across its docks since 2002 for the fiscal year 2008-2009.

Through June 30, the 12-month figure was 986,727 metric tons, down 34 percent from the previous fiscal year's figure of 1,487,064 metric tons. The fiscal year that ended June 30, 2002 recorded 899,650 metric tons.

"The extended slump in Bay Area construction is directly related to this significant decline in tonnage at the Port," said Port Commission Chairman Ralph Garcia, "We are forecasting that it will continue to negatively impact Port tonnage in the coming year before beginning to turn around."

Port Executive Director Michael J. Giari said that all commodities experienced a decrease over the previous fiscal year with the exception of exported scrap metal, which increased by 32,050 metric tons, or nearly 10%. There were significant decreases in imports of dry bulk materials including cement, sand and gravel aggregates, and gypsum.

Forty-eight vessels (37 ships, 11 barges) made calls during all of FY09 compared to 115 vessels (50 ships, 65 barges) during all of FY08.

Since July 1 – the beginning of the Port's new fiscal year — despite some news of housing starts being up and infrastructure construction projects starting to come on line, construction activity and the demand for construction materials are still at historic lows, Giari said.

Pabco Gypsum wallboard plant in Newark reopened earlier this summer following major renovations. However, instead of running a one-shift, 5 day per week production line, they are only operating 3 days. As a result, consumption of gypsum rock is very low and instead of a resupply shipment in October, it will be pushed back to at least December. No cement shipments are expected through December. Aggregate shipments are down for both Canadian sand and SF Bay aggregates by barge.

However, scrap metal exports by Sims Metals are remaining very strong. This is due less to "cash for clunker" and more to shipments of shredded scrap by rail from the Rockies and Mid-West. In August, Sims loaded 58,000 metric tons of scrap metal on three ships and they are expecting 92,000 metric tons to be loaded on three ships by mid-September. Sims usually averages 30,000 metric tons per month.

## Commission Approves FY 2009-2010 Budget

The Port Commission approved its Fiscal Year 2009-2010 budget that projects 830,000 metric tons of cargo, operating revenues of \$5.3 million, operating expenses of \$3.4 million, operating income slightly under \$1.9 million, non-operating income/(expense) of \$689,000, base subvention to the City of \$317,000 and net income after subvention of \$2.2 million.

Port Executive Director Michael Giari told commissioners that in general, tonnage is declining, revenues remain flat, and expenses are rising. Together, these factors result in shrinking profitability. Despite the confluence of these factors, net income after subvention to the City remains positive at \$2.2 million.

## Update on Rail Improvements

Nearly completed is Union Pacific (UP) Railroad Company's \$2 million track improvement project for the main rail spur from Highway 101 parallel to Seaport Boulevard and the Frontage Road in the Port and industrial area, ending at the entrance to the Cemex Cement Terminal.

In addition, UP partnered with the Port for improvements to eight crossings and provided labor at no charge to the Port with the provision that the Port reimburse UP for the cost of materials for concrete panel crossings.

Improved road crossings were at four public streets, Seaport Court, Beeger Road, Herkner Road, and Hinman Road, plus four private entrances, one at the former LBT site, two at Seaport Refining & Environmental, and one at Sims Metal.



**Port of Redwood City**  
San Francisco Bay

### Port Commissioners

**Ralph Garcia**, Chairman  
**Dick Claire**, Vice Chairman  
**Lorianna Kastrop**, Secretary  
**Larry Aikins**, Commissioner  
**Richard Dodge**, Commissioner

**Michael J. Giari**, Executive Director

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