



**Meeting of the Port Northern Advisory Committee (NAC)
November 16, 2022 (5:30 to 7:30 pm)
Virtual Public Meeting via Zoom**

Meeting Notes

NAC Attendees

Jane Connors (Co-Chair), Ferry Building, Hudson Pacific Partners
Katy Liddell, (Co-Chair), South Beach/Rincon/Mission Bay Neighborhood Association
Alec Bash, Alternate for Bob Iwersen
Ted Choi, City Kayak, Pier 40
Stan Hayes, Telegraph Hill Dwellers
Al Fontes, Telegraph Hill Dwellers, Alternate for Stan Hayes
Robert Harrer, Barbary Coast Neighborhood Association, Government Affairs
Bruno Kanter, North Beach Neighbors
Mahesh Katwani, Alternate for Ritika Puri
Carol Parlette, Golden Gateway Commons Resident
Ritika Puri, Watermark Homeowners Association
Vivian Perez, Metro Events
Shani Krevsky, Exploratorium
Stewart Morton, San Francisco Heritage
Marc Dragun, President, Brannan Homeowners Association

NAC Members Absent

Flicka McGurrin, Pier 23 Café
Bob Iwersen, Gateway Apartments
Diana Taylor, Alternate for Bob Harrer

Port Staff

Patrick Foster, Planning and Environment, NAC Coordinator
David Beaupre, Real Estate and Development, NAC Coordinator
Rebecca Benassini, Real Estate and Development
Kimberley Beal, Real Estate and Development
Sandra Oberle, Real Estate and Development, NAC Coordinator
Dominic Moreno, Maritime
Ming Yeung, Planning and Environment
Diane Oshima, Planning and Environment

Presenters

Clarke Miller, Strada
Josh Mogabgab, Strada
Diane Oshima, Port of San Francisco

Audience

Greg Giachino, Telegraph Hill Dwellers
Richard Harrington
Penny Wells, Bay Area Sea Kayakers
Jacques Benghiat, Brannan Google Group
Diana Drue
Wahib Costandi
Sarah Benjamin
Joseph Goodman
Alice Rogers, SBRMBNA
Katy Liddell, SBRMBNA
Kaye Kennedy
MaryLou Heslet
Joseph Chua, SFOB LLC
Laura Waxmann
Kristina Hansen
Earl Gee, Portside
Paul Liao, BCNA
Pat Ash
Andrew Byrne
Marcy Albert
Tom Weber
Frank Lavin
Alan Dundas
Hoang Nguyen
Peggy Wynne
Richard Kennedy
Xiaofan Yin
Cesar Purisima
Judy Dundas
Erin
Ann
Jerry
Paul Mitchell, ESA
Bhaskar Himatsingka
Y. Jewett
Lan Sun
Frank
Irma Gutierrez
Akjasdh Ade, KLDJE

1. Announcements and Introductions (5:30 - 5:45 pm)

- Next NAC meeting is tentatively scheduled for January 18, 2023
 - We plan to have the Strada team return for an update on the Seawall Lot portion of the Piers 30/32 project at that meeting.
- RFQ recently released for art at the Pier 27 Cruise Terminal Plaza.
 - The San Francisco Arts Commission is inviting artists to submit qualifications for an art piece at this location, and proposals may range from a single, large sculpture to a series of smaller sculptures. Applications are being accepted now through December 16 through

the Arts Commission's website and staff will present to NAC next year once the selection panel has completed their work.

- Historic Ferryboat Klamath at Pier 9 is still not quite ready to open to the public.
 - The Bay Area Council is completing some work on the fire sprinkler system and will need final life/safety inspections before the public will be able to come on board.
- Don Kavanagh is no longer supporting NAC for the Port as he is transitioning his focus to Fisherman's Wharf, but we are welcoming Sandi Oberle as a new Port coordinator.
- Roll call for committee members

2. **Approval of Draft Meeting Notes:** NAC September 21, 2022 meeting (5:45 - 5:50pm)

- Meeting notes were approved by Katy Liddell and Jane Connors.

3. **Piers 30/32 Redevelopment:** Presentation on the revised concept for Piers 30/32 (piers portion only) **please note the revised concept for Seawall Lot 330 will be presented to NAC in January** – Strada TCC (5:50 - 7pm)

