

DRAFT

Meeting Notes for the Port's Southern Advisory Committee (SAC)

DATE: Wednesday, October 27, 2021
TIME: 6:00 – 8:00 pm
LOCATION: Virtual Public Meeting via Zoom

Members in attendance:

Edward Hatter, Co-Chair
Michael Hamman
Karen Pierce
Kevin Lawson
Howard Wong
Roscoe Mapps
Chris Wasney
Chris Christensen
Katherine Doumani
Mike Bishop

Members Absent:

Shirley Moore
Jessica Fontenot
Toby Levine, Co-Chair

Port and City staff in attendance:

Planning & Environment Division: Diane Oshima, Mark Paez, Jai Jackson, Ming Yeung,
, Carol Bach, Kathryn Purcell

Real Estate & Development Division: Kim Beal, David Beaupre

Communications Division:

Finance and Administration:

Maritime: Dominic Moreno, Patrick Forrester

PG&E Representatives in Attendance:

Luke Vernagallo, Project Manager
Maggie Trumbly, Senior Remediation Manager

Others in attendance:

Nathan Lee
Al Williams, Al Williams Consulting
CW
Devin Hassett
Penny Wells
Sharon Prager
Samantha Beckerman, Brookfield Properties
Brenda Cartagena, Heron's head Park Eco-Center
Carolyn Huynh
Ellen Johnck, Consultant

1. Introductions and Announcements (6:00 – 6:15)

The meeting came to order at 6:05 PM. Diane Oshima introduced Jai Jackson as the new Zoom host. Jai provided the meeting rules and said the meeting was being recorded. It was announced that the opening celebration for the nature exploration area at Heron's Head Park is on schedule for November 1st and a link to the flyer is in the agenda.

2. Acceptance of Draft June 23rd 2021, August 25th 2021, and October 6th 2021 SAC Meeting Notes (6:15 – 6:20)

The June notes were accepted with the clarification that the type of taxes referenced on page 7 meant Infrastructure Financing District taxes. August notes were accepted following a correction to the financing of the children's play area from \$800 to \$800,000 and some spelling and grammatical corrections. The October meeting notes were accepted as drafted.

3. PG&E Overview of Piers 39 to 43.5 Offshore Sediment Remediation Project and Use of Pier 96 for Marine Construction Staging and Sediment Material Handling Facility - Kathryn Purcell, Port Project Manager and Luke Vernagallo, PG&E Project Manager

Kathryn Purcell, with Port Planning and Environment division, introduced Luke Vernagallo, PG&E Project Manager who gave the project presentation and discussion that can be viewed by clicking on this link. Presentation highlights include the following:

- The Project will implement agency required remediation within offshore areas at Piers 39 to Pier 43.5. Port's Pier 96 terminal will provide berths and terminal area for staging marine materials and a materials handling facility for the project.
- The Pier 39 to 43.5 area were historically used for industrial activities since the mid-1800s. Historical maps show PG&E and its predecessors operating the former Beach Street manufactured gas plant (MGP) from 1911 until it was sold in the mid-1950s and then the land redeveloped for commercial uses.
- Project milestones completed to date include four years of sediment, soil and groundwater sampling investigations beginning in 2016 to investigate the extent of sediment contamination within the project site boundaries. All work has been performed under Water Board approved workplans and project oversight. The investigation results confirmed areas where offshore sediments contain elevated concentrations of Polycyclic Aromatic Hydrocarbons (PAHs), which are chemicals found in petroleum and a byproduct from manufacture gas plant operations in which they did the gasification of coal and wood products.
- A final Remedial Investigation Report, published in January 2020 and approved by the Water Board in June 2020, presents all of the sampling and lab analytical data, and assessed the extent of polycyclic aromatic hydrocarbons (PAHs) contamination in sediments.

