

DRAFT
Port of San Francisco
Southern Advisory Committee (SAC) Meeting Notes
Wednesday, June 23, 2021
6:00 – 8:00 pm
Meeting Notes accepted by SAC on

Members in attendance:

Toby Levine, Co-chair
Karen Pierce
Roscoe Mapps
Ed Hatter
Chris Wasney
Howard Wong
Michael Hamman
Mike Bishop
Katherine Doumani

Members Absent:

Chris Christensen
Kevin Lawson
Shirley Moore
Jessica Fontenot

Port and City staff in attendance:

Planning & Environment Division: Diane Oshima, Mark Paez, Jai Jackson, Ming Yeung, Rich Berman, Ryan Wassum
Maritime Division: Brendan O'Meara
Real Estate & Development Division: Kim Beal, Rebecca Benassini, David Beaupre, Ricky Tijani, Kent Nishimura, Monico Corral
SF MTA: Jason Gallegos, Jeese Schofield, Tess Kavanagh

Mission Rock/SF Giants Representatives in attendance:

Jack Bair, Andre Krause, Roscoe Mapps, Yennga Khuong

Others in attendance:

Ted Choi, City Kayak and Northern Advisory Committee member
Stewart Morton, SF Heritage and Northern Advisory Committee member

1. Introductions and Announcements

- Port staff and SAC members recognized Karen Pierce for her years of leadership as the past Chair of the Southern Waterfront Advisory Committee

(SWAC) and Co-chair of the SAC. Karen thanked everyone and recognized the successful collaboration that supported her in her role as Chair and Co-chair due to volunteers, tenants and especially David Beaupre who served as staff to the SWAC for many years.

- Diane Oshima announced that the Port appointed Edward Hatter SAC Co-chair and that he would be sharing this leadership role with Toby Levine who would continue in her role as a Co-chair. Ed provided a short biography of his work as a representative of the Potrero and Bayview Neighborhoods.
- Diane Oshima announced that the Port had participated in a recent Juneteenth Festival held on the Ferry Building Plaza and shared a video of the event. The video can be viewed using this [link](#).

2. Acceptance of 5/26/21 SAC Meeting Notes

The SAC accepted the May 26th 2021 meeting notes as drafted.

3. SFMTA Request for a MOU for the continued use of Seawall Lot 354 (1399 Marin Street) for a MUNI Maintenance Facility

Jason Gallegos, SFMTA Manager of Strategic Real Estate Facilities, presented the item and his slides can be viewed using this [link](#). Jason explained that the 1399 Marin operations evolved from rail shop and storage yard for historic streetcars to handling fleet modernization and zero-emission bus maintenance. He stated that the facility will be important part of MTA's launch of its ebus acceptance program and is a key part of their operations. He also provided details on the proposed MOU and the benefits which include:

- Rent increase to the Port of 14.8 percent with additional annual increases of three percent
- Capital investment in the Port facility
- Improvements to the site aesthetics
- Partnership with the Port to provide interpretive exhibits around Islais Creek
- Addition and enforcement of two-hour parking restrictions for the shoreline area

After the presentation SAC members expressed the following comments, questions and concerns:

- Leasing of Port lands to SF MTA is an environmental justice concern because of diesel emissions so the processing of newer cleaner vehicles is partially addressing this concern.
- SF MTA facilities in the Southern Waterfront have a cumulative impact on the Dogpatch and Bayview neighborhoods and while cleaner vehicles are positive for the city MTA should outreach to neighborhood associations to hear directly from the community.
- SF MTA facilities around the city are known to have fuel tank leaks that contaminate the soil so it will be important for the 1399 Marin site to be thoroughly studied before any work occurs on site. Also, the new MOU should include language that makes any future site clean-up the tenant's responsibility.
- The proposed community benefits are very generic and do not address the concerns of the specific neighborhood where the facility is located.
- MTA should have specific goals for hiring people from the Southern Waterfront whenever possible and the proposed scope of work should be made available to the community so that residents can prepare to respond to the prospective hiring and contracting opportunities.
- SAC members are interested in tracking the project's progress and would like to know the results of the environmental characterization of the site and to see the specific lease language regarding site contamination and remediation. This item should be scheduled for a future SAC meeting several months from now.

