

**DRAFT**  
**Port of San Francisco**  
**Southern Advisory Committee (SAC) Meeting Notes**  
Wednesday, August 25, 2021  
6:00 – 8:00 pm  
Meeting Notes accepted by SAC on

**Members in attendance:**

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

**Members Absent:**

Kevin Lawson  
Shirley Moore  
Jessica Fontenot  
Roscoe Mapps

**Port and City staff in attendance:**

Planning & Environment Division: Diane Oshima, Mark Paez, Jai Jackson, Ming Yeung, Carol Bach,  
Maritime Division: Andre Coleman, Brendan O'Meara, Dominic Moreno, Gerry Roybal  
Real Estate & Development Division: Kim Beal, Rebecca Benassini, David Beaupre,  
Ricky Tijani, Crezia Tano-Lee, James Hurley  
Communications Division: Randy Quezada

**Recreation and Parks Staff in Attendance:**

Brenda

**Others in attendance:**

Ted Choi, City Kayak and Northern Advisory Committee member  
Stewart Morton, SF Heritage and Northern Advisory Committee member  
Noreen Weeden, SF Chapter Audubon Society  
Bo Barnes, Bay Water Trail  
Joel Bean, Bay Water Trail  
Penny Wells, Bay Water Trail  
Sharon

Adam Zolot  
Duncan Cameron  
Lesonia Mansfield  
Lily Yeh  
Jude Deckenbach  
Dicko  
Greg Giachino  
Dido  
Alice Rogers, South Park Resident  
Brad Dirda  
Catherine Reilly, Brookfield Properties  
Cody Campbell  
Rudy Breedt  
Scott  
Ellen Johnck, Port Maritime Commerce Advisory Committee  
Amanda Johnston

## **1. Introductions and Announcements Introductions and Announcements**

Diane Oshima, Deputy Director for Planning & Environment, announced that the Water Emergency Transit Authority (WETA) requested the SAC provide a letter of support for their grant request for federal funding of zero emission ferries.

SAC members explained that although they support the request they have concerns that they would like to include in their support letter. SAC members requested review of the draft letter before it's sent to WETA. The letter should raise SAC concerns about emissions from electrical power generation that is not from sustainable sources as impacts are moved elsewhere. Also, the SAC is concerned about the unintended consequences of disposing of used batteries.

Diane agreed to revise and circulate the SAC support letter.

## **2. Acceptance of 6/23/21 SAC Meeting Notes**

The SAC postponed the acceptance of the June 23<sup>rd</sup> 2021 meeting notes to the next SAC meeting.

## **3. Crane Cove Park Planning and Fundraising – David Beaupre, Port Senior Development Project Manager and Crezia Tano-Lee, Port Business Strategy and Opportunity Manager**

David began the presentation by providing a summary of the multi-year planning effort that led to the creation of the Pier 70 Preferred Master Plan. David stated that the plan included a goal that a significant waterfront park be developed in the historic Slipway 4 and adjacent shoreline area of the Union Iron Works Historic District. David's slide presentation can be accessed by clicking on this [link](#).

Highlights from David's presentation are as follows:

- The Preferred Master Plan called for a balance of rehabilitation and new development that would help generate funding necessary to achieve its historic district, maritime, open space, economic development, environmental remediation and sustainability goals for the site.
- The Cove area of the site was originally comprised of three parts: the shipyard uplands, Crane Cove Park and Crane Cove Park Phase 2 area.
- The Port secured 2008 General Obligation (GO) Bond funding to support the planning and design of the park and it was determined that the park would cost \$30 million in 2010, \$10 million of which was GO Bond funding.
- The original plan for the park area included two development parcels fronting on Illinois Street including one of which was deleted from the plan in response to community advocacy in 2014.
- The removal of one of the development parcels impacted the economics of the Preferred Master Plan and the Port's ability to fund Crane Cove Park.
- The scope of work for the park included flexibility to match work to the funding availability and the Port pursued additional sources of funding and the development of the park cost was estimated to be \$45 million.
- The funding gap resulted in the Port deleting Phase 2 from the park development including the rehabilitation of Building 109 and the Shipyard Uplands.
- The project was put out to bid in 2017 and the cost increases required the Port to re-issue the bid with a revised scope of work that deleted Building 109, the children's play area, dog run and the rehabilitation of the crane tops.
- The Port added \$2.1 million of capital funding to cover some of the cost increases in the construction costs and secured, \$2.5 million in grant funding and an additional \$6 million in GO Bond funding.

- The Port also added \$2.5 million in funding to cover the costs of core and shell work to Building 49 because it was determined that the rehabilitation of the building was critical to the success of the park.
- The Port Commission took action in 2017&18 to appropriate funding to deliver Phase 1 of the park. Port staff conducted outreach in 2018 to the Dogpatch Neighborhood Association, Potrero Boosters and Port advisory committees (CWAG and SWAC), and the community expressed an interest in fundraising for the crane tops and the children's play lot.