- The RI Report results were used to prepare a feasibility study and develop a remedial action plan. The Draft Feasibility Study/Remedial Action Plan Report (FS/RAP) was recently completed and submitted to the Water Board. The FS/RAP proposes dredging to remove contaminated sediment, slope stabilization, and capping to remediate five offshore areas between Pier 39 to Pier 43.5. Institutional Controls will be developed and included in a Risk Management and Monitoring Plan (RMMP) for implementation following the completion of remediation.
- Earlier this week, the Water Board issued the FS/RAP Fact Sheet and initiated the 30-day public comment on the document. In addition, the CEQA Initial Study was also just completed by the Water Board and a Notice of Intent (NOI) issued initiating a 30-day public comment on the IS.
- The Project Design, Permitting & Construction Schedule shows the project team completing engineering design plans and specifications, retaining construction contractors, and obtaining all required agency permits for the project by the end of 2022. PG&E will also work to finalize Pier 96 berth and terminal area uses, plans and retain a contractor to complete necessary site preparation and improvements, starting in 2Q-2022 so that Pier 96 is ready to support remedial activities scheduled to begin in 2023. The project requires a multi-year field construction program with work scheduled by remedial area over 5 years during in-water work windows (June 1 through November 30). Completion of all work is anticipated to go into 2028 or 2029.
- In addition to working under the oversight of the SF Regional Water Quality Control Board, PG&E's team have performed agency outreach and technical review throughout the remedial investigation phases and development of the FS/RAP. PG&E is now working with permitting and resource agencies to obtain project permits and authorizations including US Army Corps of Engineers, U.S. Fish and Wildlife Service, National Oceanic & Atmospheric Administration National Marine Fisheries Service, California Department of Fish and Wildlife, and SF Bay Conservation and Development Commission.
- As noted above, the project proposes to lease available space at the Pier 96 terminal for maritime operations including transloading, construction staging and material handling operations necessary to complete the remedial work at the Pier 39-43.5 sites beginning Q2-2023.
- Project work includes dredging debris and sediment into scow barges, offloading materials at Pier 96 for sorting and disposal. Sediment will be placed in the material handling area, dewatered, and transported to appropriate landfills. PG&E will retain a contractor to install site improvements and temporary facilities at Pier 96 which might include utility connections and lighting, vehicle access routes, a water treatment facility, a truck wheel wash and decontamination station, stormwater controls and fencing.
- PG&E with support from the Port, have been engaged in project outreach throughout the development of site investigations and the FS/RAP. The Water Board Project Fact Sheet and NOI were mailed to all residents and

businesses with 1,000 ft of the site initiating the 30-day public review. The comment period closes Friday 11/19.

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Project Questions and Discussion:

SAC members voiced concern that the long-term controls might have a negative impact on future use of the waterfront. It was asked what the long-term controls are that will be placed on the cap, to describe the nature of the controls, what activities will be permitted and what activities will be prohibited.

- Luke noted Institutional Controls will be developed and included in a Risk Management and Monitoring Plan (RMMP) for implementation following the completion of remediation.
- Kathryn referenced the FS/RAP and IS documents which note ICs could include restrictions on the use of anchors in select areas, creation of no-wake zones, and limits to future maintenance dredging beyond the currently anticipated use limits. Port Maritime and tenants have been involved in evaluating current and future maritime uses at Pier 39-43.5 and ensuring the future maintenance dredge depths would be so as not to limit future maritime uses.

SAC members raised questions about the proposed sediment handling at Pier 96, the nature of the contaminants, and the potential for them to become airborne when spreading or piling material out to dry? The SAC members also asked questions about the potential air quality impacts of this kind of operation?

- Luke said the key component in sediment are elevated polycyclic aromatic hydrocarbons (PAHs). The material would be spread out to dry which will be done under the coordination of a dust and odor management plan which will be active for the duration of site work. PG&E will obtain a Port Building permit and agency permits/approvals for the Pier 96 operations including air an monitoring plan to include air sampling, dust control measures, odor control measures. Monitoring data will be available to the Water Board and to the public as the project progresses along.
- Kathryn noted the RI Report provides all the sediment sampling and testing protocols and the lab analytical results characterizing PAHs in sediment. The FS/RAP recommended remedial alternative includes dredging and upland landfill disposal for sediment characterized as NOT SUITABLE for disposal at the San Francisco Deep Ocean Disposal Site (SF-DODS) or for beneficial reuse typically as wetlands restoration or levee fill. Similar to other Port or tenant dredging projects, sediment requiring landfill disposal is dredged and placed into scow barges, moved to a berth capable of offloading materials and placing it in a rehandling area set-up to contain the dredged material. Once the wet-dredge material is sufficiently dewatered, it's placed in trucks, covered, and transported to appropriate landfills. Dredge spoils are typically profiled and accepted at Class II non-hazardous facilities.
- Kathryn noted the Port Building Permit process includes review of project agency permits and authorizations and confirmation of compliant site plans and

