



**Meeting of the Port Southern Advisory Committee (SAC)
April 27, 2022 (5:30 to 7:30 pm)
Virtual Public Meeting via Zoom**

Meeting Notes Approved on September 7th 2022

SAC Attendees

Edward Hatter
Toby Levine
Christopher Christensen
Michael Hamman
Chris Wasney
Howard Wong
Mike Bishop
Jessica Fontenot

SAC Members Absent

Karen Pierce
Katherine Doumani
Roscoe Mapps
Kevin Lawson

Port Staff

David Beaupre
Diane Oshima
Kimberley Beal
Rebecca Benassini
Noel Aquino
Dominic Moreno
Ricky Tijani
Randy Quesada

Others in Attendance

Derek Green
Jeremy Regenbogen
Peter Linenthal
Al Williams

Robin Chiang
Julia Viera
Harvey Schwartz
Joel Bean
Rudolph
Sharon
Ellen Johnck

AGENDA

1. Introductions and Announcements

Aardvark Storage proposed lease at SWL 344

Kimberley Beal announced that staff is moving forward with a 5 year lease renewal with Aardvark Storage, doing business as American Storage, at Seawall Lot 344 at the intersection of Amador and Illinois Streets. A link has been provided to the staff report for more information if anyone is interested.

Parks Alliance update

An update will be provided at a future SAC meeting. Edward Hatter announced that for the next two weeks, the Parks Alliance will be holding stakeholder focus group meetings at the Main Library, beginning Monday.

2. Acceptance of Draft 3/23/22 Meeting Notes

Meeting notes were approved and accepted.

3. [Islais Creek Interpretive Program](#) – David Beaupre, Deputy Director for Planning & Environment and Jeremy Regenbogen, Macchiatto

David Beaupre introduced the item, noting that this project is an outcome of the organization that started many years ago as the Copra Crane Labor Landmark Association (CCLA) and Friends of Islais Creek. It's also an outcome of some of the Blue Greenway planning and the updated Waterfront Plan.

The project is a partnership with the California Coastal Conservancy, the Public Utilities Commission and SFMTA. Total funding for the project is about \$625,000 with funding coming from grants, gifts, parks General Obligation Bonds and Port capital. An advisory committee of stakeholders was formed to guide the design and Macchiatto was retained through a competitive RFP as the designer.

Jeremy Regenbogen was introduced to discuss the task of developing the interpretive program and his slide presentation can be accessed with this [LINK](#). The goal of the

program is to create coordinated interpretive exhibits to honor Islais Creek's history, celebrated significance and emphasize the importance of its protection.

He discussed the process that went into finding graphics. Primary palette will be blue, taken from the color of the natural sky and waterway, and dark cherry, which were once found at the site.

Working with Steven Haller and John Martini, two local historians and retired National Park Service interpretive rangers to develop content, it was determined that there are four main stories that need to be told which fit into two guiding themes; labor and culture and ecology and resilience.

On the north shore at the end of Tennessee, the theme will be labor and cultural history. Bookending the experience along the PUC promenade, at the end of Indiana, the focus will be on the Copra Crane Plant and the ILWU.

Along the promenade, stories important to the history of Islais Creek will be highlighted - slaughterhouses/meat packing industry; sciences of watershed and what happened with channelization and industrialization and a feature on breakbulk cargo and longshore workers.

On the south shore by the boat launch, the focus will be on natural history and ecology. There will be an interpretive shadow with the word "conserve". The PUC overflow device will be covered with interpretive panels that highlight resilience strategies the Port will be undertaking. There will also be an homage to the Ohlone using old iconic imagery that can be seen from across the water as well as from the water.

At Bayview Gateway, Voices of Islais will be installed to celebrate all the different people that have come to Islais, living and working for prosperity for food as a way of life. There will be a series of panels highlighting various people such as the Ohlone, scow schooner skippers, cowboys in support of the meatpacking industry, African American longshore workers, copra crane workers, skateboard culture and a MUNI bus driver.

The bulk of the installations will be placed on the PUC promenade as it is an accessible area. Scow schooner skippers. Macchiatto was tasked to make the installations blend as well as possible, but to also stand out as a unique element. They will utilize the existing railing, strip out the infill and insert the new graphic panels. There will also be stencil cut titles that will cast shadows at different times of day.

The Cyclone Separator, a portion of the mechanical equipment that transported Copra (raw coconut) from the vessels to the processing plant, was salvaged from the copra crane and will be placed on the lawn in front of the MTA building.

David indicated the next steps are to wrap up the design phase in August, try to get the project constructed through a Job Order Contract (JOC) in October, issue that contract and have substantial completion in July 2023 and then final completion by September 2023.

David also emphasized that research is still being done on the feasibility of using the Cyclone Separator as the pieces are significantly deteriorated and if it is reused, it must be safe and not create a hazard. The team remains hopeful that it can be delivered, but don't want to set unrealistic expectations in case it's found it can't be safely displayed.

Question: Can we get a copy of the presentation that isn't a PDF?

Response: David will post on the website and provide a [link](#).

Question: The only Islais cherries I've seen are on Bayview Hill and they're a bright yellow. Are there Islais cherries that are red?

Response: The dominant color of that species is red. There are alternate versions of the species that have a yellow color that's been found predominant in the Bay Area, but I believe both equally existed. There are some Islais bushes that Friends of Islais Creek planted that do bear red fruit.

Comment: It would be nice to sandblast the PUC outfall to give texture and cleaning to make it look more architectural. The signs and graphics on them, instead of just square panels, perhaps could have shape, something naturalistic that can be combined to form a pattern.

