

Minutes of the annual meeting of the SF Marina Harbor Association, Thursday November 10, 2016 – Golden Gate YC - **enhanced with Harbormaster markup with subsequent actions**

25 members in attendance plus SF Marina Harbor Master Scott Grindy and Acting Assistant Harbor Master Tom Anderson

Approved minutes of 2015 Annual Meeting

Treasurer reported approximately \$5,800 cash balance plus more for renewals

The following were elected for 2016/17:

Bruce Stone, President & Treasurer	bruce@brucestone.com
Paul Manning, Vice-President	paul.manning@vce.com
Grace Knight, Secretary	gramek@aol.com
Albert Wetter, Director	albert@awetter.com
Brock de Lappe, Director	brockdelappe@comcast.net
Randy Hietter, Director	rhietter@myastound.net
Dominic Maionchi, Director	dm567@pacbell.net
Al Cavey, Director Emeritus	alcavey@hotmail.com

SF Marina Harbor Master Scott Grindy presented the following observations:

Currently 12 berth-holders have volunteered to serve as "**Dock Captains**" to provide feedback to the Harbor Master and outreach to other marina tenants;

(However, comment was made that since they do not represent any specific dock, nor do they have contact info on berth-holders, they have no system to broadcast their findings other than through the Harbor Association's email list. We agreed to serve in that function should individual dock captains wish to provide such findings.)

Rec and Park seeks to move the Harbor Master's office and public bathrooms to the **Degaussing Station** and then remodel the existing office to accommodate berth-holder bathrooms and showers, possibly a meeting room, ice machine and washer/dryer, accessible through a key fob. Looking for approximately \$200,000-300,000 to cover this.

West Harbor currently has 44 operational **security cameras** with good night vision and approximately one month of recording. East Harbor awaits reconstruction

Degaussing station presently having the interior and exterior abated for lead, asbestos etc., primer paint after lead paint is installed for exterior. Replacing existing room to keep interior structures dry.

Harbor Security:

New metal mesh at gates to minimize opportunity for unauthorized entry.

Park Patrol has hired new personnel to patrol on foot, not just drive by.

Normally a park patrol person is on site by bike, truck/car from 8pm to 4am, and sometimes also during days depending on coverage loads. Ray and Elmer are the two regular park patrol guys you will see around depending on the time of day.

Alcohol visible in boat windows attract break-ins. "No Trespassing" signs have been posted on the docks to allow police to arrest those present illegally. Signs also provide an emergency phone number which are automatically routed to park rangers after hours.

Most problems in the Marina are from the homeless, a city-wide issue. Many camp out near the portable toilets.

Harbor master seeks a prohibition on oversize vehicles like RV's as they are parking overnight and emptying sewage into the Bay or onto the grass.

In the past year 3 boats were stolen, but all were quickly recovered. Please email any theft reports so marina can lobby for more security.

Bear-proof garbage cans are being deployed to reduce the mess often left when people scavenge for cans. ~~Delete, wrong size for waste disposal, reviewing new models.~~

Trash cans installed inside of dock gates.

East Harbor Renovation: PGE is still boring test holes that will be evaluated for contamination levels of PAHs from the old coal fired power plant that was nearby. The worst case is a complete dredging to a depth of 18 feet, followed by a 3 ft cap of clean sand estimated at approximately 60,000 cubic yards, mostly provided by the 50,000 cubic yards from the dredging required for the West Harbor. An "absorption mattress" type material is also being considered. The anticipated cost of this project has ballooned to \$80-100 million. PGE is required to pay for both the dredging and replacement of the wooden docks with new wooden docks, so a loan will be sought from Cal Boating to upgrade the new docks to concrete comparable to those installed in West Harbor. All piles and docks will be removed and a coffer dam will be constructed to minimize contamination moving into the bay. A couple of options are being considered to control the surge in East Harbor. One is a floating wave attenuator along the Ft. Mason side of the harbor using a deeper concrete box secured with vertical pilings instead of the largely ineffective West Harbor box that is too shallow and held by chain. All boats will need to leave the marina once the dredging commences, but there will be limited opportunity to relocate boats to West Harbor as it is now 93% occupied. Side and end ties, and possibly a new temporary floating dock may provide temporary berthing. Relocation of boats will be based on seniority. The Marina has already received funding for the VTIP (Vessel Turn In Program) from the California Division of Boating & Waterways as a more cost efficient way to handle abandoned boats. There is no date for the beginning of construction. A new project manager has not yet been hired to replace Mary Hobson, who left Rec and Park.

