

Agenda for Annual Meeting of the SF Marina Harbor Association, Thursday January 18, 2018 – Golden Gate YC – 7 PM

Approve minutes of 2016 Annual Meeting

Treasurer's report

Election of Officers and Directors: The following were nominated for election for 2018:

Paul Manning, President	paul.manning@vce.com
Bruce Stone, VP and Treasurer	bruce@brucestone.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
Greg Meagher, Director	gwmeagher@gmail.com
Al Cavey, Director Emeritus	alcavey@hotmail.com

Possessory Interest tax – some members have applied for and obtained a reduction of 90% from the City Assessor by pointing out that the one-year license is much less valuable than a long-term lease. Should we apply as a class?

SF Marina Harbor Master Scott Grindy will provide an update on the harbor. Some topics will include:

Degaussing station – The intention is to relocate 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.

Bayside sea wall repairs will continue through late summer 2018

Harbor Security:

Security cameras in West Harbor with night vision and approximately one month of recording. How effective have these been in deterring crime?

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

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

"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.

Status of Gate 17

East Harbor Renovation: A new project manager, Charlene Angsuco, has replaced Mary Hobson, who left Rec and Park. Best estimate is that the East Harbor project will not start until after 2019.

PGE is bored test holes to evaluate contamination levels of PAHs from the old coal fired power plant. 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 tested in a section of East Harbor. The estimated costs are not established yet, however volumes of dredge spoils would be the driver at a range of 35-45 per cubic yard as typical. Draft designs are in review. All piles and docks will be removed and a coffer dam may 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 Vessel Turn In Program ("VTIP") from the California Division of Boating & Waterways as a more cost efficient way to handle abandoned boats.

Fort Mason Center has expanded 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.

West Harbor entrance depth remains a serious and ongoing problem. 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. How much was spent in 2017 and is anticipated for 2018?

How about the area along Marina Boulevard, where sailboats drawing 6.5 feet sit in the mud and sometimes cannot exit the harbor?

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.

- Obtained 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.
- Wave attenuator will soon have underwater repairs to clump weights and chains

- Planning to move all fire boats to area between the dock and steel sheet-pile 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.

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.
- Status of oversize vehicles like RV's that park overnight and empty sewage into the Bay or onto the grass – can these be prohibited?
- 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.

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. Can enough income be generated to defer berth rate increases?

Dock Captains program – is this an effective way to communicate since they do not have berth-holders' emails? We can broadcast their findings and concerns if they are willing to connect through us.

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.