

Port's Southern Advisory Committee (SAC)
March 29, 2023 Meeting Notes
6:00 – 8:00 pm Hybrid Public Meeting via Zoom and In-Person at the
Southeast Community Center, 1550 Evans Street at Third Street
Accepted by SAC on April 26th 2023

SAC Members in attendance:

Edward Hatter, Chair
Howard Wong
Mike Bishop

Karen Pierce
Chris
Christensen
Kevin Lawson
Katherine
Doumani

SAC Members Absent:

Shirley Moore

Chris Wasney
Toby Levine
Roscoe Mapps

Port and City staff in attendance:

Planning & Environment Division: David Beaupre, Ming Yeung, Rich Berman,
Patrick Foster, Mark Paez, Jai Jackson,
Real Estate & Development Division: Kim Beal, Ricky Tijani

Maritime: Dominic Moreno

Others in attendance:

Erin
Sharon Prager
Lennie Klebanoff
Jenn San Juan, Mission Rock
Kyle Meyers, GP Sail
Joel Bean
Sarah Benjamin
Ian McEachern
Brandy Lovett
Janet Carpinelli, SF Audubon
Daniel Frank

Konstantin Miatchine
Nick Monroe

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

Sale of Pier 68 floating Drydocks

Dominic Moreno reported that the Port proposed to sell the drydocks at the former shipyard and that a Request for Offers (RFO) would be issued in the near future to solicit interest in the purchase of the vessels.

Question: What's the size and capacity of the vessels and why are they being sold?

Response: Dominic explained that since 2017 when BAE terminated their lease and the shipyard closed Port staff has spent considerable resources caring for the facility. He continued talking about how the vessels are a liability for the Port and require pumping out of rainwater to keep them afloat.

Question: Will the removal of the vessels cause more wave action in Crane Cove Park?

Response: David Beaupre said the park and sediment cap design took into account the possibility of additional wave action but that over time there may be a need to renourish the beach.

Department of the Environment RFP

Kim Beal reported that the Port and the Department of the Environment ("DOE") are drafting a new MOU covering the salvaged building materials operation at 701 Amador Street. DOE has issued an RFP for a new site operator and the Port is looking for an advisory committee member to assist with the review and scoring of proposals which are due at the end of the month.

Question: What type of uses are being contemplated?

Response: Kim explained that the use will remain the same, but DOE is seeking a new operator with the goal of increasing efficiencies, improve the inventory system and to improve the aesthetics of the facility.

MOU with HSH for wind-down of the SWL 344 Trailer Site

Kim Beal reported that the MOU between the Port and the Human Services Agency (HSA) for the use of a portion of Seawall Lot 344 expired when the COVID-19 health emergency ended. A new MOU with the Department of Homelessness and Supportive Housing that would allow occupancy to the end of 2023 for demobilization of the site is proposed. Kim explained that the MOU would require HSH to stop accepting residents 60 days prior to the closure of the facility.

Question: Can the use of this site to respond to the housing need of the homeless during the

COVID-19 Health emergency be transformed into a permanent facility?

Response: David Beaupre said the facility was always meant to be temporary, that there are conflicts between the residential use and the surrounding maritime industrial uses, and that the site is needed for trust consistent uses.

2. Acceptance of Draft February 22nd 2023 Meeting Notes (6:15 -6:20)

The SAC accepted the meeting notes as drafted.

3. Sail Grand Prix Base Camp at Pier 80

Kyle Meyers, representative of Silverback, the company that manages the San Francisco Marathon and the Bay to Breakers, explained that Sail GP 2023 will be similar to the 2022 event. Kyle said the tech site that was located at Pier 96 in 2022 will now be located at Pier 80 in Shed A, AKA 1013 Marin Street, where boat assembly will occur. Kyle's slide presentation can be viewed by clicking this [link](#) and is summarized as follow:

- GP Sail is part of a STEM learning program that began in 2019.
- The program is innovative in its use of sail to teach STEM.
- The 2023 event outreach is robust with eight schools from District 10 participating with 405 students.
- The event will feature nine teams from around the world.
- The event will be educational in the area of sustainability working with engineers who design the vessels based on the principles of buoyancy, wind and efficiency of movement through water.
- 50-foot hydrofoils from New Zealand will be transported to Pier 80 on trucks and assembled on Islais Creek.