Q&A

- Marc Dragun
 - Regarding the lot across the street, has this revised design on the piers affected the number of residential units on SWL 330?
 - Clarke Miller – The design is not final, and we plan to have a better count of the proposed residential units at the NAC meeting in January. Inflation has caused an increase in costs, particularly for construction, which may have an effect. We still have a goal for reduced massing for the seawall lot design.
- Earl Gee
 - Before Strada considers revisions to the seawall lot, it would be best to meet with stakeholders, including Portside located across the street from the proposed development. There have been no outreach meetings with Portside so far, our meeting was canceled and never rescheduled with the Portside HOA.
 - Clarke Miller – We continue to respond to the concerns shared by the community and regulators, including the clear desire to see reduced massing. We will ensure your feedback is addressed and would be happy to meet with HOAs after the January NAC meeting once the latest design is made available to the public. We can also meet with you individually after Thanksgiving during the first week of December.
- Penny Wells
 - This might be more of a destination for bay kayakers rather than a place to launch. Does the launch area have enough room for visiting kayakers to pull up and secure on the dock? Kayakers will want to lock up right next to the water instead of a separate storage facility. Having a good kayak outfitter on site will be important for visitors and safety.
 - Clarke Miller – We have direct covered access from the Embarcadero to the floating dock and we are open to design input on the dock itself. We anticipate having racks and the ability to lock up kayaks.
- Stan Hayes
 - What is the split in office and public space? I understand 72% is public, but much of that is bay water. What is the share that is non-bay? What is the workspace designation on the plan (top floor or full 2 floors)?
 - Clarke Miller – If you consider the ground floor surface and deck area together, 57% of that is public area and 43% is private office. We've worked on the share

of public trust consistent uses and finding ways to entice people into the site including nodes for artisanal spaces to encourage people out onto the pier. We have the same amount of office as the first version but are trying to minimize the amount of pier area and are keeping plenty of room on the perimeter aprons for public access. The office space is on both floors of the building.

- Diana Drue
 - I like the openness but have issues related to tides/currents/wind/climate change been addressed? The pool is more inviting but less protected. How much disturbance does a large ship cause?
 - Clarke Miller – We believe this is a better location for the pool. It will have maximum solar access, won't be shaded by surrounding buildings, and wave actions are primarily from the south so the layout will help protect the pool barge. Grandstand seating will also create a small wind break from the north.
 - Andrew Byrne – When we did initial studies, one of the major concerns about stability and effectiveness of the barge was to deal with the wave action from the southeast. The presence of the pier to the south will allow for a series of piles/baffles to mitigate wave action.
 - David Beaupre – Ships will help shelter the basin, but we will have to create a setback to keep the public away from most ships to prevent conflict. The kayak outfitter will help with safety management tasks.
- Jane Connors
 - Will all of the deliveries and service vehicle needs depend entirely on the cutout? The Piers 38-40 developer is also proposing a marketplace with vendors/restaurants, how will this be different?
 - Clarke Miller – there will be shipping receiving area on the southside to minimize impacts along the Embarcadero. We envision an entrepreneurial aspect to the marketplace including involvement of minority neighborhoods, we are working on partnerships to include a DEI component and possibly rotating kiosks to help provide opportunities for new businesses. We think the marketplace is a good opportunity to add food offerings in south beach that don't exist there today.
- Joseph Chua
 - Please also include Portside Master HOA in outreach which includes the garage and retail portion of the Portside development.
 - Clarke Miller – Please share your contact info and we will be sure to follow up.
- Stan Hayes
 - The ship terminal is interesting and fits maritime use, but worried about the practicality of it. There are many facilities that are required for cruise terminals including access gangplanks, shore power, and MARSEC security restrictions. My guess is this will be difficult to create a mini cruise terminal. For the seawall lot development, suggest looking at the draft EIR for the draft Waterfront Plan – Appendix G looks at air quality, and you'll find the risk numbers at the highest points along Port property occur at Seawall Lot 330. It would be wise to consider how air quality will be addressed for both the residential and bayside components.
 - David Beaupre – We have been working with Strada, Port Maritime, and Homeland Security to ensure the deep-water berth is maintained, functional, and provides public access with a sufficient setback area. The south apron is also designed so it can provide space for provisioning if needed. We will continue to work with operators and coastal engineers to ensure satisfactory design.
- Ted Choi
 - I like the new design for the pool and kayaking program, however more exposure to the bay makes the kayak dock more vulnerable to waves and storms through the winter.

Would like to see stronger barrier than the open piling on the eastern wall. Recommends a larger dock to support larger events/races and reduced costs for outfitters.

- Shani Krevski
 - Would you need to close off the public access paths during a MARSEC event? Recommend good security plan, curious to know your thinking on that. How is sustainability incorporated in the design?
 - Clarke Miller – We have been studying the Exploratorium design. One of the challenges with the pool is how to heat it so we have been considering a bay water heat exchange option.
 - Andrew Byrne – We see this as a great opportunity to promote decarbonization, and we are thinking about how to use sustainable concrete and mass timber as base materials, along with best-in-class design for passive provisions including diffuse lighting and temperature moderation. Fortunately, the building is not high rise so will not require a lot of mechanical ventilation.