documentation of Traffic Controls, Air Quality/Dust, Erosion and Sediment Controls, Stormwater Pollution Prevention, Clean Construction, and Construction & Demolition Debris Recovery.

SAC members raised additional health related questions again asking about the nature of the hazard in the sediment, what is the potential harm of the chemicals to humans, why the sediment is being removed and if the material PG&E is trying to dispose of is toxic? A question was asked about potential impacts of the sediment handling site on the operation on the new nature explore area at Heron's Head Park. It was asked if PG&E explored building some form of enclosure to contain dust from the sediment from migrating and whether or not clean aggregate stockpiled at the Hanson Aggregate operations could be impacted by dust from the sediment?

- Luke noted more detailed answers were in the public FS/RAP Fact Sheet and IS NOI, however the PAHs is considered hazardous waste as a long-term effect has been found it to be carcinogenic, but PG&E is primarily concerned about bioaccumulation stating the risk was more ecological than to humans. Luke indicated he was getting outside of his depth of knowledge in fielding some of the questions and suggested a follow up meeting to ensure accurate information was being provided.
- Kathryn noted that regarding the nature of contaminants, the RI Report provides the comprehensive lab data set performed to address the Water Board's concerns regarding elevated PAH concentrations originally found in Pier 39 maintenance dredge sediment samples. No other chemicals of potential concern, such as metals, pesticides, PCBs were detected at concentrations requiring additional investigation or remediation. Asbestos has not been identified in Port dredge spoils tested for disposal.
- Kathryn noted as summarized in the NOI, the CEQA Study analysis included an evaluation of the potential impact from the proposed uses at Pier 96, including air quality, dust, odor, traffic, hazardous materials, all of which were found to have a less than significant impacts and the required mitigation measures to protect workers and the environment.
- Luke noted PG&E safely implemented a similar remediation project at the former Potrero power plant site (near Pier 70).

SAC member Chris Christensen asked what types of things will be loaded and unloaded and who would be performing this work.

- It was explained that dredge scows will berth at Pier 96 and sediments offloaded to the material handling area to process for upland landfill disposal. Barges will also berth at Pier 96 for loading and transporting marine construction materials, i.e., piles, sand, rock, equipment during remediation work at Pier 39 -43.5 sites.
- Luke noted PG&E hasn't determined a specific entity to perform this work yet as the remedial plans are conceptual.

SAC member Chris Christensen indicated material that is loaded and unloaded on barges from Pier 96 falls under the jurisdiction of the International Longshore and Warehouse Union (ILWU) and suggested if PG&E hasn't already done so, they should reach out to the title officers from Local 1034 and 91 to discuss this project.

- Luke noted the request for PG&E to further review. Noted PG&E safely implemented a similar remediation at the Potrero site, and that PGE is committed to working with its contractors and the local community to look for opportunities to utilize local hiring.

A SAC member asked if alternate places had been considered for the sediment handling in-lieu of Pier 96 and to not impact the Bayview neighborhood that has a history of environmental justice concerns.

- Luke acknowledged the concerns and frustration being voiced and again referred to the public Fact Sheet and FS/RAP noting the decision-making processes outlined in the documents shows why it was determined to do this project and identifying Pier 96 for project staging and material handling. As part of the feasibility study, other sites were evaluated, but deemed unfeasible to be able to support the project requirements.
- Kathryn noted the FS/RAP and CEQA IS include analysis of the Port of SF Pier 96 and Port of Oakland Pier 10 as potential project support sites.