Response: The reason it is rectangular is it's the easiest shape to have replaced if it gets damaged by graffiti. Agree with desire to clean the outfall but will need to determine what's possible on the water since it probably can't be sandblasted, but do hope to have it cleaned up.

Question: It appears that the interpretive panels that will be mounted on the handrailing will flare out into the path of travel. How is it safe?

Response: It is a common technique for interpretive graphics that exists on site called a wayside device. The flare does protrude, but the height of it has a cane detection for anyone site impaired and it also provides clearance for a wheelchair under it for proper viewing. This is a standard way of displaying wayfinding devices. This program includes a fairly wide corridor for path of travel.

Comment: The plaques seem small in the area that will celebrate multiple groups, the skateboarders, longshoreman, fishers, etc. They need to be legible, not just when you're close, but so they can attract attention as opposed to being specs on the ground.

Question: Islais Creek is an east/west facing creek so the sun won't necessarily be shining through the perforated panels at all times. Has this been taken into consideration? The graphic looks fantastic, but does the concept work? Another comment is to highlight the words on the perforated steel with different shade or color so when sun isn't shining on the ground it's easily read.

Response: The concept is to celebrate the changing of light and to have special moments that you have to be there at a certain time. The shadows are not intended to always be prevalent. They're celebrating magic moments in the mornings and afternoons when the sun happens to cast in the correct way.

Question: Is there anything on Third Street that informs people of this interpretive signage when they're walking? How will casual passersby know the treasure is there?

Response: Providing an introductory panel on Third Street hasn't been part of the scope. The interpretive elements at each of the three sites will point to the others so people will know there are additional interpretive elements out there. There may be a way for the panel at the Bayview Gateway site along Third to make it more inviting or the panel on behalf of the PUC at the scale house may be another opportunity.

Question: The buildings along Tennessee Street are proposed for renovation, so the area will change with the buildings. Have you thought about how the evolution of the environment change will impact the interpretive program?

Response: The original approach was to put interpretation at the end of Tennessee Street and utilizing the Promenade as the base was an ideal solution. The Port has been consulted by the Planning Department on the ultimate plans for the renovation of these buildings. If the site ultimately gets redeveloped, it will need BCDC shoreline public access that can enhance the interpretive program.

Question: How is the public being directed to this destination?

Response: It gets discovered over time. We get people reading the interpretation at the Bayview Gateway and we direct them to more stories for the northern shoreline.

Question: How can we connect this to the SF Bay Trail?

Response: The SF Bay Trail does present an opportunity to talk about other projects. It can be challenging to coordinate and connect with other groups, but the project team will think about this a little more. There's also a good opportunity with Jeremy working on so many different installations from Mission Rock to Pier 70 to Islais Creek, that the Port can start thinking about how to fold them together. On the Port's website we can make it better understood how there are different experiences that complement each other. This makes it easier to form linkages to the SF Bay Trail and other regional systems so

they can point to each other and expand awareness of these features along the waterfront. QR codes is something to consider here so interpretations point back to Port resources.

Question: Will the web address be put up along with QR codes for those people who don't have the technology to read them?

Response: This aspect of the program is still in the early stages of determining whether QR codes will be used and how they can be layered on. Another opportunity is to provide in another language format. We are still in the early stages so it may not be part of first round, but something we can think about in the future. We're really endeavoring to make this information as accessible as possible to the broadest audience.

Question: At the entrance to Islais Landing, there was a flood interpretive sign. Is that still there?

Response: It is not there, it had to come out as part of putting in restrooms, but we do have the panels and we plan to use some of the information from the panels for this work.

Comment: If you want to direct people to some place, you may consider putting footsteps into the paving or arrows to point to the signs.

Comment: This is possible but not tied specifically to this project, maybe with the Bayview Gateway there can be interpretive content on the pavement. Almost every ton of concrete poured in the city comes around that corner. It would be a little nod to all the guys that do that work as well.

Comment: The shape of original Copra Crane could be a symbol throughout the neighborhood that may draw people. Silhouette design could be the landmark.

Response: We'll look to utilize that symbol as appropriate. I like the idea of a logo that draws attention to the site. I think we do need to ensure we're paying homage to all those people and groups of people so I think it's something we will study.

Comment: Banners might be a good idea.

4. Quick Updates and Requests for Future SAC Meetings

Working on date for the walking tour of the southern waterfront. The three possible dates that have been identified are 5/25, 6/7 or 6/8. Diane will follow up with an email with the potential date to all SAC members.

Diane announced that the Building 49 tenant will be coming to future SAC meeting to describe their proposed use in the building and the community benefits that will be offered through the lease. Brookfield will also provide an update on Pier 70 at a future meeting. SAC members should let David or Diane know via email if you have items you'd like considered for future SAC meetings. There are also links on the agenda to project tracking sheets for PUC projects and the COVID trailer facility.

Question: Did Water Emergency Transit Authority (WETA) get money for their "green" ferry?

Response: They've received two of the three funding requests, thanks in part to the support of the SAC.

Question: Can WETA provide the SAC with a cruise when they get the new vessel?

Response: We'll take that under advisement.

Question: What's the status of in person meetings?

Response: At the earliest in-person meetings may resume in the fall. Staff is hoping the walking tour will be in-lieu of an in-person meeting. Staff is also checking with Brookfield about a Pier 70 walking tour.

Question: What is the procedure for dealing with future agenda item requests? I know there have been a lot of requests for presentations regarding the Pier 96 Backlands.

Response: Please bring up prospective agenda items at the meeting or email David, Jai, Diane or Kim. If there are major leases staff will bring them forward to the SAC, but there haven't been any major leases recently in the Backlands.

Meeting adjourned at 7:28