SAC Members expressed the following comments and questions some of which Port staff responded to in the meeting:

**Comment:** A realistic estimate for the construction of the entire park would have been \$50 million and the park is less than what the community had been expecting. It would be helpful to know what's left to do so that the community can help with fundraising and to think creatively about how to use the remaining unprogrammed lands without funding to support their development.

**Response:** The bidding environment was very hot at the time the Port issued its construction bid and the Port was unable to reach the total development cost of \$45 million.

**Comment:** It's best not to talk about the park as if its development and construction is finished or complete because there may be future funding opportunities and the Port has stretched the funding available providing the public with good value for its investment.

**Response:** The bidding climate is very competitive and no additional construction is being considered by the Port at this time.

**Comments:** Are there opportunities like the recent Mural Arts Project special event to raise funding and activate the park?

**Response:** The activation of the park comes with additional security and maintenance costs and the Port seeks to balance the public's access with the revenue generation. Waterfront special events are not big money makers. The 19<sup>th</sup> Street parking lot and the Port's Community Finance District will generate some revenue but the annual security and maintenance for the park is estimated to cost \$650,000.

Crezia provided an update on the status of the Port's fundraising for Crane Cove Park. Crezia also announced that she would be leaving the Port to accept a

position in the Mayor's Office of Economic and Workforce Development and that Rebecca Benassini would be assuming her role in the activation of Waterfront Parks. Highlights from Crezia's update include the following:

The Port partners with the Parks Alliance to raise \$6.1 million to cover the following items:

- Crane Tops \$4 million
- \$650,000 for the dog run
- \$800 Children's play area
- \$650,000 Port contingency funds

The Port entered into an MOU with the Parks Alliance in 2019 and the Board of Supervisors approved the agreement between the Port and a non-city agency in July 2021, a Board of Supervisors Budget and Finance Committee meeting is scheduled and the MOU will become effective by November.

SAC Members expressed the following comments and questions some of which Port staff responded to in the meeting:

**Comment:** How much funding has been raised so far?

**Response:** \$3 million from three donors one of which wants their funding to support the children's play area.

**Comment:** The community wants to prioritize the dog run because it will be a regional asset and what's the schedule for the solicitation for this project?

**Response:** Port staff will return to the SAC in November after the MOU is executed to get community input on the fundraising effort. The Port may need to make repeated requests for funding from potential donors. The environmental remediation and installation of gravel and a soil cap on the Shipyard Uplands Area that adjoins Crane Cove Park will go out to bid in the Fall. This work will include the removal of a pipe contaminated with PCB's that connects Building 50 and the shoreline. Contaminated soil will be disposed of consistent with the Remediation Action Plan. The contract for this work will be approved in January with construction beginning Spring 2022.

**Comment:** Is the pipe to be removed active and is there potential for the PCB contamination to spread?

**Response:** The PCB spill resulted in the assessment of the contamination and further assessment of the surrounding soil will be done when the non-active pipe is removed.

**Comment:** Some of the neighbors like the park without the traditional children's play area as children are making creative use of other features of the park. What are the parameters of the dog run?

**Response:** The dog run area is west of Building 110 and east of Crane 30 and will be finished with a grey Astro Turf material. There's a need to create the dog run to prevent the great lawn from being overrun with off-leash dogs.

**Comment:** The SAC encourages Port staff to return to the advisory committee for discussion and to get public input on the fundraising process.

#### 4. Waterfront Parks Special Event and Activation RFQ

Crezia Tano-Lee, Port Business Strategy and Opportunity Manager, provided an update on the Port's Request for Qualifications for parties seeking to activate the waterfront. Crezia's presentation can be accessed with this [link](#). Crezia explained that the goal of the RFQ was to attract uses that will create vibrant diverse waterfront experiences. She talked about the staff outreach that had been done to Port advisory committees to obtain community input on the public values and that this input was reflected in the RFQ. She said that the RFQ would establish a list of qualified entities that the Port could then contact to respond to activation opportunities and that there was a preference for small local businesses. Highlights from Crezia's presentation include the following:

Three activation categories:

- Small scale      50 people and no more than 10,000 square-feet. in area
- Medium scale    100 people and no more than 25,000 square-feet in area
- Large scale      100+ people and more than 25,000 square-feet in area
  
- There was targeted outreach to the African American and Filipino communities
  
- 125 community stakeholders were contacted
  
- 21 participants attended a Pre-submittal Meeting
  
- There were 22 submittals in the following categories:
  - 9 small scale 5 of which are qualified
  - 9 medium scale 4 of which are qualified
  - 9 large scale 8 of which are qualified
  
- Examples of qualified parties include:

- Fisherman's Wharf Community Business District (CBD) seeking to promote art and history installations with QR Code access
- The Bay Area Jazz Mobile
- Into Action seeking to promote wellness programs at Heron's Head Park
- Crepe a la cart
- Cholos vending mobile expansion
- Gumbo festivals at Heron's Head Park
- Mobile vending pilot program
- Into Action Wellness, a Bayview based yoga program

Crezia explained that the next steps in the program are the evaluation of a fee waiver, a survey of registered parties to better understand the constraints they face and further community engagement when activation opportunities are defined. The two priority locations for activation are Piers 30-32 and Heron's Head Park and that the Port is seeking to curate a program that embodies community values.

