



**Meeting of the Port Northern Advisory Committee (NAC)
September 16, 2020 (5:30 to 7:30 pm)
Virtual Public Meeting via Zoom**

Meeting Notes

NAC Attendees

Katy Liddell, (Co-Chair), South Beach/Rincon/Mission Bay Neighborhood Association
Jane Connors (Co-Chair), Ferry Building, Hudson Pacific Partners
Ted Choi, City Kayak, Pier 40
Shani Krevsky, Exploratorium
Marc Dragun, President, Brannan Homeowners Association
Bruno Kanter, North Beach Neighbors
Carol Parlette, Golden Gateway Commons Resident
Bob Iwersen, The Gateway Resident
Alec Bash, Alternate for Bob Iwersen
Bob Harrer, Barbary Coast Neighborhood Association
Ritika Puri, Watermark Homeowners Association
Stewart Morton, San Francisco Heritage
Flicka McGurrin, Pier 23 Café

NAC Members Absent

Mahesh Katwani, Alternate for Ritika Puri
Pam Perez, Metro Events
Kelsey Bauer, Alternate for Pam Perez
Diana Taylor, Alternate for Bob Harrer

Port Staff

David Beaupre, Real Estate and Development, NAC Coordinator
Patrick Foster, Planning and Environment, NAC Coordinator
Don Kavanagh, Real Estate and Development, NAC Coordinator
Rebecca Benassini, Acting Deputy Director, Real Estate and Development
Kimberley Beal, Real Estate and Development
Ricky Tijani, Real Estate and Development
Dan Hodapp, Planning and Environment
Ming Yeung, Planning and Environment
Peter Albert, Real Estate and Development
Randy Quesada, Port Communications

Kent Nishimura, Real Estate and Development
Toni Autry, Port Diversity, Equity and Opportunity

Presenters/Audience

Susan Ma, SF Office of Economic and Workforce Development
Marcus Koenen, National Park Service
Jesse Blout, Strada Investment Group
Clarke Miller, Strada Investment Group
Richard Kennedy, James Corner Field Operations
Andrew Byrne, Grimshaw
Adam Voelker, Trammell Crow
Alex Kryska, PROP
Alice Rogers SB|R|MB NA
Anne Trickery, San Francisco Arts Commission
April Ang, HMS Associates
Art Thompson, Earthprise
Chris Chang, LUMINA
David Albert, BCNA
Edward Tingley, LoFT A+D
Gregg Miller, Coblenz Patch Duffy & Bass LLP
Howard Wong, S.A.C.
Mark Hornberger, HW Architects
Joshua Sabatini, S.F. Examiner
Reid Boggiano, State Lands Commission
Adam Nims
Bruce Goldetsky
Christopher McMillan
Don Tylenda
Joseph Chua
Kaye Kennedy
Martin Wasiaak
Patricia Ash
Paul Liao
Rico Bautista
Scott Hibbard
William Hannan

1. Announcements and Introductions

Patrick Foster started off the meeting by providing a round of Zoom instructions, including muting, turning on video, participant identification and affiliation, process to ask questions and provide comments (raise your “hand”), and participating in chat.

Participants were reminded to introduce themselves before speaking.

David Beaupre, Patrick Foster, and Don Kavanagh of the Port are available to answer questions or address comments.

Two obituaries were announced

John Stewart, a prolific affordable housing developer, champion, and manager. His legacy included the development of 88 Broadway, an affordable housing development for families and seniors nearing completion.

Ernestine Weiss, a resident of the Golden Gateway and active participant in Port Commission meetings and waterfront issues.

One member retirement was announced

John Golinger has stepped down from committee membership. *Jane Connors* commended him for many years of service on the Northeast Waterfront Advisory Group and offered full-hearted thanks.

2. Approval of July 29, 2020 Draft Meeting Notes

Both co-chairs, Katy Liddell and Jane Connors, were happy with the NAC Meeting Notes from the July 29, 2020 meeting and no changes were recommended.