Chat

- Katy Liddell
 - Will you still take down the old pier completely and build a new one?
 - David Beaupre – Yes the old pier will be removed and this would be a new pier
 - The pool is a chlorinated pool or sea water?
 - Clarke Miller – It's no longer Bay water due to concerns that would reduce its attractiveness to a diverse group of users. It'll be a heated pool with either chlorinated or salt water.
- Stan Hayes
 - What do "Workplace" spaces entail?
 - Clarke Miller – It's general office space.
- Marc Dragun
 - Is there more or less office space than the prior proposal?
 - Clarke Miller – Same amount of office.
- Stan Hayes
 - What's the % split between office and public?
 - Clarke Miller – 72% of site footprint is public, 28% is office.
- Jacques Benghiat
 - Is it legal to remove around 50% of the pier?
 - David Beaupre – Yes, piers can be removed
 - What's the % public/office space not including bay water?
 - Clarke Miller – If you consider the ground floor surface and deck area together, 57% of that is public area and 43% is private office.
- Al Fontes
 - Will it be safe to swim near a berthed cruise and/or military ship and the associated pollutants?
 - David Beaupre – For certain ships such as cruise and military ships, there will need to be a setback or security area to keep swimmers away; it is for security, it is not related to potential pollutants.
- Greg Giachino
 - Where is Red's in this plan? Will it be torn down?
 - Clarke Miller: Red's will be relocated, owners are excited and they are looking at a few different options including at the Brannan St. Wharf nearby.
- Stan Hayes
 - Will this be another cruise terminal? What about all of the support equipment/gangways/reception area/other facilities needed for cruise ships?

- David Beaupre – This would be a transient berth, which does not require passenger waiting areas. Transient cruise ships come and go in the same day, and don't need the full amenities offered at our primary cruise terminal.
- Judy Dundas
 - What kind of policing/security program will be in place? We have a very small “public space” parklet right across the street that is plagued by homeless and open drug use/dealing, and I worry the same will happen with this new much larger public space.
 - Clarke Miller – we will have security throughout the site, and for the pool area we will have a ticketed and non-ticketed portion in order to manage the pool operation safely for visitors. Security cameras will be prevalent. Access on the pier may be restricted during the night, we are considering security gates on the end of the piers to prevent after-hours access.
- Jacques Benghiat
 - How is office space on the piers consistent with the public trust doctrine?
 - David Beaupre – We are continuing to work with State Lands and BCDC to find the best balance of public benefits and feasibility.
 - Please explain why SF needs more office space when 1 in 4 office buildings are empty. What about the demand for office space?
 - Clarke Miller – This project will take a long time to be complete, and we are confident this space is very unique and will be desirable when it comes online based on the City’s projected economic recovery. We researched similar pier buildings in New York that are now fully reoccupied. Trophy Class A office has remained well leased. The layout is attractive to a lot of users, including easy stairway access without need for elevators.
 - Has any study been made to ascertain demand for open air swimming in SF, or will the pool end up being a perk for office workers?
 - David Beaupre – There has been extensive outreach to a variety of swimming groups locally and regionally and they are excited about the opportunity.
- Greg Giachino
 - How will the passengers from the cruise ships be picked up if there is limited parking in front? I also don't see the protected bike lane that is planned in your presentation. How will this be accommodated.
 - David Beaupre – We will continue to work closely with MTA to maintain parking service, dropoff areas, and integration with the protected bike lanes.
 - Andrew Byrne – There was an error on the slide, it should show the protected bike lane which will remain part of the project.
- Jerry
 - Was wondering if there was consideration for something like a retractable pool roof or similar solution for rainy days? Also I would second the earlier comment and support for the possibility that the newly reduced pier size could potentially reduce the need for as much housing development at seawall lot 330.
- Kaye Kennedy
 - I'd just like to say that I think your new plan is so much better than the original plan. There are still things to work on but overall, I like your design.
- Earl Gee
 - This comment is directly related to the density of the proposed project SWL 330, and to the important environmental concerns mentioned by Stan Hayes. The traffic congestion, for instance tonight, continues to render our surrounding streets, including Embarcadero, Main, Bryant, and Harrison, impassable. A reduction of density of the proposed project on SWL 330 must be considered.

4. **Waterfront Plan:** Presentation and status report on the Port's Waterfront Plan, including final plan revisions and approval schedule – Diane Oshima, Port of SF (7 - 7:30pm)

Q&A

- Paul Liao
 - Appreciate all of the work on the plan. One idea to consider - pickleball has become incredibly popular. The piers could be used for courts with the ability to rent spaces out on short term leases. Would be a lightweight option on the piers that would not require much reinforcement, and would be an opportunity for folks to enjoy the waterfront.
 - Diane Oshima – Recreational activities along the waterfront are definitely supported by the plan on a short and long term basis. The pier reinforcement issue does constrain our ability to open the piers, so appreciate your thinking on that.
- Jane Connors
 - Many compliments on the Port's effort on this and considering all of the input from the working group and community.