

**D R A F T**

**Port's Southern Advisory Committee (SAC)  
January 26<sup>th</sup> Meeting Notes  
6:00 – 8:00 pm Virtual Public Meeting via Zoom  
*Accepted by SAC on XXXX***

**SAC Members in attendance:**

Edward Hatter, Co-Chair  
Karen Pierce  
Howard Wong  
Chris Wasney  
Mike Bishop  
Michael Hamman

**SAC Members Absent:**

Roscoe Mapps  
Shirley Moore  
Jessica Fontenot  
Toby Levine  
Kevin Lawson  
Katherine Doumani  
Chris Christensen

**Port and City staff in attendance:**

Planning & Environment Division: Diane Oshima, Mark Paez, Jai Jackson, Ming Yeung, Carol Bach,  
Real Estate & Development Division: Kim Beal, David Beaupre  
Maritime: Andre Coleman, Gabe Mikulich

**Others in attendance:**

Al Williams, Bayview Consultant  
Ellen Johnck, Chair Port Maritime Commerce Advisory Committee (MCAC)

**1. Introductions and Announcements**

Diane Oshima announced that if Toby Levine joins the meeting SAC members will have an opportunity to express their appreciation for Toby's service as a Co-chair and her continuing participation on the committee.

**2. Acceptance of Draft 10/27/21 and 12/08/21 Meeting Notes**

The SAC accepted the meeting notes for 10/27/221 with minor corrections and the 12/08/21 meeting notes as drafted.

### **3. Heron's Head Park Shoreline Restoration Project Construction Status Report**

Carol Bach, Port Environmental Affairs Manager, gave a status report on the proposed shoreline restoration project. Carol informed the SAC that grant applications to fund the project have received support from community partners and thanked those that sent letters. Carol's slide presentation can be accessed by clicking on this [link](#) and included the following highlights:

- Since the 1998 construction of the wetlands enhancement at Heron's Head there has been a significant loss of wetlands and the proliferation of invasive species.
- The resilience project includes design of a "Living Shoreline" with natural elements such a stone groins to abate erosions. The shoreline design will allow the constructed beach to move with currents laterally and upward seasonally and is estimated to cost \$4.2 million.
- The project is funded by grants resulting from Measure AA that created a parcel tax and the San Francisco Bay Authority, the California Ocean Protection Council, the California Department of Fish & Wildlife, and the National Coastal Wetlands Conservation Program (granted through the State Coastal Conservancy).
- The project is more than a pilot project as the "Living Shoreline" has been used successfully in other Bay Area locations. The design will include oyster reef balls as habitat and the beach itself will provide new habitat
- The project includes community engagement, local hiring and youth involvement in growing plants and five years of stewardship. Although use of federal funding prohibits Local Business Enterprise (LBE) preferences the Port plans to reach out to local small businesses to inform them of this opportunity.
- Beginning in September 2022 the bigger components of project construction will be underway and will impact park visitors by the closure of the main trail and construction staging. The Eco-Center will remain open during construction and its programming will not be impacted by the project. The project is scheduled to be substantially completed by January 2023.
- Chain link construction fencing will be erected around portions of the park and visitors will be detoured away from the construction zone via a temporary path, but the park will remain open.

#### **SAC members expressed the following comments and questions followed by Carol's responses:**

- Will the proposed contract for the shoreline resilience construction include incentives for the contractor to complete the project on or ahead of schedule, as well as for the use of marine transport?

**Response:** This is very specialized work and the Port cannot specify contractor means and methods, but there are incentives built in to project. For instance the contractor could reduce construction costs if they can devise an approach that minimizes damage to the main pathway thereby eliminating the need for costly restoration work.

- Can the Port create a temporary park access path parallel to the existing path so that north-south visitor access through the park is maintained during construction?

**Response:** Yes, the Port will require the contractor to allow access from the PG&E trail that enters Heron's Head Park from the south to the main trail and out to Cargo and Jennings.

- Can the selected contractor come to a future SAC meeting to present the proposed operations plan for committee comment?

**Response:** Yes, a presentation of the operations plan will be scheduled in the future.

- Is it possible to transport and do the work from the water to avoid truck trips through the neighborhood, closure of the main park pathway and potentially its restoration?

**Response:** Most of the truck trips will be from Hanson Aggregate at Pier 96 because Hanson is donating 12,000 cubic yards of gravel to the Port for the project. Yes, it may be possible to take advantage of water access, but the additional cost of maritime transport could outweigh the cost to restore the park's main pathway if it's damaged by construction.

- Does the project factor in the level of the bay that is expected by 2050 due to sea level rise?

**Response:** Yes, the project is designed to enable the gravel beach and the wetlands behind it to migrate upward with rising sea level through mid-century. Without additional modification of the shoreline in the future, eventually the gravel berm and marsh will be submerged due to sea level rise and all that will be left is the main pathway through the park.

- Will the Port notify the community of the pre-bid conference so that they have an opportunity to participate? Also, will signs be posted during construction to alert visitors to the areas of the park that will remain accessible and to inform them that dogs are allowed only if on-leash, and should be kept away from wildlife habitat areas?