3. High Level Updates

A. Ferry Building – Outdoor Dining.

Jane Connors provided information on how the Ferry Building worked to open its public spaces. The Ferry Building was able to add 76 tables and 200 seats, including umbrellas in formerly underutilized spaces in front and back of the Ferry Building. These tables and chairs are open to the public for any purpose and people are making good use of them.

B. Pier 29, PPE Distribution

Susan Ma of the San Francisco Office of Economic and Workforce Development (OEWD) discussed the use of Pier 29 to warehouse and distribute PPE that was received from the California Office of Emergency services. The PPE was primarily composed of

masks, face shields and hand sanitizer and arrived in pallets. The pallets were broken down into manageable sizes and distribution was focused on:

- Low Income communities
- High Volume micro businesses
- High Touch businesses and organizations

Neighborhood organizations and non-profits were instrumental in helping the distribution and in two weeks there were 53 requests for PPE which reached an estimated 4,650 individuals. The Port Commission approved extending OEWD's use of Pier 29 for an additional 60-days, through December 9, 2020.

C. Alcatraz Island

Marcus Koenen of the National Park Service provided an update of Alcatraz Island operations:

- Most of the visitors are from the U.S., with 30% coming internationally. Not many visitors come from the Bay Area region.
- In early March 2020, the island was closed due to COVID and reopened in mid-August 2020 for outdoor visits only.
- Pre COVID the island offered 22 vessel trips per day; after reopening, the vessel trips were limited to five per day with 150 passengers per trip.
- Pre COVID the average daily passenger count was approximately 5,000 people, now the count is 500 people per day, with the weekends handling most of the demand.
- NPS plans to open the cellhouse, but it is under construction to provide infrastructure to allow for proper distancing and other COVID related improvements.

D. Exploratorium

Shani Krevsky of the Exploratorium provided the following update:

- The Exploratorium closed March 12, 2020 and has not reopened.
- Normal operations included 800,000 annual visitors, 400 full time employees, and approximately 1,000 volunteers.
- The operations were supported by a \$50 million annual budget and a \$55 million endowment.

During the closure, the Exploratorium has maintained an online presence, including "Thursday Night Live", manufactured and distributed PPE made from their equipment, and extensively cleaned more than 600 exhibits.

The Exploratorium is working on a reopening plan. Given most of their exhibits are interactive it is challenging to find a way to open with the Exploratorium's hands-on program and still comply with local and state guidance for indoor museums.

Comments supported the Exploratorium as it brings tourists to the waterfront. Another comment touched on indoor air quality issues including the Exploratorium's use of 100% outside air, no recirculation of air, and maintaining filters.

E. Jefferson Street

Dan Hodapp provided an update of the work on Jefferson Street in the Fisherman's Wharf area. This project has been under construction for more than one-year and is nearing completion.

There is a preliminary plan to close some blocks of Jefferson Street in Fisherman's Wharf four days per week to allow more room for pedestrians as well as space for restaurants and retail to expand. The CBD is gauging support for this plan. MTA will need to approve an amended application to proceed. Comments on the plan can be made to the MTA through their website or by contacting Dan Hodapp. The deadline for comments is December 31, 2020.

Comments Expressed concern that about deliveries if Jefferson Street is closed. Solutions include limiting deliveries to before 11:00 AM (same as at Pier 39). There will also be a 20' fire lane within the closed area and cross streets will remain open.

4. Piers 30 & 32 RFP

Peter Albert of the Port Real Estate and Development Group gave an overview of this project and discussed the presentation to follow. He discussed how the RFP was in alignment with the Port's Strategic Plan, the background and concepts, the expert review process, and the composition of the panel that picked the winning bidder, a venture between Strada Investment Group and Trammell Crow Company ("Strada TCC"). Strada has experience developing in San Francisco and Trammell Crow Company is an expert on developing and managing property, including residential.