Jason and his team responded to several of the comments by explaining that MTA would be happy to attend neighborhood association meetings and that prior to any site work commencing, comprehensive environmental characterization and remediation of any contamination discovered will be completed. Jason also explained that MTA hiring follows the City's Civil Service hiring process administered by the City's Department of Human Resources.

4. **SFMTA Request for a MOU for Construction Lay Down and Storage at Seawall Lot 344**

Jason Gallegos, SFMTA Manager of Strategic Real Estate Facilities, presented the requested MOU for the use of a portion of the Pier 94 “Backlands” for an interim use and his slides can be accessed using this [link](#). Jason stated that the 16.2-acre site that had been improved by the Port for interim leasing and that MTA would lease two acres for use as laydown area and storage of equipment, materials as well as supplies. He also stated that the proposed use is consistent with the Port’s interim leasing criteria for the site. Following his presentation Jason listed the benefits to the Port and community the proposed use will provide:

- Little to no daily use or traffic
- Permanent fencing that would control the dust would be erected on the site.
- The Port would receive rental revenue at a fair market value
- Dust containment
- Beautification through the landscaping of the site entrances

After Jason’s presentation the SAC members expressed the following comments, questions and concerns:

- The SAC supports the collaboration between City departments but would like to know the source of these functions; are they new or being relocated from other sites and is there the potential for MTA to lease the entire 16 acre “backlands” property for their use on a permanent basis?
- Will the proposed storage of materials, supplies and equipment attract metal thieves to the area?
- The proposed permanent fencing, dust suppression and beautification is needed in this area of the waterfront.
- There’s a randomness to the land uses of this area that the SAC would like to better understand as it commences its analysis of the area. The relationship between maritime and industrial uses and the development of parks and open space resources will be an important part of the implementation of the Waterfront Plan.

In response to SAC comments and questions Jason stated that most of the functions proposed for these two Port owned facilities are being relocated from other City owned properties. He explained that some of the functions have been

located on a four-acre undeveloped portion of the MUNI Metro East site that will be developed for an Autonomous Vehicle Charging Station and Maintenance Facility.

Monico Corral, the Port's Property Manager for the Southern Waterfront stated that leases of the "Backlands" site are required to be a minimum of an acre in size. Monico said that it's challenging because the site attracts the dumping of vehicles and debris. He explained that from a leasing perspective the proposed use is appropriate for the site. Rebecca Benassini, Port Deputy Director for Real Estate and Development, added that the Port hopes to get a couple of larger tenants as short term tenants as it looks at future permanent uses consistent with the Waterfront Land Use Plan and the State Lands Commission.

5. Mission Rock Project at Seawall Lot 337, Phase 1 Update

Phil Williamson, Port Development Project Manager, introduced the item stating that the 28-acre development of Seawall Lot 337 had commenced the first phase of development. He said Phase 1 and includes two rental residential and two office towers. The residential uses include 40 percent affordable units for a wide range of incomes and would offer a mixture of unit sizes. Phase 1 includes the 5 acre China Basin Park and ground floor retail space. He also stated the Port successfully issued the project's first bonds on May 2021.

Jack Bair, Mission Rock Partners/SF Giants, and Mission Rock team members followed Phil with a presentation and his slides can be accessed using this [link](#). Jack stated that the project has made significant progress during the COVID-19 pandemic but has been impacted by escalating construction costs. He went on to provide the following project and construction highlights:

- The first building to be constructed will be Parcel G for VISA and will be completed by the end of 2022.
- This will be followed by Parcel A, a 240' residential building in 2023.
- The third building to be constructed will be the 90-foot in height Building B, for life science use, to be completed in 2023/2024.
- The fourth and last building in Phase 1 is Parcel F, a 240' residential tower, which should break ground late this year of early next.
- The majority of the park will be constructed by 2023.
- Piles are complete for Parcels A & G; pile driving is underway for Parcel B.
- The metal decking for Building G is being constructed.
- Streets and infrastructure are being constructed.