Question: Pier 80 is within the ILWU jurisdiction and loading and unloading of equipment, containers and vessels with cranes should be done with union labor. Chris Christensen can put you in contact with the ILWU.

Response: Kyle explained that he had not been contacted by the ILWU.

Questions: Have you contacted Daniel Webster Elementary School in Dogpatch? How much time will students spend in the program?

Response: Kyle said he would be happy to contact Daniel Webster Elementary and that students are in the program twice a day for two hours.

4. Sea Change Ferry and Hydrogen Fueling at the Former Pier 68 Shipyard

Rich Berman, Port Sustainability Manager, presented the Port's proposed hydrogen zero emission fueling proposal. His slides can be viewed by clicking on this [link](#). Highlights from Rich's presentation are as follows:

- The Sea Change Ferry vessel is scheduled to arrive at Pier 9 on Sunday, April 2nd.
- The Port is seeking to convert Port and partner transport to clean energy.
- In 2014 the Port became the first west coast port to convert to shoreside power for its cruise terminal.
- The Port partnered with the San Francisco Public Utilities Commission (SFPUC) to undertake the costly buildout of shoreside power infrastructure to support cruise ships.
- Hydrogen H2 fuel cells power electric motors with long range capability that is superior to batteries for powering trucks and shipping without emissions.
- There are three commercial hydrogen fueling stations in San Francisco.
- The creation of hydrogen requires electrical power so it's important to understand the lifecycle and if carbon free hydro electrical power is used.
- The hydrogen powered ferry is a Hornblower demonstration project that will use hydro power from Hetch-Hetchy to create hydrogen.
- The hydrogen barge will be located at Wharf 3 at the Pier 68 shipyard.
- The hydrogen from the barge could be used to fuel the 200 trucks that service the Port's maritime industries at Pier 80-96.

Questions: How does the Port envision the ultimate possibilities for hydrogen fuel on the waterfront and what other similar programs are in operation around the world?

Response: Rich said he was aware of one other program that uses seawater to generate hydrogen and where the use of hydrogen will go is anyone's guess because the flexibility of this fuel source lends to replication and expansion.

Question: What are the other sources of pollution in the shipyard, the proposed hours of operation and what measures will be used to mitigate light pollution? Also, if SFPUC power is used how will that power be replaced?

Response: Rich said that operations would be 24/7 and that the barge is being designed so operational parameters have yet to be determined and that the SFPUC has ways of providing incentives, such as carbon credits, to participate in low carbon programs but that the Port has no control over the source of power.

Question: How will the Port address light pollution and protect the night sky? San Francisco Audubon is concerned about light pollution that's disruptive to birds and their migrations.

Response: Rich said that these factors will be taken into account in the design of the facility and that he will coordinate with SAC staff to keep the committee and the public informed as the barge and adaptation of the shoreside facility evolves.

Question: What are the hazards associated with hydrogen fuel?

Response: Rich explained that a kilogram of hydrogen has the same amount of fuel as gasoline and is highly flammable. He talked about how hydrogen leaks are a concern but that 60 years of use in industry and design have resulted in regulatory requirements to

address leaks.

The SAC expressed support for the continued maritime industrial use of the former shipyard saying that these uses keep the Port viable and provide valuable employment opportunities.

5. Mission Bay Parks Transfer to Port and Recreation & Parks Department

David Beaupre introduced the item that was carried over from the February SAC meeting because the committee ran out of time and had to adjourn before finishing the discussion. David explained that the continuance resulted in the Port receiving a letter from Bettina Cohen expressing concern that she was unable to comment on the item regarding the Mission Bay Public Realm Plan and Recreation and Parks Department's (RPD) lack of accountability because the meeting adjourned without accepting public comment. David's slide presentation can be viewed by clicking on this [link](#) and is summarized as follows:

- The dissolution of the former San Francisco Redevelopment Agency (SFRA) requires the transfer of the Mission Bay Parks to the Port and the Recreation and Parks Department (RPD) from the SFRA successor, the Office of Community Infrastructure and Investment (OCII).
- Mission Bay has 41 acres of parks that will soon be completed by OCII.
- The Mission Bay Parks are within the Community Facilities District (CFD) No. 5 that will remain in effect until 2044. The district requires property owners to pay an extra tax to pay for maintenance of the parks.
- The CFD is expected to have a funding shortfall in three to four years.
- Collaboration among City agencies resulted in the preparation of a project management plan in 2017.
- The parks are currently managed by Parks and Open Space Management (POSM) and their contract expires in June 2023.
- When the City issued a Request for Bids for the original management contract only one bid was received which is not good for the City or the Port of San Francisco.
- The expiration of the POSM contract will result in the Port managing the parks on the waterfront and RPD managing the upland Mission Bay Parks with no shared responsibility for the management of a single park.
- The transfer will require a short-term MOU between OCII, the Port and RPD beginning in July 2023 to be followed with a permanent MOU to be executed in 2044 that will require Board of Supervisors approval.

Question: Will this proposal require new management or staffing?

Response: David said that the Port is working with RPD to create several new positions to support the management of the Parks. David explained that the Port is planning to hire a Parks Manager and additional Port Maintenance staff.

Question: Can the Parks be designed to be self-sustaining, similar to the landscape improvements at the City's new Southeast Community Facility that was designed by the Department of Public Works, Bureau of Architecture to reduce maintenance requirements?

Response: David responded by stating that the majority of the parks have been designed or constructed, but that it may be possible to transition the parks to become more self-sustaining over time.

Question: Can Port staff respond to Mission Bay resident concerns about the unmet needs in the Mission Bay Parks and the lack of accountability which is why there's no agreement between residents and RPD about the management of the parks?

Response: David explained that the Port and RPD met with the Mission Bay Community Advisory Committee (MBCAC) and neighborhood residents four times and that this is the first time the Port was made aware of this concern.

Question: Will the Pier 52 Public Boat Launch parking lot be converted to park space?

Response: David responded by explaining that the boat launch parking would remain and is a requirement of Cal Boating loan that helped fund the construction of the facility but that the boat launch is temporarily closed due to recent storm damage.

Question: How can the public get the Port and RPD to be accountable for the lack of maintenance and security in the parks when there's always a lack of funding for parks management? Also, can the proposed parks be designed with native plants that support insects, birds and wildlife habitat and is it possible to review the plant palette for the proposed parks prior to their construction?

Response: David explained that OCII will hold funds that can only be spent in Mission Bay Parks and that the management of additional park space by the Port will create efficiencies of scale allowing the Port to hire additional gardening staff. He also said that RPD proposed to hire two additional Park Rangers that will be on duty from 10 am to 6 pm seven days per week. David agreed to share the proposed plant palette for Bayfront Park with the SAC and community.

Question: A comparison between the current staffing of Mission Bay Parks includes nine staff on-site from 7 am to 10pm daily and the hours will be reduced to 10 am to 6 pm. How will this work when you're starting off with a reduction of staff that will exacerbate the situation and the lack of basic maintenance can result in public health concerns from dogs?

Question: How can the community be part of the decision making process about the levels of maintenance that are needed in Mission Bay Parks in order to build confidence and create accountability?

Response: David explained that at the last MBCAC meeting the RPD presented how they rank the maintenance needs of their parks and this is not a process that is used by the Port and it's important that the community not confuse the maintenance of RPD and Port parks.

Question: Can we ask an RPD Commissioner, RPD staff and the Mission Bay community to come to the SAC meeting to respond to these maintenance questions and the lack of equity and to slow this process down to reconcile the maintenance needs and the available

funding and create accountability?

Response: David agreed to reach out to RPD staff and the Port's Maintenance Director to invite them to the April 26th SAC meeting to address questions about the proposed transfer and related issues and concerns.

6. Quick Updates and Requests for Future SAC Meetings

The SAC requested a follow-up discussion of the proposed Mission Bay Parks management transfer.

David Beaupre reported that staff proposed to include an Offshore Wind Power item on the next agenda.