The redevelopment plan includes 850-units (25% affordable) on SWL 330 (a 2.3-acre site, the home of the Navigation Center). The proposal also includes the demolition and rebuild of Piers 30-32 with a 45% smaller footprint and construction of two-story shed buildings with high ceilings, conforming to the 40-foot height limit. The buildings would include 376,000 square feet of office space and 24,500 square feet of retail and restaurant space. A floating swimming pool would be installed between the two piers.



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Jessie Blout, founding principal of Strada began the presentation. He is excited about the project and made introductions of the various entities involved in the plan. He mentioned that the Port published extensive information to guide the public value component, as well as the multiple failed efforts over the past 20 years to develop the piers, and that the largest issue is the extraordinary costs required to make the Piers ready for development. Main components of the plan include minimizing the pier footprint by taking out six-acres of bay fill and superstructure and using housing to help pay for the project. Strada is at a starting point and has a long way to go and wants to work with the community and stakeholders to continue to shape the project.

Clarke Miller of Strada added to the presentation. He indicated the proposal was a not a process Strada would typically follow, but the nature of the public RFP required a somewhat “backwards process” which relied heavily on Port goals and values but going forward will seek community input. The team for the project was formed based on technical qualifications and local experience. Team members worked on such projects as the Exploratorium, Pier 70, Chase Center, and One Mission Bay. One shortfall in the team is only one LBE has worked on the project to this point. This is an acknowledged weakness which will be rectified by coordinating with the Port and OEWD, making broad outreach efforts to be fair and equitable, and striving to hire more LBE/MBE subcontractors.

Richard Kennedy of James Corner Field Operations, a landscape architectural and urban design firm, provided a walk-through of the project details including:

- Creating a blue/green development
- Improving public access
- Detailed discussion of the proposed spaces

- Retaining Red's Java house
- Maintaining a focus on people and nature for the project

Andrew Byrne of Grimshaw, an architectural and design firm, discussed:

- Goal of flexible uses and a creative workplace
- Develop a long-lasting project in service of the public interest
- Inclusion of a kayak launch
- The linkage between this project and the project at Piers 38-40
- Streetscape contribution
- Management of seal level rise

All the presenters provided extensive information about the project, including slides, which provided a good overview, but the details of which are beyond the scope of these notes.

Comments

One shared concern was about the size of the residential component and the massing of an 8-story wall at the end of Brannan Street. The bay-side orientation of the units turns its back on the City and impacts views. Strada TCC will continue to review this component of the project but needs the high density to pay for the remaining development. There needs to be a balance between economics and appearance. Work continues in this regard and community concerns will be thoroughly considered.

A comment was made about lack of office demand affecting the project. This comment was made in the context of the current COVID economy, but the project will not be ready for occupancy for at least five years and the economy is expected to be different at that time. The developers are including flexibility in the design to be able to accommodate other tenants, including life sciences and research and development industries.

A question arose about the economic interdependence between the SWL 330 site and pier components. Could one be developed separate from the other? The goal is to develop the projects together, but it is important to note that the success of the pier development is dependent on the successful development of the apartments. The residential component could be built alone. The redevelopment of the piers is likely not economically viable without the residential component.

There was discussion about how BCDC may view the project. Making the pier surface area smaller should be appealing to BCDC.

Traffic and parking comments were received. The developer said the plan is conceptual and open to change. To help traffic issues the developers aim to design the project to get people out of their cars as much as possible. The site is well served by various transportation alternatives. The developer plans no parking on the piers - parking will be focused on the

SWL 330 site across the Embarcadero. The team will focus design efforts on the promenade to minimize vehicular and pedestrian (bicycles, scooter riders included) conflict.

In conclusion, the committee was excited about the project but remains concerned about the large size and massing of the residential component. The committee looks forward to being involved as the design evolves.

5. Adjourn

In general, some committee members and stakeholders suggested that future meeting agendas should allow more time for discussion on large important projects and that Port staff should work with presenters to provide shorter “updates”, or less of them, to accommodate more time for larger projects.

The meeting was adjourned at 7:49 PM.