- Phase 1 includes the construction of the public restrooms, the great lawn, the entry plaza and market place, public water amenities (water fountains, bottle filling, dog drinking and foot washing stations)
- The project has 91 Local Business Enterprise (LBE) partnerships totaling \$37 million in contracts and is expected to reach \$60 million with 60 percent women and minority owned businesses.

Rebecca Benassini, Port Deputy Director for Real Estate and Development, followed Jack stating that the Port Commission has received budget and development updates and is aware of the increasing project costs. She explained that Port staff are evaluating budget management strategies and the Commission will receive an informational presentation of the changes to the project budget at their July 13, 2021 meeting.

After the presentation SAC expressed their comments, questions and concerns in response:

- How has contaminated soil been addressed by the project?
- The project density is good but it does impact the neighborhoods to the south. Further, this density increase should be leveraged to support the needs of all people in the eastern neighborhoods; for example provision of better transit by upgrading MUNI service.
- What are the order of magnitude increases in the project costs?
- Mission Rock is fulfilling its promise to create a new neighborhood of high quality design and to deliver the majority of the open space that Corinne Woods strongly advocated for early in the development. However, it would be good if more attention could be paid to the relationship of the entry plaza with the historic Lefty O'Doul Bridge. Also, is anything being done to minimize the subsidence of the streets as was the experience in the development of Mission Bay?
- Mission Rock's collaboration is a model that other project sponsors could learn from. The project site, Mission Bay, Dogpatch and the Bayview are all one interrelated area that does not correspond to district lines.

Rebecca responded by stating that the magnitude of the increase in project costs for Phase 1 streets and the park increased by \$145 million and that building

construction costs have increased by \$20-30 million. She also explained that the increase in costs would be paid for with new taxes on the proposed buildings and that Mission Rock will be repaid for their development costs.

Jack and the Mission Rock team responded to other SAC comments by stating that the site will be raised by five feet to address sea level rise and that this is being done in part with movement of existing soil. Jack explained that the soil has been tested and analyzed and the contaminated soil is being encapsulated in accordance with regulatory agency direction. Also, the use of Lightweight Cellular Concrete (LCC) that is lighter than the soil will help to minimize subsidence. The project will include many sustainability measures including the reuse of sewer and storm water for toilets and irrigation.

6. Updates and Requests for Future SAC Meetings

1. Quick Updates and Requests for Future SAC Meeting Topics (7:40 - 7:50)

Diane Oshima announced her retirement explaining that she will continue working for the Port on a part time basis to staff the SAC. Jack Bair recognized Diane Oshima for the many years she worked at the Port to improve the waterfront.

Diane informed the SAC members that the Port was planning of a phased return to Pier 1 and that in the interim SAC meetings will continue to be virtual.

- Southern Waterfront Tour

Efforts in process for a SAC public tour of the Southern Waterfront, consistent with COVID-19 protocols. The tour would include Piers 80-96 Maritime uses. Staff determined that the prospective July 31st tour date will not work and is exploring other future dates.

- Backlands businesses and remaining undeveloped land

The "Backland" will be addressed as a part of the Southern waterfront tour.

- Hanson Aggregates Bulk Cargo Expansion – Scheduled for the July 28th SAC meeting.

- Crane Cove Park Fundraising – Katherine Doumani stated that the community wants to know about the fundraising and the schedule for the park improvements. Diane will add this item to the July 28th SAC agenda.

Michael Hamman asked about the status of his inquiry about the coordination between the Port and PG&E to leave the pedestrian path that connects the properties partially open during construction or to provide a detour. Michael explained that continuous access to the park is critical to park users and Diane offered to call Michael to discuss the matter.

Chris Wasney stated that it would be better for in-person meetings of the SAC to be held in the Southern Waterfront rather than at Pier 1. Diane agreed but said that logistics need to be addressed to support remote meetings and that staff was looking into the use of the Eco-Center at Heron's Head Park.

Meeting adjourned 8 pm.