- Mary was replaced by Charlene Angsuko, was doing projects in San Diego and Port areas of LA prior.
- 7 boats removed via the VTIP program so far from the grant we applied for and was awarded.
- Testing holes are still in process around the perimeter of the west and east marina areas land side.
- Best estimate the east marina project will not start till after 2019.

Fort Mason Center has obtained approval to expand its metered parking outside the gate to Ft. Mason across from the Marina Safeway. During special events when East Harbor parking is affected, berth-holders with stickers may park in the metered spots without getting tickets.

This project is now complete except for some art sculpture work.

West Harbor entrance depth remains a serious and ongoing problem. There is currently a permit application pending for additional dredging. 10,000 cubic yards were removed in October 2015, 10,000 cubic yards in August 2016 and 20,000 cubic yards in November 2016, for a total cost of around \$1,000,000 compared to the \$250,000 allocated in the annual budget. The berthing of a new San Francisco Fire Boat in the marina may open the possibility of obtaining maintenance funds from the Department of Homeland Security. I-Dock in the NE section of the West Harbor was ruined from the silting and will not be replaced. Rec and Park is studying extending the current jetty and/or adding a new sheet pile breakwater to reduce the sand problem.

- Dredging episode 11 was completed prior the Big Boat Series.
- Working on a new 10 year dredge permit
- Working with the Chief of Waterways on a possible west entrance channel realignment that meets/exceeds present depth requirements but reduces volume depths near the jetty tip etc. to reduce annual dredging costs. More to follow...
- Wave attenuator will soon have underwater repairs to clump weights and chains
- No word from SFFD on new boat etc., my goal is to move all fire boats in area between the dock and steel sheetpile wall and end tie. Faster for response, more dock surface for emergency responding rolling equipment, and provides more berthing in good areas of the marina for tenants.

Efforts are underway to bring **Wi-Fi** to West Harbor using the high-speed fiber-optic cable from the America's Cup. This would enable berth-holders to install motion or sound activated cameras on their boats.

No wi fi updates, except that the item is on the list and we are keeping pressure on it.

The marina office is currently suffering from low-speed DSL internet and would also benefit from an upgrade.

Parking:

- RPD has contacted both the Golden Gate YC and the St. Francis YC to try to control illegal parking in designated permit areas.
- plans to replace the small blue stickers with a rearview mirror hanging placard that would be easier for patrols to see, and would enable berth-holders to bring different cars to the marina.
- no plans to remove the reserved parking spaces along Marina Blvd.

New parking hang tags ready but on hold for now due to other issues.

- Rec and Park is aware of the need for meters along Marina Green to eliminate the commuter parking (while still allowing berth-holder parking) but cannot get political or administrative consensus on this.

Harbor Master is preparing a grant application for an **Oil Bilge Water Separator** to help control unintended discharges into the Bay.

In process again for a second try.

All **commercial events** held on Marina Green that pay a fee to the city get credited to the harbor account. A member requested that transparent accounting be made available.

Other items:

1. Racoons lots of reports last month in the west marina yacht club area docks especially after the race series. Please remove food from boats.
2. bay side sea wall repairs will continue late summer 2018
3. anticipating a boater and public meeting in January/February 2018 regarding designs etc. regarding east marina project. Announcement for boaters will come via email blast and public postings.
4. Modifications soon to come to gate 17 in the west to improve access jointly for StFYC and tenants and also to improve security hardening of the zone.
5. Report to office any electronic key card issues in the west, we now have a really good vendor who has fixed all known problems.
6. we now have 3 to 4 Public Service Trainee's PST's, Frank from our team is leading them on their assigned and training efforts.

Meeting adjourned at 9 PM