Luke was asked if he could provide a link to the documents that are currently available for public review.

- Luke said he heard the concerns that were raised and thanked everyone for bringing them to his attention. PG&E will further respond to questions not sufficiently answered today and return to a future SAC meeting to further address the questions raised. Luke will coordinate with Kathryn to make certain follow-up is timely.

Kathryn confirmed she would distribute the FS/RAP Fact Sheet and NOI for the Initial Study and provide links to Water Board Geotracker site where project reports can be downloaded. Port staff will also work with the PG&E team to further respond to questions and comments and return to the SAC.

The SAC received public comment regarding concerns about the potential impact the treatment of hazardous materials at Pier 96 could have on the programs, activities and events being hosted at Heron's Head Park.

4. Piers 80 – 96 Maritime and Industrial Land Use Discussion (follow-up to the September 29th SAC Waterfront Tour) – Diane Oshima, Port Deputy Director for Planning and Environment

Diane said the Tideline Water Taxi tour down the southern waterfront was to provide a firsthand view of Port facilities, particularly maritime operations from the water which it was felt would be a good backdrop to the discussion. The discussion was a high-level introduction and overview, with part of the objective being to bring all of the SAC members on to an equal platform of understanding about the Port's cargo and maritime uses and how those uses are being balanced and integrated with the Blue Greenway.

Diane said it's not easy for Port to maintain its maritime operations, but maritime uses are core public trust uses. The piers were originally built for container shipping, but the piers were outgrown by the size of container ships and the transportation requirements. The Port therefore looks for non-container cargo activities that can

continue to operate in San Francisco but bring about economic and other types of activities and benefits that have value to the community.

In the process of trying to achieve this goal, the Southern Waterfront Advisory Committee (SWAC) was formed. The SWAC was an important partner in developing the Pier 80-96 Maritime Eco Industrial Strategy (MEIS). The goal of the MEIS is preserving and promoting maritime and industrial activities, but in an efficient, responsibly managed context that promotes synergies between businesses, bring about site improvements with green technologies to lighten the footprint on the waterfront, reduce truck traffic on the city streets, create employment opportunities for local residents and do it in a way the respects and recognizes that the Port is also in a natural setting with open space and public access needs and desires in the area. Diane indicated that the presentation would describe the different zones and uses of the MEIS area.

Diane mentioned for the MEIS provides for industrial and commercial uses for sites not currently for maritime or cargo, which provides an important source of revenue through short-term leases that are compatible with ongoing maritime industrial businesses. The term is kept short so there's the ability to turn them over to longer term maritime uses when the opportunity arises. One such area is the Pier 94 backlands.

Some of the tenants Port has in this area are Pasha, that provides maritime import and export of automobiles at the Pier 80 cargo terminal. ILWU workers are employed to maintain the ship operations, and jobs for many people in the Bayview and San Francisco.

Hanson Aggregate (recently acquired and renamed Martin Marietta) has been operating dry bulk terminal at Pier 94 for approx. 15 years. Dry bulk is the rock and sand used in construction projects, including in the production of concrete. Pier 94 is close to much of the construction in the city, providing a local hub that reducing thousands of truck trips on the freeway and city streets that previously transported construction materials into San Francisco. With all of the new development infrastructure systems, bridges, the SFMTA Central Subway, and new development projects, having a local source that's brought in by vessel instead of truck greatly reduces the thousands of regional trips and associated air emissions.

Hanson Aggregate also operates sand mining operations at Pier 92. The sands are extracted from the bay, and the sand is a key ingredient for construction materials and concrete manufacturing.

Central Concrete and Cemex are two other tenants at Pier 92 and having these operations next to each other provides efficiency and an improved site for manufacturing concrete, incorporating new site designs and environmental treatments we didn't have before.

Barges are also used as a part of the operations on Pier 92 and LBE truckers are used to transport materials between Pier 94 and 92, and construction customers, a MEIS objective.