SAC Members expressed the following comments and questions some of which Port staff responded to in the meeting:

**Comment:** Collaboration between the Eco-Center and proposed wellness programs would be great for Heron's Head Park.

**Response:** There's a Heron's Head Eco-Center Advisory Committee that would be consulted before activation opportunities are announced.

**Comment:** Crane Cove Park could be activated with a movie night or with mercantile vending in the Slipway.

**Comment:** The Port may want to consider hiring an activation manager to coordinate the programming of the waterfront and parks like programming of private parks and shopping malls. These experts could help the Port to understand the importance of the movement of people and to attract diversity of people to the waterfront. Likewise, wayfinding signage, markers and interpretive opportunities should be considered in any program.

**Response:** The Port wants to bring people to the waterfront from all walks of life and is learning more about the opportunities as this work advances. The Port process facilitated a wide variety of responses.

**Comment:** The use of QR Codes is not inclusive because it requires a cell phone to access the information. The Port should explore the use of QR Code free cell phone applications.

**Comment:** Security should be considered for overnight uses.

**Comment:** Was economic activity verses fund raising a requirement of the RFQ?

**Response:** Free events can bring activity to the waterfront, but the program expenses must be covered by the operator. Proposed activation will be subject to the Port's Good Neighbor Policies and regulations applicable to publicly owned parks and open spaces.

## 5. Proposed Silverado Maritime Industrial Lease at the Pier 70 Shipyard

Andre Coleman, Deputy Director of Maritime, provided an update on the leasing activity at the Pier 70 shipyard. Andre's presentation can be accessed by clicking on this [link](#). Highlights from Andre's presentation include the following:

- The Port proposes to lease a portion of the shipyard to maritime construction and demolition contractor Silverado, as part of a 2-year pilot program that's consistent with the Port's near-term leasing policy.
- The lease premises is the former Slip 3 on the north shoreline and east of Crane Cove Park that would be used for the removal of abandoned small vessels to be dismantled and disposed of.
- The project will require Silverado to rehabilitate the deteriorated ramp in the slipway and to prepare the eastern edge of the slipway for the mooring of barges.
- The lease will result in the Port pursuing a new non-ship repair business line at the Pier 70 shipyard that will make use of the existing infrastructure, provide an active presence in the shipyard and provide a needed service that will result in cleaner bay waters.

SAC Members expressed the following comments and questions some of which Port staff responded to in the meeting:

**Comment:** Will Silverado be providing vessel removal services for the entire Bay Area?

**Response:** Because this is a new service the service area has yet to be determined. It's estimated that Silverado will dismantle 1 to 2 vessels per month.

**Comment:** Will vessels that retain utility be salvaged?

**Response:** Surrendered vessels with utility will not be dismantled.

**Comment:** How will the vessel dismantling operation impact the kayak activity in Crane Cove Park?



**Response:** The operator of Building 49 will help keep people out of the shipyard area and educate them on the adjacent maritime activity to avoid.

**Comment:** The Port should investigate whether there's a market for treasure hunting companies that would have an interest in the shipyard as a potential source of revenue.

The SAC received the following public commented on the proposal:

**Comment:** The proposal is supported by the Port's Maritime Commerce Advisory Committee.

**Comment:** How will the vessel traffic impact Crane Cove Park where some people launch human powered vessels independently past the buoys?

**Response:** The Pier 70 shipyard has always been an active area and the proposed operation will be consistent with the intensity of previous operations with vessel traffic 20-30 times per year. The small boats will be dismantled on-site and the remains disposed of by truck. The proposed operation if successful could grow in the future and the Port will monitor the potential conflicts between industrial and recreation vessels.

## **6. Quick Updates and Requests for Future SAC Meetings**

Diane Oshima, Deputy Director for Planning & Environment, reported that in addition to the regular October 27<sup>th</sup> meeting there's a need for a special meeting in early October to accommodate the Crane Cove Park Historic Buildings RFP and a request from Brookfield to address two Pier 70 Mixed-Use Project requests. SAC members agreed to respond to Diane's request for a Special Meeting date.

**Meeting adjourned 8 pm.**