**Response:** Yes, the Port will notify the community about the pre-bid conference and provide appropriate visitor signage.

At the close of the Q&A portion of the presentation SAC member and Pier 96 tenant Mike Bishop of Hanson Aggregate stated that although he supports maritime transport when feasible there are significant logistical challenges. Mike explained that the maritime approach for a project of this type could require handling materials four to five times to get to the site and that trucking would be more efficient.

Diane Oshima concluded the item by commending Carol for her success in securing grant funding from multiple organizations and community partnerships making the project supportive of the Port and City education and community engagement goals.

4. [Piers 80-96 Eco-Industrial Strategy – Continued Q&A/Discussion of S. Waterfront Maritime, Industrial and Community Needs](#)

Diane Oshima provided a recap of the Piers 80-96 Eco-Industrial Strategy with highlights of the slide presentation she made at the November 2021 SAC meeting. Diane also introduced Al Williams and explained that he will be assisting the Port with the environmental justice and equity outreach. She continued by explaining that the purpose of the continued discussion was to provide time for SAC members to comment on the strategy and answer any questions from the committee and public. Diane said that the Port is hoping that SAC members will take this policy information and share it with their respective networks and the broader community. Her slide presentation can be accessed by clicking on the agenda item title above, and included the following points:

- The Pier 80-96 Eco-industrial Strategy was originally developed by the Southern Waterfront Advisory Committee, which provided guidance as Pier 94-96 were converted to dry bulk cargoes and led to leases with concrete manufacturing businesses which have create an efficient construction materials center that greatly reduces environmental impacts.
- The Pier 80-96 Strategy was reviewed and is included in the Draft Waterfront Plan and will be formalized with the adoption of the plan.
- Pier 80-96 is the Port's core cargo facility and a hub for maritime industrial uses and the Eco-industrial Strategy seeks to utilize best practices and management to coordinate and build upon partnership to foster coordination co-location and recycling.
- The strategy also seeks to incorporate green design and operations that utilize water access while restoring wetlands, wildlife habitat and promoting shoreline public and bay access through the Blue Greenway.
- The strategy seeks new cargo opportunities for the Port's marine terminals, and to create opportunities for development of warehouses along the south edge of Pier 96 and in the Pier 90-94 Backlands for maritime and light industrial uses
- The Pier 80-96 area is located within the City's only designated "Priority Production Area" to maintain a functional base for industrial uses within the City to serve SF residents and businesses, and preserve blue collar jobs.
- The Port's maritime terminals function as an important part of the City's disaster recovery response, including the ability to handle debris removal after an earthquake.
- Port maritime industrial uses are managed in concert with the Blue Greenway parks and public access areas, natural habitat areas at Pier 94 wetlands and

Heron's Head/Eco Center, and water recreation along the Bay Water Trail to provide connections between parks and streets within the Bayview neighborhood that avoid or minimize land use conflicts.

- New projects bring investments that include different types of community benefits, including site improvements, open space and recreation, community partnerships, environmental stewardship, economic opportunity through businesses and jobs.
- The Port wants to extend outreach to other community organizations and stakeholders, and to solicit feedback about desirable community benefits which can inform future Port project proposals.
- The Port is focused on advancing equity goals to address the needs of BIPOC communities and sees the SAC as significant conduit to community organizations and potential new tenants. Port staff asked for suggestions of other neighborhood and community organizations to reach out to.

**SAC members expressed the following comments and questions followed by Diane's responses:**

- Neighborhood organizations like the India Basin Neighborhood Association could be helpful as outreach forums.

**Response:** Port staff are flexible and willing to present to neighborhood organizations and will work out the specific details of outreach to identify preferences for receiving the information.

- By co-locating operations in the Pier 92-96 area, construction material cargoes, concrete batch plants and recycling services are more efficient, reducing thousands of truck trips annually that used to travel on freeways and City streets to serve a multitude of construction projects in San Francisco.
- The Southern Waterfront exhibits a unique mixture of industrial uses that provide jobs and resiliency for the city.
- SAC members would like access to the slide presentation and to know if there's an action that the needs to be taken on the policy?

**Response:** No action is required because this is a strategy that will provide guidance to the Port and is not a specific project. The policy will help guide Port marketing of the remaining available sites and to better incorporate community ideas and benefits. Staff will make the slide presentation available to the SAC. Staff invites additional suggestions for community organizations to share information about the Port.

The SAC also received public comment from Ellen Johnck, Co-chair of the Port's Maritime Commerce Advisory Committee (MCAC) regarding specific actions advisory committees and the public could take to advance this policy that is supported by the MCAC.

**Quick Updates and Requests for Future SAC Meetings**

SAC members suggested a landside tour of the Piers 80-96 marine terminals to compliment the SAC Fall 2021 waterside tour to help them understand the landside industrial operations. Port staff agreed that a landside tour would be helpful and agreed to work with the Maritime Division and Port tenants to organize a future tour.

SAC members and Port staff discussed the Blue Greenway and Southern Waterfront public realm enhancements that will be delivered by multiple projects.

**Next SAC Meeting:** Wed, February 23, 2022

Agenda items:

- PG&E Pier 39 – 43 Offshore Remediation Q&A