At Pier 96, the current largest tenant is Recology who handles the recycling for San Francisco. Recology employs about 250 employees, mostly from District 10. Next to Recology are ready-reserve maritime ships of the US Maritime Administration, there

to respond to federal or international emergencies that the country needs to deploy for. They also provide emergency response services for the city and region, and able to meet the city's response needs in the aftermath of an emergency. The majority of the Pier 96 terminal area is available for new maritime tenants. In the meantime, much of this area is under an interim lease with the San Francisco Police Department for use as a practice driving yard.

The Backlands is an approximately 35-acre site, which includes Recology's crushed concrete operations and Darling's tallow plant. Much of the Backlands was previously unusable so in 2018-2019, the Port completed an improvement project including debris removal, regrading soil, and rock piles to raise site elevations, installing stormwater swales, a paved road, and lights creating leasable areas for interim uses and for future potential warehouse development compatible with cargo terminal operations.

Diane mentioned we also have the Pier 94 wetlands that have opened up and become part of the Port's environmental stewardship program. The San Francisco Golden Gate Audubon chapter is the Port's long-term partner in stewardship and management of the Pier 94 wetlands and wildlife. The Port also has environmental education and training programs with Greenagers to teach young people about the environment, maintaining habitat and providing work skills around horticulture and environmental management.

Diane talked briefly about the Islais Creek Adaptation Study and mentioned what it highlighted was this industrial area is one of the only zoned industrial areas to be able to support these kinds of city functions in the area, and possible flood and sea level rise adaptation strategies. The Port and city are coordinating to align the MEIS with regional policies and plans to position ourselves to tap governmental funding resources or transportation and other kinds of improvements to support this type of use in San Francisco. This is also important from a city perspective for maintaining working class jobs that maintain a more diverse economy, maintaining a good base of functional industrial and maritime uses as many benefits and meets many needs of the city.

Diane then noted that through its history, the SWAC and now the SAC provide important perspectives about how Port investments can provide community benefits and respect for the community needs of the area. There are several community benefit categories: site improvements, open space partnerships, environmental stewardship and economic business and jobs. The Port seeks to work with the SAC and public to identify desirable community benefits which can be included in Port projects and leases.

The Port recognizes it's time to take a fresh look to work with the SAC and public to assess these and other new types of improvements that would provide meaningful benefits to the community, and the need to reverse system. Through its Equity Action Plan, Port is also looking to increase diversity and opportunities for contract and leases to BIPOC owned and local business enterprises, to prioritize workforce training to grow the employment pool and to advance programs that are inclusive and inviting to people from communities that have historically been marginalized. These are new additions we would make to the list of community benefits. We want the Port advisory committees and the public at large to help inform the Port as to

what community benefits that Port should take stock of and develop a list of benefits that can be evaluated and incorporated into new projects going forward.

Diane then said this was to kick off what would be a larger conversation with the SAC.

Questions and Discussion:

Bayview representatives on the SAC explained that the maritime and industrial activities in the Piers 80-96 area have community support because not only are they necessary, and that the community has a history of working with with the Port to question what's going on and work with the Port to revise projects to gain support.

SAC members talked about the changes in urban design where industrial areas are starting to look different and become more livable. The SAC discussion also addressed the related issues of raising the cost of living, social displacement and gentrification and the loss of cultural diversity in neighborhoods. Community benefit must be paired with equity benefits, diversity benefits and general preservation of affordability of cultures that have already lived there.

SAC members also talked about the efficiency in moving goods and elimination of truck trips at the batch plant at Pier 92 and the need to maintain the deep-water berths for maritime cargo as these are rare in the Bay Area. The role of the SAC to make certain high operational standards at the batch plant was also discussed.

Co-chair Edward Hatter reminded everyone that this is the first installment of the discussion on the eco industrial strategy and was in support of making sure the agenda for the next meeting includes the next segment.

5. Quick Updates and Requests for Future SAC Meetings

Diane said she would send a future follow up email to SAC members to get suggestions about topics and questions to talk about more to help formulate an approach for the next meeting to discuss the MEIS strategy. There is also a proposed agenda item around Mission Bay public art.

6. Adjourn at 8:15 PM