

Northeast Waterfront Advisory Group

Meeting: February 20, 2018

Meeting Notes

Members Present: Jane Connors, Stewart Morton, Kimberley Patten (sub for Melanie Westlake), Bruno Kanter, Bob Iwerson, Bob Harrer, and Cathy Merrill

Members Absent: Alec Bash, Kim Bernet, Roy Chan, Arthur Chang, Michael Franklin, Jon Golinger, Michael Gougherty, Stephanie Greenburg, Flicka McGurrin, Carol Parlette, Marina Secchitano, Diana Taylor

Port Staff Present: Ming Yeung, Byron Rhett, Dan Hodapp, Richard Berman, Demetri Amaro, Kari Kilstrom

1. Welcome and acceptance of November 1, 2017 Meeting Notes

- Jane Connors welcomed the group and motioned for the acceptance of the November 1 meeting notes
- No changes or comments were made and the group approved the meeting notes.

2. Upcoming Port Commission Matters of Interest. Ming Yeung, Port staff, highlighted some of the upcoming agenda items on the February 27, 2018 Commission meeting that might be of interest to NEWAG members.

3. Staff Update on Waterfront Land Use Plan (WLUP) Update. [\[Handout\]](#) Kari Kilstrom, Port staff, provided an update on the WLUP update process and proposed schedule. The completion and outcomes of the Part 2 public process, including the working group recommendations will be presented to the Port Commission on February 27, 2018. In March, a series of walking tours will take place to kick off Part 3 of the process. An open house/public meeting is scheduled for April 11, 2018 and additional public workshops will be scheduled in April and May.

Responses to Questions:

- What is the format of the April 11th open house? Port staff will be working with City Planning staff to conduct this open house. It will consist of different stations with different topic areas to gather ideas. It will be held at the Ferry Building.
- Will there be a document to review? At the conclusion of Part 3, the Port will have ideas on how to redraft the WLUP and by Fall 2018, a draft document for

the public to review should be available. The Port will conduct additional public outreach at that time.

- Will the WLUP update be an update to the document or all new? Still to be decided. It will be similar to previous document but may have different look and feel. Also, the document will merge two documents together (WLUP and the Waterfront Design and Access Element).

- 4. Staff Update on Request for Information (RFI) to Determine Market Demand for Fast Charging Electric Vehicle Chargers.** [\[Presentation Link\]](#). Richard Berman and Demetri Amaro, Port staff, provided an overview of the project. The project is part of a larger City effort by the San Francisco Department of Environment to try and expand Electric Vehicle (EV) charging stations City-wide. The Port put out an RFI in October 2017 for 5 potential locations on Port property to pilot fast-charging stations. The two NE waterfront locations include SWL 314 and Pier 27. Pier 27 was discovered not to be a viable location because of time restrictions at the Pier 27 parking lot. The Port plans to issue a Request for Qualifications (RFQ) to obtain more detailed financial information of potential providers to determine financial feasibility and their business model.

Responses to Questions:

- Is there only one type of charging station? There are 2 basic types of charging stations – a generic type and those with proprietary technology specific to certain cars (such as Tesla). The goal is to provide a blend that are fast-charging.
- Is there a fee associated with charging? It depends. Some models use solar power as the source of electricity which could offset charges to the customer. If solar is not used, the Port would be required to obtain power through the SFPUC; if this was waived, then through PG&E.
- Would the user be required to pay for parking and charging? It depends on the different providers and business models. It could operate much like a gas station to provide just charging capabilities. There are also subscription-based models where users pay per month.
- Has Tesla approached the Port to put in infrastructure? Yes but the Port can't offer sole source opportunity. Other companies have also approached the Port (such as EVGo). The RFI/RFQ process is intended to allow the Port to gather more information on what could work.
- Can the facilities be easily moved? The charging stations are moveable but the infrastructure is not. The stations would need to be in place long enough to amortize investment.

- How many outlets per stand? There could be up to 2 outlets per stand and several stands to make up one station. 10-20 outlets would likely be the minimum at one location to make it meaningful for a charging company.
- Does the Port obtain revenue? Yes, the Port will generate revenue through these stations – either through a lease or fee per charge.
- Is the Port working with the City? The program is a City effort and the Port coordinates with other City departments through the Department of Environment. If anyone is interested in building out a facility, they can send an email to SFMTA and it is routed to other department agencies.

5. Seawall Earthquake Safety Program. [\[Presentation Link\]](#) Dan Hodapp, Port staff member, provided an update on the project. Much of the waterfront consists of filled lands behind a seawall, portions of which are almost 100 years old. There is a high chance for a big earthquake within the next 30 years and there are also concerns with sea level rise that could affect important infrastructure, including utilities and Muni/Bart lines. There are a number of possible earthquake retrofit concepts that are being considered, including pile protection or seawall solutions as well as a “soft” landscaped solution or a combination of both. On the November 2018 ballot, there will be a \$350-500 million GO bond to help fund this effort. \$10 million of Port funds have been set aside to help start this work. The Port has hired a consultant (CH2M Hill) to begin work on assessing what areas of the seawall are most at risk. The Seawall team is currently in the Planning Phase. Following this phase, it hopes to start preliminary design approvals. Public outreach has been on-going.

Comments:

- One member commented that Slide 10, which illustrates a potential solution for sea level rise at Rincon Park, does not appear to take seismic risk into consideration. It was noted that the slides are for illustrative purposes and both seismic and sea level rise would be taken into consideration.

Responses to Questions:

- Would repair work occur all at the same time? Work would be done over time.
- What is the order of priority for the work? A vulnerability study has been prepared to identify the general condition of the seawall. The consultants are currently undertaking a risk assessment to assess uses and occupancy to determine priorities. By the end of 2018, it should have a determination on which facilities are most vulnerable and at risk to prioritize which areas might be addressed first.

- Is BCDC partnering in the effort? BCDC is involved and aware of the project and will become more involved as the proposed solutions are developed that may require Bay Plan or other policy changes.
- What are the “private funds” shown on Slide 13? These would include partnering with tenants or adjacent properties who are at risk.
- \$2-5 Billion is a lot. How will the Port be able to handle this cost? The seawall protects the entire City. The Port would not be able to independently fund the work. The City has laid out potential funding sources; some could come from the Army Corps of Engineers or other federal agencies. Other funding sources are being pursued.
- Is the presentation available to community groups? Yes, the presentation will be made available.

6. Next Steps – Future Agenda Items; Other Business Matters

- A committee member asked about advertising on Port shelters and whether there is a requirement to do a mix of advertising (public message as well as commercial). Port staff responded that general advertising is permitted on transit shelters, JCDecaux public restrooms, and on newsstands. Of the four JCDecaux restrooms, one is reserved for public messages. There will be a new JCDecaux contract for restrooms soon, with a proposed new design for the kiosks.
- A member asked about the Beltline Building and the status of the Jamestown project at Pier 29. Port staff responded that core and shell improvements are in the works at the Beltline Building to make the building attractive for a possible new lease that could include a café or eating area with outdoor dining. The Port will be undertaking routine repairs to the Pier 29 substructure and hopes to get Port Commission authorization to award the contract for the work in March.
- The committee members discussed the Port’s efforts to address homelessness and homeless encampments.
- Committee members requested that an update to the 88 Broadway/Teatro Zinzanni project and the Downtown Ferry Terminal project be brought to a future NEWAG meeting.

The meeting was adjourned at 6:30p.m.